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POSITION (EU) NO 8/2025 OF THE COUNCIL AT FIRST READING

with a view to the adoption of a directive of the European Parliament and of the Council on driving licences, amending Regulation (EU) 2018/1724 of the European Parliament and of the Council and Directive (EU) 2022/2561 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

Adopted by the Council on 29 September 2025

(Text with EEA relevance)

(C/2025/5668)

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee ([1]),

After consulting the Committee of the Regions,

Acting in accordance with the ordinary legislative procedure ([2]),

Whereas:

(1) In 2017, the informal Transport Council in Malta agreed that the persistently high numbers of traffic fatalities and serious road traffic injuries constitute a major societal problem, and set a target of halving the number of serious injuries in the Union by 2030. The Valletta Declaration on Road Safety adopted by the Ministers of Transport of the Member States of the Union on 29 March 2017 called upon the Commission to prepare a strengthened Union road safety policy and legal framework for the decade starting from 2020 which includes the ambitious long-term goal to move close to zero deaths by 2050, enhancing the protection of road users, in particular vulnerable road users, who are most often the victims of road traffic accidents. The efforts previously undertaken by public authorities resulted in a reduction of road traffic fatalities from 51 400 in 2001 to 19 800 in 2021. However, those figures fell below the Union target of a 75 % reduction in road traffic fatalities between 2001 and 2020, and the progress made towards halving the number of such fatalities during the first decade later stagnated. The Union is committed to getting as close as possible to zero road traffic accident victims by 2050. The Communication of 9 December 2020 from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions entitled 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future' (the 'Sustainable and Smart Mobility Strategy') sets out the 'Vision Zero' strategy related to this goal.

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

([1]) OJ C 293, 18.8.2023, p. 133.
([2]) Position of the European Parliament of 28 February 2024 (OJ C, C/2025/1355, 17.3.2025, ELI: http://data.europa.eu/eli/C/2025/1355/oj) and position of the Council at first reading of 29 September 2025 [(OJ …)/(not yet published in the Official Journal)]. Position of the European Parliament of … [(OJ …)/(not yet published in the Official Journal)].

(3) The framework established by Directive 2006/126/EC of the European Parliament and of the Council ([3]) 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-fuelled vehicles, digitalisation, demographic trends and technological developments, in order to reinforce the competitiveness of the Union economy. In particular, as regards some alternatively-fuelled vehicles, their greater mass as compared to conventional vehicles should be reflected in the scope of driving licence categories. It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as the administrative burden, to the free movement of persons who are drivers taking up residence in a Member State other than that issuing the driving licence. A harmonised Union standard driving licence framework should encompass both physical driving licences and digital driving licences ('mobile' driving licences) in all categories, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.

(4) The European Community introduced the first 'Community model' physical driving licence on 4 December 1980. Since then, the rules relating to the Community model have become the cornerstone of the most advanced driving licensing structures in the world, covering more than 250 million drivers. This Directive should therefore build on the accumulated experience and practice and lay down harmonised rules on the Union standards for physical driving licences. Physical driving licences issued within the Union should, in particular, provide a high level of protection against fraud and forgery, by means of anti-forgery measures, and the possibility to incorporate microchips or QR codes.

(5) Any processing of personal data for the implementation of this Directive should comply with the data protection framework of the Union, in particular Directive 2002/58/EC of the European Parliament and of the Council ([4]), Regulation (EU) 2016/679 of the European Parliament and of the Council ([5]) and Directive (EU) 2016/680 of the European Parliament and of the Council ([6]).

(6) This Directive establishes a legal basis for the storage of an obligatory set of personal data in physical driving licences and their microchips or QR codes, and in mobile driving licences, for the purposes of proving and verifying a person's right to drive and identity, in order to guarantee a high level of road safety throughout the Union. Such data should be limited to what is necessary to prove a person's right to drive, identify that person, and verify that person's driving rights and identity. The storage and other processing of those data needs to comply with, in particular, Article 6(1), point (e), and, in respect of biometric data, Article 9(2), point (g), of Regulation (EU) 2016/679. This Directive also provides for additional safeguards to ensure the protection of personal data disclosed to, and retained by, a verifier during the verification process. In particular, the verifier should only be able to retain such data if authorised to do so by Union or national law; for instance, a police officer might be authorised to include driving licence data in a police report, or a rental company might be authorised to fill in driving licence data in a vehicle rental contract.

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

([3]) 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, ELI: http://data.europa.eu/eli/dir/2006/126/oj).

([4]) 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, ELI: http://data.europa.eu/eli/dir/2002/58/oj).

([5]) Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, http://data.europa.eu/eli/reg/2016/679/oj).

([6]) Directive (EU) 2016/680 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 by competent authorities for the purposes of the prevention, investigation, detection or prosecution of criminal offences or the execution of criminal penalties, and on the free movement of such data, and repealing Council Framework Decision 2008/977/JHA (OJ L 119, 4.5.2016, p. 89, http://data.europa.eu/eli/dir/2016/680/oj).

(8) In contrast, the QR code to be established by this Directive should allow for the verification of the authenticity of the information printed on the physical driving licence. However, it should not make it possible to store information additional to that on the physical driving licence.

(9) This Directive does not provide a legal basis for setting up or maintaining databases at national level for the storage of biometric data in Member States, which is a matter of national law, which needs to comply with Union law regarding data protection. Moreover, this Directive does not provide a legal basis for setting up or maintaining a centralised database of biometric data at Union level.

(10) Digital transformation is one of the Union's priorities. In the case of road transport, it contributes to removing the remaining administrative barriers to the free movement of persons, such as those relating to the time it takes to issue physical driving licences. Therefore, a separate Union standard should be established for mobile driving licences issued within the Union. In order to facilitate digitalisation, mobile driving licences should be the default format issued to applicants effective from a date 54 months from the date of the adoption of the first of the implementing acts necessary for the introduction of mobile driving licences, without prejudice to the applicant's right to obtain the driving licence in either a physical format or in both formats through one and the same application at the same time. Member States have the possibility to issue mobile driving licences before the date when the digital format becomes the default format.

(11) In line with the goal of the digital transformation of not leaving citizens behind, as expressed in the 2023 European Declaration on Digital Rights and Principles for the Digital Decade, it is imperative that citizens continue to have the right to request a driving licence in a physical format in addition to the driving licence in a digital format. Therefore, Member States should provide an applicant with the driving licence in a physical format, upon the applicant's request, without undue delay and in general within three weeks, when the applicant already holds that Member State's digital driving licence format attesting the applicant's driving rights. Moreover, in urgent situations, where the late reception of the physical driving licence would lead to disproportionate harm for the applicant, Member States are encouraged to provide for the possibility to make use of an emergency procedure, through which the physical driving licence would be issued in a matter of days in exchange for a proportionate increase in the relevant administrative fees.

(12) The mobile driving licence should contain not only the information reported on the physical driving licence, but also information enabling the verification of the authenticity of those data. However, it should be ensured that even in the case of verification, 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. Moreover, unless allowed under Union or national law, the data necessary for the verification should not be retained after the verification has taken place. Member States should ensure that physical and mobile driving licences issued to the same person are equivalent as regards the rights and conditions under which that person is authorised to drive, and as regards the duration of the administrative validity of the driving licences, as set out in this Directive.

(13) Member States are competent to establish their own national rules requiring the payment of a fee for issuing a driving licence. However, Member States should take due care not to influence the free choice of citizens in relation to driving license formats by establishing disproportionate administrative fees unduly favouring one format over the other.

(14) Member States should work together in pursuit of the worldwide use and mutual recognition of mobile driving licences. This might entail amendments to the International Convention on Motor Transport of 24 April 1926, the Geneva Convention on Road Traffic of 19 September 1949 and the Vienna Convention on Road Traffic of 8 November 1968. The Commission is best placed to provide assistance to Member States in that regard, in particular regarding interoperability conditions enabling the widespread recognition of Union mobile driving licences. As a first step in that process, the Commission should take into account the relevant developments in third countries when adopting implementing acts on mobile driving licences.

(15) The Sustainable and Smart Mobility Strategy sets out a vision for the Union to improve significantly the sustainability of mobility and transport. Emissions from the road transport sector include greenhouse gas emissions, air pollutants, noise and microplastics from tyre and road wear. Driving style influences the quantity of such emissions, which have possible negative impacts on the environment and human health. Therefore, driving tests should guarantee that driver training enables drivers to reduce their impact with regard to emissions, including through eco-driving, as well as to prepare them for the driving of zero or low-emission vehicles.

(16) In order to allow citizens and residents to enjoy directly the benefits of the internal market without incurring an unnecessary additional administrative burden, Regulation (EU) 2018/1724 of the European Parliament and the Council ([7]) provides for access to online procedures relevant for the functioning of the internal market, including for cross-border users. The information on acquiring and renewing a driving licence is already covered in Annex I to that Regulation. Annex II to that Regulation should be amended, in order to ensure that users pursuing an administrative procedure related to driving licences benefit from fully online procedures.

(17) Driving licences should be categorised according to the types of vehicles in respect of which they indicate the right to drive. Such categorisation should be done in a clear and coherent manner, while fully respecting the technical characteristics of the vehicles concerned and the skills needed to drive them.

(18) In accordance with the United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the Union has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. Furthermore, Member States are encouraged, without lowering the minimum standards regarding fitness to drive and driving skills set out in this Directive, to cater for the special needs of persons with disabilities and to facilitate their opportunities to acquire and hold a driving licence. As such, with the prior agreement of the Commission, Member States should be allowed to exclude from the application of the rules on driving licence categories under this Directive certain types of power-driven vehicles.

(19) Member States should be allowed to continue to exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence bodies, given the specific nature of the operations carried out by such forces and bodies and of the vehicles used.

(20) The minimum ages of applicants for the various categories of driving licence 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 promote road safety further. Member States should, for certain categories and on an exceptional basis, be allowed to set lower minimum ages in order to take account of national circumstances, in particular as regards the driving of fire brigade, civil protection and rescue vehicles, as well as vehicles used for the purpose of maintaining public safety and order.

(21) Emergency vehicles, namely vehicles used for the purpose of maintaining public safety and order, including by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances, civil protection and rescue vehicles, or fire brigade vehicles, might present particular characteristics, such as being heavier due to special equipment, and might need to benefit from certain derogations from the general rules for a category B driving licence in order to respond efficiently to crisis situations and to rescue needs. Moreover, in order to avoid potential obstacles to the cross-border circulation of such vehicles while they are being used for cross-border interventions in various regions within the Union, Member States should be able to authorise, temporarily or indefinitely, those emergency vehicles being driven on their territories with a category B driving licence. In that regard, Member States are encouraged to mutually recognise national measures, so that cross-border emergency operations are not hindered or penalised.

(22) In order to take into account the mobility needs of Member States' young residents, such as a need to drive long distances in sparsely-populated areas with a lack of adequate alternative means of personal mobility, the Member States, after the prior agreement of the Commission, should be able to lower the minimum age to 15 years for issuing driving licences limited to their own territories for driving certain types of category B1 vehicles. It is important that such a lowering of the minimum age not negatively affect road safety. Therefore, the Commission should, before providing its agreement thereto, duly assess the impact on road safety of such a lowering of the minimum age, taking into account any relevant information provided by Member States' experts.

(23) The combination of an adequate minimum age for driving 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 consumption associated with driving, can benefit road safety. Minimum ages should not be reduced at the expense of road safety.

([7]) Regulation (EU) 2018/1724 of the European Parliament and of the Council of 2 October 2018 establishing a single digital gateway to provide access to information, to procedures and to assistance and problem-solving services and amending Regulation (EU) No 1024/2012 (OJ L 295, 21.11.2018, p. 1, ELI: http://data.europa.eu/eli/reg/2018/1724/oj).

(24) A system of staging, that is establishing the entitlement to hold a driving licence in a specific category as a prerequisite for the applicant to become eligible to hold certain other categories of driving licences, and equivalences between categories should be established, including, where appropriate, a minimum period of experience before such eligibility. Such a system should be binding on all Member States, without prejudice to the possibility for Member States to apply certain equivalences between themselves in their respective territories. Member States should also be allowed to establish certain equivalences limited to within their own territory.

(25) The greater presence of alternatively-fuelled vehicles is key to the green transition. The possibility of new models of increased mass being available in categories B and BE driving licences should be taken into consideration in this Directive. Therefore, holders of a category B or BE driving licence should be allowed, subject to driving experience in their obtained category, to drive motor vehicles, both for the purpose of driving persons and goods, powered wholly or in part by alternative fuels, which exceed a maximum authorised mass of 3 500 kg.

(26) The right to a driving licence is a guarantee of freedom of movement, and facilitates participation in economic and social life, which is particularly important in rural and less urbanised areas with a limited public transport network. For the elderly, persons with reduced mobility or persons with disabilities, individual transport is an important element in supporting their mobility. The assessment of a driver's fitness to drive safely should be made on the basis of specific criteria, taking into account, in particular, the driver's medical condition according to the objective results of examinations and, where appropriate, tests. Decisions on the cancellation, withdrawal, suspension or restriction of driving licences should be taken on an individual basis and should not result in discrimination, in particular on the ground of age.

(27) For the purposes of road safety, it is necessary to update the harmonised minimum requirements to be met by the applicant before a driving licence can be issued. This should include the knowledge, skills and behaviour connected with driving power-driven vehicles, the driving test, and the minimum standards of physical and mental fitness for driving such vehicles.

(28) In view of the growing availability and use of advanced driver assistance systems and automated driving systems, it is necessary to include requirements relating to those systems in theory tests, in order to ensure drivers' general knowledge of the advantages, limitations and risks associated with such systems. That knowledge requirement should cover, in particular, the field of use of the automated driving systems, the existence of take-over requests by the automated driving systems, and the subsisting obligations of the driver while automated driving systems are active.

(29) Proof of compliance with minimum standards of physical and mental fitness should be provided when the driving licence is issued, and periodically thereafter. Such regular monitoring, in accordance with national rules of compliance with minimum standards, contributes to the free movement of persons, avoids distortions of competition and takes into account the responsibility of drivers. The national rules of compliance with minimum standards should consist of a medical examination at issuance and at renewal of a driving licence. That examination could be performed by general practitioners or by any other competent medical authority or health sector professional, as established within the law of each Member State.

(30) Adequate eyesight is an essential condition in ensuring physical fitness to drive. All applicants for a driving licence should therefore undergo an appropriate assessment to ensure that they have adequate visual acuity including, where necessary, further examination of the field of vision by a competent eyesight professional authorised by national law. Member States should be allowed to go beyond this requirement, by requiring the same procedure when driving licences are renewed. The decimal notation for visual acuity provides an internationally recognised standard for comparability in establishing eyesight.

(31) For issuing or renewing certain driving licence categories, it should be possible for Member States, instead of requiring a medical examination, to require the applicant or holder of a driving licence to provide in writing or by electronic means a self-assessment, the design of which could be risk-oriented. However, it would be most desirable that Member States include medical examinations at least as part of the first issuing procedure of driving licences, to assess compliance with the conditions set out in this Directive and national law.

(32) After a driving licence has been issued, Member States, instead of requiring a medical examination or self-assessment at renewal, should be able to establish a system to ensure that changes in the driving licence holder's physical or mental fitness are reacted to. Acknowledging the diversity in the organisation of the national health systems and practices with regard to their effective coordination with licensing authorities for issuing and renewal, such a system could take various forms, the main principle being that medical or licensing authorities should connect the medical conditions of driving licence holders with their ability and permission to drive. That reaction by medical or licensing authorities could also be based on the assessment of a driving licence holder's declarations on the basis of a general obligation placed on all driving licence holders to declare their health status which is relevant for driving, leading to a referral to a specialist, a driving ban expressed by a medical practitioner, or, ultimately, to a withdrawal, suspension or restriction of the driving licence.

(33) Member States should also be free to combine such measures in order to increase their efficiency, and to apply standards relating to the fitness to drive stricter than the minimum standards set out in this Directive.

(34) Recent advancements in medical technology have enhanced road safety by addressing the risks associated with driving with certain medical conditions. Innovations such as continuous glucose monitoring systems for individuals with diabetes enable effective and real-time management of their condition, reducing driving-related risks. Those technologies are rapidly evolving, ensuring better control of medical issues and further improving road safety.

(35) In view of studies being carried out on various pathologies that carry a risk of excessive sleepiness and drowsiness, the Commission should start a review of the provisions of this Directive that relate to obstructive sleep apnoea syndrome, once an adequate number of studies is completed and available to the scientific community. Given the scientific progress made in the treatment of impaired vision, the Commission should also start a review of the provisions of this Directive that relate to that condition.

(36) In order to ensure uniform rights across the Union, without prejudice to considerations of road safety, driving licences of categories AM, A1, A2, A, B1, B and BE should have an administrative validity of 15 years, while driving licences of categories C, CE, C1, C1E, D, DE, D1 and D1E should have an administrative validity of five years. Nevertheless, Member States should be allowed to apply a validity period of 10 years instead of 15 years if the driving licence is also used as a personal identification document. Following the framework already in force, which enables Member States to increase the renewal frequency with advancing age, the general validity length could be reduced on the basis of objective factors with a general link to average physical and mental conditions of drivers, such as age, and Member States should be allowed to define shorter validity periods than those provided for in this Directive in exceptional cases, as set out by this Directive.

(37) Refresher courses for experienced drivers can improve road safety by raising awareness, and by requiring drivers to gain additional experience with new technologies, such as advanced driver assistance systems and automated driving systems. In this context, and also in the context of driver training before issuing a driving licence, the use of simulators could be useful to improve important driving skills, such as reacting to adverse conditions and emergency scenarios.

(38) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements with regard to road transport, as well as of continuous technological progress made in relation to power-driven vehicles, it is necessary to keep all drivers up to date about new technologies, road safety and sustainability. The promotion by Member States of lifelong training for drivers, for instance by offering attendance at safe driving courses with feedback, can contribute to more inclusive mobility. Such lifelong training can play a crucial role in keeping experienced drivers' skills up to date in terms of road safety, new technologies and the changes in the mass of vehicles, which improves fuel efficiency and reduces emissions, and speed management.

(39) In order to allow the Member States and, in duly justified cases the Union as a whole, to react to crises that make it impossible for national authorities to renew driving licences the validity of which would otherwise expire, it should be possible to extend the administrative validity of such driving licences. Such an extension should be possible only for a duration that is strictly necessary.

(40) The principle of 'one holder – one licence' should prevent any person from holding more than one driving licence. The principle should also be extended to take into account the technical specificities of mobile driving licences, as a holder might request the issuance of a physical driving licence instead of, or together with, a mobile driving licence, and might display a mobile driving licence on several electronic devices.

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

(42) Drivers who hold a driving licence issued by the Member State where they reside following the exchange of a driving licence issued by a third country, should be entitled to drive throughout the Union as if they had originally obtained their driving licence within the Union. This contributes to the free movement of persons within the Union.

(43) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to identify third countries that ensure a level of road safety comparable to that of the Union, thereby providing the opportunity to holders of driving licences issued by those third countries to exchange, subject to relevant conditions, which should be detailed and well-defined for all driving licence categories concerned, their driving licences on terms similar to those that would apply if they were issued by a Member State. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council ([8]).

(44) As regards driving licences issued by third countries that are not identified in an implementing act as third countries with a level of road safety comparable to that of the Union, or issued by third countries in relation to which such an implementing act neither explicitly authorises nor prohibits an exchange of such a driving licence, Member States should be allowed to exchange the driving licences in accordance with their national rules, provided that they use the relevant Union code(s) on the driving licence so issued. In the event the holder of such a driving licence changes his or her residence to a new Member State, the latter should not be required to apply the principle of mutual recognition to such a driving licence.

(45) The new framework for the exchange of driving licences issued by third countries should also be viewed as a tool to address the shortage of professional drivers, inasmuch as the rules intend to facilitate the free movement of holders of driving licences of various categories. Given that driving by nationals of third countries, who are employed by or work for an undertaking established in a Member State engaged in road transport within the Union, might be subject to the further requirement of qualifications attested by a Certificate of Professional Competence (CPC), the Commission should assess how the expected positive effects of the new framework could be supported further in relation to other driving documents, without prejudice to the overall goal of improving road safety in the Union.

(46) 'Driving licence tourism', namely the practice of changing residence for the purpose of acquiring a new driving licence, inter alia in order to circumvent the effects of a cancellation, withdrawal, suspension or restriction of the right to drive of a driver of a power-driven vehicle, of his or her driving licence or of the recognition of the validity of his or her driving licence, imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers should not, merely by changing their residence, be exempted from requirements imposed on them to recover their driving licence, the recognition of its validity, or of the right to drive. At the same time, it should be clarified that any conduct on the part of citizens, or their lack of physical or mental fitness to drive, should lead to a ban from driving of indefinite duration only where it is duly justified. Conditions should be set out for Member States other than that which imposed a cancellation, withdrawal, suspension or restriction to nevertheless be able to issue a driving licence to that person, should it be deemed appropriate based on an informed decision, and where the validity of the driving licence so issued is limited to the territory of Member States which have not imposed a ban of indefinite duration.

([8]) Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).

(47) 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 scheme should provide the possibility for applicants to acquire driving licences in the relevant categories before the required minimum age is reached. However, the use of those driving licences should be subject to being accompanied by an experienced driver, for instance a family member. 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.

(48) The accompanied driving scheme could, without prejudice to its overall goal of improving road safety, contribute to making 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, Member States should have the possibility to apply that scheme to driving licences of categories C1, C1E and C in addition to the driving licences of category B, and the driving licences issued accordingly should be mutually recognised among those Member States applying that larger scope to the scheme.

(49) The accompanied driving scheme should not restrict Member States' existing options to lower the minimum age for category B and to apply related conditions nationally.

(50) The conditions and requirements established in Directive (EU) 2022/2561 of the European Parliament and of the Council ([9]) for driving a bus of category D or DE from a certain age following professional qualification should be simplified, without compromising road safety.

(51) Member States are encouraged to intensify partnerships between educational and training bodies, including universities and vocational schools, and transport and logistics companies, in order to tackle the shortage of professional drivers in the Union. The development and support of apprenticeships, traineeships and similar educational offerings in those partnerships 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 Commission is encouraged to support public-private partnerships between vocational schools and logistics and transport companies to enhance the availability and skills of professional drivers, using Union programmes such as Erasmus+.

(52) When taking stock of what sources of revenue exist to facilitate road safety, Member States are recommended to use revenue generated from financial penalties for road-safety-related traffic offences in the scope of Directive (EU) 2015/413 of the European Parliament and of the Council ([10]) to increase road safety and to ensure the transparency of road-safety measures.

(53) It should be ensured that drivers who acquire a driving licence for the first time do not endanger road safety. For those novice drivers, a probationary period of a minimum of two years should be established, during which stricter rules or sanctions for driving under the influence of alcohol should apply, without prejudice to Member States' competences to regulate drivers' behaviour. Such stricter rules could include, or consist of, specific training for novice drivers, in which they receive further instruction on risk awareness and reflect on their behaviour. Special measures to ensure the reduction of driving under the influence of drugs among novice drivers, and to encourage their proper use of required safety systems should also be established. Such measures could include stricter rules or sanctions. Where sanctions are used, they should be effective, proportionate, dissuasive and non-discriminatory, and could include driving disqualifications, as well as specific training for novice drivers on risk awareness. Such special measures could also consist of specifically targeted enforcement and campaign efforts. Member States should be allowed to apply freely additional rules in their territory to novice drivers to improve road safety, such as a second probationary period for an additional driving licence category to take account of the different risks and required skills associated with the new category.

([9]) 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, ELI: http://data.europa.eu/eli/dir/2022/2561/oj).

([10]) 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, ELI: http://data.europa.eu/eli/dir/2015/413/oj).

(54) Generally applied zero tolerance schemes for driving under the influence of alcohol, associated with targeted enforcement, have proven to be an effective method for improving road safety. A zero limit on alcohol, not taking into account accidental exposure or exposure having no impact on driving performance, is commonly perceived as the most effective measure to reduce road fatalities and injuries. Zero policies are also being introduced in respect of driving under the influence of drugs. Member States are encouraged to keep and introduce such generally applied zero tolerance schemes in their national law, to which the probationary period scheme should be a complementary measure targeting the over-representation of novice drivers, mostly young people, in road traffic accidents related to drink-driving and drug use.

(55) Member States are encouraged to include age-appropriate training on road safety rules and traffic risk awareness as part of their primary and secondary school curricula, also reflecting the increased popularity of personal mobility devices such as e-bikes and e-scooters. Learning the basic road safety rules at a young age can help prevent road traffic accidents, by fostering awareness and developing responsible behaviour, thereby empowering citizens from a young age to make safe decisions on the basis of a solid knowledge of the applicable rules and risks. The Commission is encouraged to enable and support exchanges of best practices between Member States and their authorities, including through financial support.

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

(57) The concept of normal residence should be established in a way that enables issues that arise to be resolved where it is not possible to establish normal residence on the basis of occupational or personal ties. The rule that driving licences may be issued only by the Member State of normal residence could represent a disproportionate language barrier in certain cases. Therefore, in cases where the Member State of normal residence does not provide the opportunity to take tests in the official language of the Member State of which the applicant is a citizen, it should be possible that the applicant take the theory test or practical test, or both, in the Member State of the applicant's citizenship. That derogation should not prevent Member States from taking action against abuse or fraud which might develop around the new flexibility. Specific rules should be established for diplomats and their families, where the diplomat's professional obligations require them to live abroad for an extended period of time.

(58) Member States should assist each other in the implementation of this Directive. To the extent possible, they should use the EU driving licence network referred to in Article 15(1) of Directive 2006/126/EC in order to provide such assistance. The EU driving licence network aims to guarantee the recognition of documents and acquired rights originating in Member States, to combat document fraud and driving without authorisation, to avoid the issuance of multiple driving licences, and to facilitate the enforcement of driving disqualifications. In particular, Member States should be given the possibility to systematically verify that the reasons that led to any previously imposed cancellations, withdrawals, suspensions or restrictions have ceased to exist. The use of the EU driving licence network for the implementation of other acts of the Union should be permitted only in so far as such uses are explicitly provided for by this Directive.

(59) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive, on a yearly basis, information regarding the number of physical and mobile driving licences issued, renewed, replaced, withdrawn and exchanged, for each category. The Commission should also receive statistics on severe road traffic accidents involving 17-year-old drivers participating in an accompanied driving scheme, within the broader data collection on road traffic accidents of professional drivers. In view of the preparation of those reports, the Member States' mutual assistance in the implementation of this Directive, and the Member States' joint efforts to improve road safety in general, Member States are encouraged to share information regularly among themselves and with the Commission on their best practices as regards driver-related road safety measures, for instance risk awareness training, novice driver schemes, attention to vulnerable road users, lifelong training, or monitoring of the driver's fitness to drive. Those exchanges can be part of project work, such as the European Road Safety Observatory and the EU Road Safety Exchange, or of regular expert group meetings. Differences in methods, practices and national characteristics between Member States are a valuable source for mutual learning and the exchange of best practices.

(60) Technological developments and innovations in alternatively-fuelled vehicles, affecting vehicle mass, continue to influence the regulatory framework governing driving licences. Given that that framework is technically complex, it should evolve in a manner that ensures legal certainty and adheres to the principle of technological neutrality, ensuring that rules neither unjustifiably favour nor disadvantage specific technologies, but instead provide a fair and future-proof framework. Therefore, the Commission should monitor technological progress in alternatively-fuelled vehicles, and assess its impact on staging and equivalences between driving licence categories, to ensure a clear, balanced and up-to-date regulatory framework that safeguards road safety without stifling innovation.

(61) In order to achieve the objectives of this Directive, in particular to adjust the Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in respect of amending the parts of the Annexes to this Directive that govern the specifications for physical driving licences; amending the part of the Annexes to this Directive that lays down the specifications for mobile driving licences; amending the part of the Annexes to this Directive that governs the rules on the applicable national and Union codes; amending the Annexes to this Directive specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending the Annexes laying down the minimum standards for driving examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments affecting the matters governed by those Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making ([11]). In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

(62) The Commission should establish a dedicated expert group on driving licences and related matters, in order to be able to call, whenever necessary, on a relevant range of expertise for the exercise of its empowerment to adopt delegated acts and also to facilitate and encourage exchange at Union level between stakeholders and experts of Member States on all matters related to driving licences, licensing procedures, improving road safety and removing administrative barriers which constrain citizens or enterprises. In particular, the expert group should facilitate the exchange of best practices on age and fitness requirements for driving licence applicants, on the benefits of graduated licensing systems and lifelong learning, on the effects of new technologies such as the mobile driving licence and automated or assisted driving, on the facilitation of removing barriers to free movement of holders of not mutually recognised driving licences, such as those for non-road mobile machinery, and on rules relating to the training and testing of new drivers.

(63) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to lay down detailed provisions concerning the interoperability features of, and the security measures to be complied with by, QR codes incorporated in physical driving licences and provisions concerning the visual appearance, interoperability, testing, data and record updating standards and security of mobile driving licences, organisational measures for the processing and protection of personal data, and the technical and security standards for the exchange of mobile driving licences and the trusted lists of trusted issuers for verifying mobile driving licences, including verification features and the interface with national systems, to the extent possible, also taking into account the general framework and technical specifications necessary for the recognition of those driving licences by third-country authorities and to lay down a common set of rules governing the operation of the EU driving licence network, including the detailed operational, interface and technical requirements, in order to ensure interoperability between national systems connected to the EU driving licence network, the protection of personal data exchanged via the EU driving licence network and the adequate operation of all functionalities of that network set out in Union and national law. Those powers should be exercised in accordance with Regulation (EU) No 182/2011.

([11]) OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinstit/2016/512/oj.

(64) The Commission should adopt immediately applicable implementing acts where, in duly justified cases relating to the extension of the period of administrative validity of driving licences across the Union, imperative grounds of urgency relating to a crisis so require.

(65) For the sake of consistency, Regulation (EU) 2018/1724 and Directive (EU) 2022/2561 which address certain matters covered by this Directive, should be amended.

(66) Directive 2006/126/EC and Commission Regulation (EU) No 383/2012 ([12]) should be repealed.

(67) Since the objectives of this Directive, namely to seriously reduce the number of road traffic accident victims in the Union and to facilitate the free movement of citizens by providing for uniform rules with regard to the right to drive and the issuance and renewal of driving licences and their mutual recognition, cannot be sufficiently achieved by the Member States, as national rules governing the issuance, renewal, replacement and exchange of driving licences would lead to requirements so diverse that the level of road safety and free movement of citizens which harmonised rules provide could not be achieved, but can rather, by reason of the cross-border and Union-wide nature of road traffic and the need to lay down common minimum requirements, be better achieved at Union level, the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 of the Treaty on European Union. In accordance with the principle of proportionality as set out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.

(68) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council ([13]), and delivered an opinion on 25 April 2023 ([14]).

(69) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents ([15]), Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the corresponding parts of national transposition instruments. As regards this Directive, the legislator considers the transmission of such documents to be justified,

HAVE ADOPTED THIS DIRECTIVE:

Article 1

Subject matter and scope

1. This Directive lays down common rules on:

(a) the models, standards and categories of driving licences;

(b) the issuance, validity, renewal and mutual recognition of driving licences;

(c) certain aspects of the exchange, replacement, cancellation, withdrawal, suspension and restriction of driving licences;

(d) certain aspects applicable to novice drivers, in particular concerning an accompanied driving scheme and a probationary period.

([12]) Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1, ELI: http://data.europa.eu/eli/reg/2012/383/oj).
([13]) Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39, ELI: http://data.europa.eu/eli/reg/2018/1725/oj).
([14]) OJ C 199, 7.6.2023, p. 13.
([15]) OJ C 369, 17.12.2011, p. 14.

2. This Directive does not apply to:

(a) non-road mobile machinery as defined in Article 3(1) of Regulation (EU) 2025/14 of the European Parliament and of the Council ([16]); and

(b) 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 for drawing, on the road, vehicles used for the carriage of persons or goods is only a secondary function.

Article 2

Definitions

For the purposes of this Directive, the following definitions apply:

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

(2) 'physical driving licence' means a driving licence that is in a physical format;

(3) 'mobile driving licence' means a driving licence that is in a digital format;

(4) 'power-driven vehicle' means any self-propelled road vehicle, other than a rail-borne vehicle;

(5) 'two-wheel vehicle' means a vehicle as referred to in Article 4(2), point (a), of Regulation (EU) No 168/2013 of the European Parliament and of the Council ([17]);

(6) 'three-wheel vehicle' means a vehicle as referred to in Article 4(2), point (b), of Regulation (EU) No 168/2013;

(7) 'light quadricycle' means a vehicle as referred to in Article 4(2), point (f), of Regulation (EU) No 168/2013;

(8) 'motorcycle' means a two-wheel vehicle with or without a sidecar, as referred to in Article 4(2), points (c) and (d), of Regulation (EU) No 168/2013;

(9) 'powered tricycle' means a vehicle with three symmetrically arranged wheels, as referred to in Article 4(2), point (e), of Regulation (EU) No 168/2013;

(10) 'motor vehicle' means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods, and includes trolleybuses;

(11) 'trolleybus' means any vehicle that can be connected to an electric conductor and is not track based;

(12) 'heavy quadricycle' means a vehicle as referred to in Article 4(2), point (g), of Regulation (EU) No 168/2013;

(13) 'motor caravan' means a special purpose vehicle of category M as referred to in Article 4 and point 5.1 of Annex I to Regulation (EU) 2018/858.

(14) 'crisis' means an exceptional, unexpected and sudden, natural or man-made event of extraordinary nature and scale that takes place inside or outside of the Union, which has significant direct or indirect impacts on the area of road transport and which also prevents or significantly impairs the possibility for the holders of driving licences or relevant national authorities from carrying out the necessary procedures for their renewal.

([16]) Regulation (EU) 2025/14 of the European Parliament and of the Council of 19 December 2024 on the approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (EU) 2019/1020 (OJ L, 2025/14, 8.1.2025, ELI: http://data.europa.eu/eli/reg/2025/14/oj).

([17]) Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52, ELI: http://data.europa.eu/eli/reg/2013/168/oj).

Article 3

Union standard specifications on driving licences and mutual recognition

1. Member States shall ensure that their national driving licences are issued in accordance with this Directive, and that they comply with the Union standard specifications laid down in Annex I, and other criteria pursuant to:

(a) Article 4, for physical driving licences;

(b) Article 5, for mobile driving licences.

2. Member States shall ensure that physical and mobile driving licences issued to the same person are fully equivalent as regards the rights and conditions under which that person is authorised to drive, and as to their administrative validity.

3. Without prejudice to the handling of existing driving licences in cases of exchange or replacement, in accordance with Article 13(3) and (4), Member States shall not, as a prerequisite, require the possession of a physical or mobile driving licence from the applicant when issuing, replacing, renewing or exchanging a driving licence in the other format.

4. Effective from the date 54 months from the date of the adoption of the first of the implementing acts in accordance with Article 5(7), Member States shall ensure that mobile driving licences are issued as the default format of the driving licence, without prejudice to the right of the applicant to obtain the driving licence in a physical format or in both formats through one and the same application at the same time. After the issuance of a driving licence in one format, the holder of a driving licence shall continue to have the right to request the issuance of a driving licence in the other format, including when that holder's driving licence has not yet expired.

5. Member States may issue mobile driving licences before the date referred to in paragraph 4.

6. Driving licences issued by Member States shall be mutually recognised. However, mobile driving licences issued in accordance with Article 5 shall be mutually recognised only after the date laid down in paragraph 4 of this Article.

Article 4

Physical driving licences

1. Member States shall issue physical driving licences based on the Union standard specifications laid down in Annex I.

2. Member States shall take all necessary steps to avoid any risk of forgery of driving licences, including driving licences issued before 19 January 2013. They shall inform the Commission of the steps taken.

Physical driving licences shall be protected against forgery, at the minimum, by means of the Union standard specifications laid down in Annex I, Part A2. Member States may introduce additional security features.

3. Where the holder of a valid physical driving licence which does not have a period of administrative validity, takes up normal residence in a Member State other than the Member State of issuance, the host Member State may, as of two years from the date on which the holder has taken up normal residence on its territory, apply the periods of administrative validity set out in Article 10(2), by renewing the driving licence.

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.

5. Member States may decide to incorporate a microchip as part of the physical driving licence. Where a Member State decides to incorporate a microchip as part of its physical driving licence, it may, where its national laws related to driving licences so provide, also decide to store on the microchip data additional to those specified in Annex I, Part D.

Where Member States provide for a microchip as part of the physical driving licence, they shall, at the minimum, apply the relevant technical requirements laid down in Annex I, Parts B to B4. Member States may introduce additional security features.

Where Member States adopt a decision to incorporate a microchip in the physical driving licences that are issued by them, or where they subsequently amend that decision, they shall inform the Commission within three months of the adoption of the relevant decision. Member States that have already incorporated a microchip in their physical driving licences shall inform the Commission accordingly by … [three months from the date of entry into force of this Directive].

6. Member States may decide to incorporate, in the space reserved for the microchip in the physical driving licences that are issued by them, a QR code instead of, or together with, the microchip. The QR code shall make it possible to verify the authenticity of the information reported on the physical driving licence.

Member States shall inform the Commission of any measure aimed at the introduction of a QR code on their driving licences and of any subsequent amendments to such a measure, within three months of its adoption.

The Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability features and the security measures to be complied with by QR codes incorporated in physical driving licences. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 26(2).

7. Member States shall ensure that the personal data necessary for the verification of the information reported on the physical driving licence are not retained by the verifier, unless such retention is authorised by Union or national law, and shall ensure that the authority which issued the driving licence is not notified of the verification.

8. The Commission is empowered to adopt delegated acts, in accordance with Article 25, to amend Annex I, Parts A1 and A2, B to B4 and D, where necessary in order to take account of technical, operational or scientific developments.

Article 5

Mobile driving licences

1. Member States shall issue mobile driving licences based on the Union standard specifications laid down in Annex I, Part C.

2. Each Member State shall ensure that the mobile driving licences it issues are retrievable electronically free of charge by the persons holding them.

Mobile driving licences shall be issued to holders to be used with European Digital Identity Wallets as electronic attestations of attributes, in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council ([18]).

3. Member States shall ensure that mobile driving licences do not contain data in addition to those referred to in Annex I, Part D, and that personal data other than those necessary for the verification of the driving rights of the holder are not processed by the verifier for the purpose of verification.

4. Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence are not retained by the verifier, unless such retention is authorised by Union or national law.

5. Member States shall communicate to the Commission a list of issuers of mobile driving licences, and shall keep that list up to date. The Commission shall make those lists available to the public through a secure channel and in an electronically signed or sealed form suitable for automated processing.

6. The Commission is empowered to adopt delegated acts, in accordance with Article 25, to amend Annex I, Part C, where necessary in order to take account of technical, operational or scientific developments.

([18]) 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 and repealing Directive 1999/93/EC (OJ L 257, 28.8.2014, p. 73, ELI: http://data.europa.eu/eli/reg/2014/910/oj).

7. By … [12 months from the date of entry into force of this Directive], the Commission shall adopt implementing acts laying down detailed provisions concerning the visual appearance, interoperability, testing, data and record updating standards and security of mobile driving licences, organisational measures for the processing and protection of personal data, and the technical and security standards for the exchange of mobile driving licences and the trusted lists of trusted issuers for verifying mobile driving licences, including verification features and the interface with national systems. The Commission shall, to the extent possible, take into account the general framework and technical specifications necessary for the 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 26(2).

Article 6

Driving licence categories

1. The driving licence shall entitle the holder to drive power-driven vehicles according to the following categorisation:

(a) mopeds:

category AM:

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

— light quadricycles;

(b) motorcycles and powered tricycles:

(i) category A1:

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

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

(ii) category A2:

— motorcycles of a maximum net power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle the net power of which exceeds 70 kW;

(iii) category A:

— motorcycles;

— powered tricycles with a maximum net power exceeding 15 kW;

Power-driven vehicles in the categories referred to in point (a) and in this point may be combined with a trailer having a maximum authorised mass which does not exceed half the unladen mass of the towing vehicle. Member States may apply additional conditions to the driving licences they issue, based on considerations of road safety.

(c) motor vehicles:

(i) category B1:

— heavy quadricycles.

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

Member States may also decide to introduce, for driving on their territory, this category exclusively for the vehicles referred to in Article 9(4), first subparagraph, point (c), under the conditions provided for in that paragraph and subject to the additional requirements that the driver is under 21 years of age at the time the driving licence is issued, and that the driving licence for this category expires when the holder turns 21. Where a Member State decides to do so it shall mark the driving licence with Union code 60.03, set out in Annex I, Part E.

(ii) category B:

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

— motor vehicles in this category may be combined with a trailer of category O_1 referred to in Article 4(1), point (c)(i), of Regulation (EU) 2018/858.

Without prejudice to the type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer of category O_2 referred to in Article 4(1), point (c)(ii), of Regulation (EU) 2018/858, provided that the maximum authorised mass of this combination does not exceed 4 250 kg. Where the mass of such a combination exceeds 3 500 kg, Member States shall, in accordance with Annex V, require that this combination be driven only after:

— a training course has been completed; or

— a test of skills and behaviour has been passed.

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

On condition that such a training course has been completed or test has been passed, or both, in accordance with Annex V, and without prejudice to the type-approval rules for the vehicles concerned, motor vehicles in this category may consist of:

— a motor caravan with a maximum authorised mass exceeding 3 500 kg but not exceeding 4 250 kg, including in combination with a trailer, if the maximum authorised mass of the combination does not exceed 5 000 kg;

— subject to an authorisation by a Member State in accordance with the conditions provided for in Article 9(4), point (d), a power-driven emergency vehicle used for the purpose of maintaining public safety and order, including by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances, civil protection and rescue vehicles, or fire brigade vehicles, with a maximum authorised mass exceeding 3 500 kg but not exceeding, including when combined with a trailer, 5 000 kg; or

— an alternatively-fuelled motor vehicle falling under the equivalence referred to in Article 9(2), point (j), in combination with a trailer, not already covered by the second indent, if the maximum authorised mass of this combination exceeds 4 250 kg but does not exceed 5 000 kg.

Member States shall indicate on the driving licence, by means of the relevant Union code, set out in Annex I, Part E, the entitlement to drive such a combination, motor caravan or emergency vehicle.

(iii) category BE:

— without prejudice to the type-approval rules for the vehicles concerned, combinations of vehicles consisting of a tractor vehicle in category B and a trailer or semi-trailer of mass categories O_1 or O_2 as laid down in Article 4(1), point (c), of Regulation (EU) 2018/858;

(iv) category C1:

— motor vehicles other than those in categories D1 or D, the maximum authorised mass of which exceeds 3 500 kg, but does not exceed 7 500 kg, and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver;

— motor vehicles in this category may be combined with a trailer of category O_1 referred to in Article 4(1), point (c)(i), of Regulation (EU) 2018/858;

(v) category C1E:

— without prejudice to the type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C1 and its trailer or semi-trailer has a maximum authorised mass which exceeds 750 kg, provided that the maximum authorised mass of the combination does not exceed 12 000 kg;

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

(vi) category C:

— motor vehicles other than those in categories D1 or D, the maximum authorised mass of which exceeds 3 500 kg and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver;

— motor vehicles in this category may be combined with a trailer of category O_1 referred to in Article 4(1), point (c)(i), of Regulation (EU) 2018/858.

(vii) category CE:

— without prejudice to the type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C and its trailer or semi-trailer has a maximum authorised mass which exceeds 750 kg;

(viii) category D1:

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

— motor vehicles in this category may be combined with a trailer of category O_1 referred to in Article 4(1), point (c)(i), of Regulation (EU) 2018/858;

(ix) category D1E:

— without prejudice to the type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D1 and its trailer has a maximum authorised mass which exceeds 750 kg.

(x) category D:

— motor vehicles designed and constructed for the carriage of more than eight passengers in addition to the driver;

— motor vehicles in this category may be combined with a trailer of category O_1 referred to in Article 4(1), point (c)(i), of Regulation (EU) 2018/858;

(xi) category DE:

— without prejudice to the type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D and its trailer has a maximum authorised mass which exceeds 750 kg.

2. Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities, subject to the prior agreement of the Commission, which shall be based on an assessment of the impact on road safety of the proposed exclusion.

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

Article 7

Minimum ages

1. The minimum age of an applicant to whom a driving licence can be issued shall be as follows:

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

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

(c) with regard to category A:

(i) 20 years for motorcycles. However, the driving of motorcycles of this category shall be subject to a minimum of two years' prior experience driving motorcycles under a category A2 driving licence. Such requirement of having two years' prior experience may be waived if the applicant is at least 24 years old;

(ii) 21 years for powered tricycles exceeding 15 kW;

(d) 21 years for categories C, CE, D1 and D1E;

(e) 18 years for categories C and CE provided that the driver holds a certificate of professional competence (CPC) as referred to in Article 6(1) of Directive (EU) 2022/2561;

(f) 24 years for categories D and DE;

(g) 21 years for categories D and DE provided that the driver holds a CPC as referred to in Article 6(1) or 6(2) of Directive (EU) 2022/2561.

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

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

(b) for category B1, up to 18 years;

For category B1, Member States may, subject to the prior agreement of the Commission, nevertheless lower the minimum age to 15 years for issuing a driving licence limited to their territory, for the vehicles referred to in Article 9(4), point (c), and under the conditions specified in Article 6(1), point (c)(i) and in Article 9(4), point (c);

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

(i) there is a difference of at least two year between the minimum age for category A1 and the minimum age for category A2;

(ii) there is a requirement of a minimum of two years' experience on motorcycles of category A2, before allowing the driving of motorcycles of category A, as referred to in paragraph 1, point (c)(i);

(d) for categories B and BE, down to 17 years;

(e) for categories D1, D1E, D and DE, down to 18 years, provided that the following conditions are fulfilled:

(i) the driver holds a CPC as referred to in Article 6(1) of Directive (EU) 2022/2561;

(ii) for categories D and DE only, the driver is subject to the restrictions set out in Article 5(3), third subparagraph, of Directive (EU) 2022/2561;

(f) for categories D and DE down to 20 years, provided that the driver holds a CPC as referred to in Article 6(1) of Directive (EU) 2022/2561.

3. Member States may lower the minimum age for category C to 18 years, and for category D to 21 years with regard to:

(a) power-driven emergency vehicles used for the purpose of maintaining public safety and order, including by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances, civil protection and rescue vehicles, or fire brigade vehicles;

(b) vehicles undergoing road tests for repair or maintenance purposes.

4. Driving licences issued in accordance with paragraphs 2 and 3 shall be valid only on the territory of the issuing Member State until the driving licence holder has reached the minimum age set out in paragraph 1, after which they shall be valid throughout the Union.

Member States may recognise the validity on their territory of driving licences issued to drivers under the minimum ages set out in paragraph 1. However they shall not recognise the validity of driving licences issued under paragraph 2, points (b), (e) and (f).

Member States may recognise mutually on their respective territories the validity of driving licences issued to drivers under the minimum ages as set out in paragraph 3, point (a).

Article 8

Conditions and restrictions

1. In the event that Member States issue a driving licence subject to conditions, they shall indicate those conditions on the driving licence, by means of the relevant Union codes, set out in Annex I, Part E. They may also use national codes to indicate conditions not covered by Annex I, Part E. Where they do so, they shall inform the Commission in a timely manner and provide it with details of the national codes and the cases in which they are used, both upon the entry into force of this Directive and in the event of subsequent additions to or modifications of such national codes.

If, due to a physical disability of the driver, a driving licence is issued to the driver in respect of only certain types of vehicles or only for vehicles adapted in order to compensate for such a physical disability, the test of skills and behaviour provided for in Article 10(1) shall be taken in such a vehicle. Member States shall adopt the provisions necessary to enable persons who have a physical disability to take their test in a vehicle adapted for their physical disability.

2. The Commission is empowered to adopt delegated acts, in accordance with Article 25, to amend Annex I, Part E, where necessary in order to take account of technical, operational or scientific developments.

Article 9

Staging and equivalences between categories

1. Driving licences of categories BE, C1, C1E, C, CE, D1, D1E, D and DE shall be issued only to drivers already entitled to drive vehicles in category B.

2. The validity of driving licences shall be determined as follows:

(a) driving licences issued for categories C1E, CE, D1E or DE shall also be valid for combinations of vehicles in category BE;

(b) driving licences issued for category CE shall also be valid for category DE, if their holders are entitled to drive vehicles in category D;

(c) driving licences issued for category C1E or CE shall also be valid for category D1E, if their holders are entitled to drive vehicles in category D1;

(d) driving licences issued for categories CE and DE shall also be valid for categories C and C1, and D and D1, respectively;

(e) driving licences issued for category CE and DE shall also be valid for combinations of vehicles in categories C1E and D1E respectively;

(f) driving licences issued for category C1E and D1E shall also be valid for categories C1 and D1, respectively;

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

(h) driving licences issued for category A2 shall also be valid for category A1;

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

(j) two years after a category B driving licence was issued for the first time, it shall also be valid for driving motor vehicles, including power-driven emergency vehicles used for the purpose of maintaining public safety and order including by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances, civil protection and rescue vehicles, or fire brigade vehicles, powered wholly or in part by alternative fuels as defined in Article 2 of Directive 96/53/EC, and which have been approved under Regulation (EU) 2018/858, with a maximum authorised mass exceeding 3 500 kg but not exceeding 4 250 kg. Where the condition laid down in Article 6(1), point (c)(ii), of this Directive is met, those vehicles may be combined with a trailer, provided that the maximum authorised mass of the combination does not exceed 5 000 kg. Motor caravans shall not be covered by the equivalence referred to in this point;

(k) two years after a category BE driving licence was issued for the first time, it shall also be valid for driving a combination of a motor vehicle, powered wholly or in part by alternative fuels as defined in Article 2 of Directive 96/53/EC and which has been approved under Regulation (EU) 2018/858, with a maximum authorised mass exceeding 3 500 kg, but not exceeding 4 250 kg, as a tractor vehicle and a trailer or semi-trailer of mass categories O_1 or O_2 laid down in Article 4(1), point (c), of Regulation (EU) 2018/858.

3. For driving on their respective territories, Member States may grant the following equivalences:

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

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

The equivalences provided for in the first subparagraph shall be mutually recognised by the Member States that granted them.

Member States shall indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph only by means of the relevant Union codes, set out in Annex I, Part E.

Member States shall inform the Commission without delay about equivalences referred to in the first subparagraph that are granted on their territories, including any related national codes which were used before … [the date of the entry into force of this Directive]. The Commission shall make that information available to Member States.

4. Member States may authorise the driving on their territory of the following categories of vehicles:

(a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a category B driving licence, at least two years after such a driving licence was issued to the driver for the first time and provided that the vehicles are used by non-commercial entities for social purposes and that the driver provides his or her services on a voluntary basis;

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

(i) they are intended to be used, when stationary, only as an instructional or recreational facility;

(ii) they are used by non-commercial entities for social purposes;

(iii) they have been modified so that they can neither be used for the transport of more than nine persons nor for the transport of any goods other than those strictly necessary for the purposes set out in points (i) and (ii);

(c) vehicles of category B with a maximum authorised mass not exceeding 2 500 kg and with a maximum speed limited by technical means to 45 km/h, by drivers below 21 years old holding a category B1 driving licence, which was issued subject to the conditions set out in Article 6(1), point (c)(i), second subparagraph, and, if relevant, Article 7(2), point (b);

(d) power-driven vehicles used for the purpose of maintaining public safety and order, including by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances, civil protection and rescue vehicles, or fire brigade vehicles, with a maximum authorised mass exceeding 3 500 kg but not exceeding 5 000 kg, which may be combined with a trailer when the maximum authorised mass of this combination does not exceed 5 000 kg, by drivers who have reached the age of 20 years, holding a category B driving licence, having completed the training, testing, or both, required under Article 6(1), point (c)(ii), and who are driving solely for the purpose that the emergency vehicle is intended for, including necessary maintenance and test drives.

Where Member States indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, points (a) and (b), they shall do so only by means of relevant national codes.

Member States may, temporarily or indefinitely, mutually recognise on their respective territories the validity of driving licences issued under the first subparagraph, point (d).

Member States shall inform the Commission of any authorisations granted in accordance with this paragraph.

5. Member States shall be entitled to authorise the driving of vehicles of category D or D1, on their territories, by holders of a driving licence issued for category C, provided that no other person is transported in the vehicle and provided that the driver is a person who is:

(a) executing a roadworthiness test in accordance with Directive 2014/45/EU of the European Parliament and of the Council ([19]), within a 5 km radius from the testing centre; or

(b) a mechanic of a vehicle repair workshop performing a test drive, within a 5 km radius from the workshop, once the vehicle has been repaired, or for maintenance or inspection purposes, respectively.

When leaving the test centre or workshop, the holder of the category C driving licence shall be in a position to prove during any inspection that the vehicle is being driven for the purpose of a roadworthiness test as referred to in point (a) or for a test drive as referred to in point (b). Member States shall inform the Commission of any authorisations granted in accordance with this paragraph.

([19]) Directive 2014/45/EU of the European Parliament and of the Council of 3 April 2014 on periodic roadworthiness tests for motor vehicles and their trailers and repealing Directive 2009/40/EC (OJ L 127, 29.4.2014, p. 51, ELI: http://data.europa.eu/eli/dir/2014/45/oj).

Article 10

Issue, validity and renewal

1. Driving licences shall be issued only to applicants who meet the following conditions:

(a) they have passed a test of skills and behaviour and a theory test, in accordance with Annex II, and they meet the minimum standards of physical and mental fitness for driving, in accordance with Annex III;

(b) as regards category AM, they have passed a theory test only; Member States may nevertheless require applicants to pass a test of skills and behaviour and may apply Article 11 in respect of this category.

For three-wheel vehicles and quadricycles within this category, Member States may impose a specific test of skills and behaviour. For the differentiation of vehicles in category AM, a national code may be inserted on the driving licence;

(c) as regards category A2 or category A, and on the condition that they have acquired a minimum of two years' experience driving a motorcycle in category A1 or in category A2 respectively, either:

(i) have passed a test of skills and behaviour only; or

(ii) have completed training pursuant to Annex VI;

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

(e) they have their normal residence in the territory of the Member State issuing the driving licence, or fall within the exceptions laid down in Article 20(3) or (4), or can produce evidence that, at the time they submit their application, they have been studying there for at least the preceding six months.

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

(a) 15 years for categories AM, A1, A2, A, B, B1 and BE. Member States may reduce that duration to 10 years in the event that their national law allows the driving licence to also be used as a personal identification document;

(b) five years for categories C, CE, C1, C1E, D, DE, D1 and D1E.

The renewal of a driving licence may trigger a new period of administrative validity for one or more categories that the holder is entitled to drive, in so far as that is in conformity with this Directive.

The presence of a microchip or QR code pursuant to Article 4(5) and (6) respectively shall not be a prerequisite for a driving licence to be valid. The loss or unreadability of the microchip or of the QR code, or any other damage thereto, shall not affect the validity of the driving licence.

Member States may, for the purpose of improving road safety, limit the period of administrative validity of any category of driving licences issued to novice drivers in order to apply specific measures to such drivers.

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

Member States shall limit the period of administrative validity of individual driving licences in accordance with Article 6(1), point (c)(i), second subparagraph. The driving licence so limited shall not be renewable.

Member States may reduce the periods of administrative validity set out in the first subparagraph, for driving licences of holders residing on their territory who have reached the age of 65 years, in order to require that medical checks, self-assessments or other specific measures, including refresher courses, be carried out more frequently. Such reduced period of administrative validity shall be applied only upon the renewal of the driving licence.

Member States may reduce the period of administrative validity set out in this paragraph of the driving licences of persons who have been granted a temporary residence permit or who benefit on their territories from temporary protection, or from adequate protection under national law.

3. The renewal of driving licences upon the expiry of their administrative validity shall be subject to both of the following conditions:

(a) continuing compliance of the applicant for the renewal with the minimum standards of physical and mental fitness for driving set out in Annex III;

(b) that the applicant for the renewal has his or her normal residence in the territory of the Member State issuing the driving licence, or fall within the exceptions laid down in Article 20(3), or evidence that the applicant for the renewal has been studying there for at least the preceding six months, at the time they submit their application.

4. Without prejudice to national criminal laws and policing laws, Member States may apply to the issuing of driving licences national provisions relating to conditions other than those set out in this Directive. They shall inform the Commission thereof.

5. No person may hold more than one driving licence. A mobile driving licence may, however, be simultaneously displayed on more than one electronic device.

A Member State shall refuse to issue a driving licence if the applicant already holds a driving licence issued by another Member State.

Member States shall take the measures necessary to apply the second subparagraph. The measures necessary as regards the issuing, replacement, renewal or exchange of a driving licence shall, where there are reasonable grounds to suspect that the applicant is already the holder of another driving licence, include verifying with other Member States whether the applicant is the holder of another driving licence. To that end, Member States shall use the EU driving licence network.

Without prejudice to Article 3(6), a Member State issuing a driving licence shall apply due diligence to ensure that a person fulfils the requirements set out in paragraph 1 of this Article, and shall apply its national provisions on the cancellation of the driving licence or of the right to drive if it is established that a given driving licence has been issued without those requirements having been met.

6. The Commission is empowered to adopt delegated acts, in accordance with Article 25, to amend Annexes II, III, V and VI where necessary in order to take account of technical, operational or scientific developments.

Article 11

Compliance with the minimum standards of physical and mental fitness

1. Member States shall, before a driving licence is issued for the first time, ensure that applicants undergo a medical examination in which the minimum standards of physical and mental fitness covering all the medical conditions set out in Annex III are applied. That applies to the issuance of driving licences in category AM only if so required by the Member State in question in accordance with Article 10(1), point (b). A medical examination shall, however, be required in respect of applications for driving licences of categories C, CE, C1, C1E, D, D1, DE or D1E, regardless of whether a medical examination was undertaken for another category.

2. Before a driving licence is renewed, applicants for the renewal shall undergo a medical examination covering the medical conditions set out in Annex III. This shall apply to the renewal of driving licences in category AM only if so required by the Member State in question in accordance with Article 10(1), point (b).

3. Notwithstanding paragraphs 1 and 2, and to the extent not otherwise provided for by Annex III, such as in the case of the appropriate assessment of eyesight for applicants for driving licences in accordance with Annex III, point 3, Member States may, for categories AM, A, A1, A2, B, B1 and BE, instead of requiring a medical examination, apply one or both of the following alternative measures:

(a) require the applicant or holder of the driving licence to fill in a self-assessment form covering the medical conditions set out in Annex III when applying for the issuance or renewal of a driving licence; or

(b) establish a national system of assessment of fitness to drive to ensure that significant changes in physical or mental fitness are reacted to in order to comply with the minimum standards of physical and mental fitness set out in Annex III, after the driving licence has been issued to the applicant following a medical examination or self-assessment.

4. Member States may provide for appropriate measures to address non-compliance with the requirement to fill in a self-assessment form or for knowingly providing information in the self-assessment form that is incorrect or incomplete, or for failing to meet any requirement established in accordance with paragraph 3, point (b).

5. Member States may apply the alternative measure under paragraph 3, point (b), in such a way that it allows the monitoring of fitness to drive during periods of administrative validity.

6. If, on the basis of information acquired pursuant to the various alternative measures set out in paragraph 3, it becomes apparent that the applicant or holder of a driving licence is likely to have one or more of the medical conditions listed in Annex III, Member States shall ensure that the applicant or holder of the driving licence undergoes a medical examination prior to the Member States issuing or renewing the driving licence.

7. This Article shall not prevent Member States from taking measures to raise awareness and improve the knowledge of the health sector and of driving licence holders about the minimum standards of physical and mental fitness for driving set out in Annex III.

If Member States adopt guidelines for medical practitioners to help identify driving licence holders who no longer meet the minimum standards of physical and mental fitness to drive, they shall inform the Commission thereof. The Commission shall make the guidelines available to the other Member States.

If Member States develop public awareness campaigns to inform citizens about mental or physical health conditions that may impair fitness to drive, they shall inform the Commission thereof. The Commission shall make the information available to the other Member States.

8. The standards set by Member States for the issuance or any subsequent renewal of driving licences may be stricter than those set out in Annex III.

Article 12

Extension of validity in the event of a crisis

1. In the event of a crisis, Members States may extend the period of administrative validity of driving licences that would otherwise expire, for a maximum period of six months. The extension may be renewed where the crisis persists.

2. Any such extension shall be duly justified and notified immediately to the Commission. The Commission shall immediately publish this information in the *Official Journal of the European Union*. Member States shall recognise the validity of driving licences the period of administrative validity of which has been extended under this Article.

3. On duly justified imperative grounds of urgency relating to the crisis referred to in paragraph 1 that affects two or more Member States, the Commission may adopt immediately applicable implementing acts in order to extend the period of administrative validity of all or certain categories of driving licences that would otherwise expire. That extension shall not exceed six months and may be renewed where the crisis persists. Those implementing acts shall be adopted in accordance with the procedure referred to in Article 26(3).

4. Where a Member State is not, and is not likely to be, affected by difficulties that rendered the renewal of driving licences impracticable as a consequence of the crisis affecting two or more Member States referred to in paragraph 3, or has taken appropriate national measures to mitigate the impact of that crisis, that Member State may, after having informed the Commission, decide not to apply the extension introduced by the implementing act referred to in paragraph 3. The Commission shall inform the other Member States thereof and publish a notice in the *Official Journal of the European Union*.

Article 13

Exchange and replacement of driving licences issued by Member States

1. Where the holder of a valid driving licence issued by one Member State has taken up normal residence in another Member State, the holder may request from the Member State of normal residence that that holder's driving licence be exchanged for an equivalent driving licence. The Member State requested to perform the exchange shall check in respect of which category or categories the driving licence the exchange of which is requested is still valid.

2. Subject to the principle of territoriality of criminal laws and policing laws, the Member State of normal residence may apply its national provisions on the cancellation, withdrawal, suspension or restriction of the right to drive of the holder of a driving licence issued by another Member State and, if necessary, may exchange the driving licence for that purpose.

3. The Member State exchanging a physical driving licence shall return the old driving licence to the authorities of the Member State of issuance, and give the reasons for the exchange.

The Member State exchanging a mobile driving licence shall inform the authorities of the Member State of issuance and give the reasons for the exchange. The Member State of issuance shall ensure that the previous mobile driving licence can no longer be displayed through the electronic device used for this purpose by the holder of the driving licence. The Member States shall use the EU driving licence network for communication purposes.

4. Replacements for physical driving licences which have been damaged, lost or stolen, and replacements for physical or mobile driving licences of which a fraudulent use was made, may be obtained only from the competent authorities of the Member State in which the holder of the driving licence has his or her normal residence, or of the Member State of issuance if Article 20(3) is applied. Those authorities shall provide the replacement on the basis of the information in their possession or, where appropriate, on the basis of proof from the competent authorities of the Member State of issuance of the original driving licence. If a driving licence was replaced by a Member State other than the Member State of issuance and the replaced driving licence is still in the possession of, or can be displayed by, the holder of the driving licence in question, the procedures set out in paragraph 3 shall apply.

Article 14

Attesting the right to drive during exchange or replacement

During the replacement or exchange of a driving licence, the Member State performing the replacement or exchange shall ensure that the competent authorities of the Member States are able to verify the validity of the driving rights of the holder of the driving licence, in particular during roadside checks. To that end, the Member State shall provide the necessary information about the replacement or exchange of a driving licence without delay in the EU driving licence network where the duration of the exchange or replacement procedure makes it necessary. In such cases, the Member State shall provide the holder of the driving licence concerned with a document indicating that a request for the replacement or exchange of that holder's driving licence has been made.

Article 15

Exchange of driving licences issued by third countries

1. Where a Member State provides for the exchange of a driving licence issued by a third country to a holder of the driving licence that has taken up normal residence in its territory, that Member State shall exchange the driving licence in accordance with this Article.

2. Where a Member State exchanges a driving licence issued by a third country that has not been the subject of an implementing act adopted pursuant to paragraph 7 of this Article, such exchange shall be recorded on the driving licence issued by that Member State by using the relevant code set out in Annex I, Part E, as shall any subsequent renewal or replacement. If the holder of that driving licence subsequently transfers his or her normal residence to another Member State, the latter may decide not to apply the principle of mutual recognition set out in Article 3(6).

Member States shall apply, for such exchanges, their national law, in accordance with the conditions provided for in this paragraph.

3. Where the driving licence is issued in a category and by a third country that has been the subject of an implementing act adopted pursuant to paragraph 7, such exchange shall be recorded on the driving licence issued by the Member State concerned by using the relevant code set out in Annex I, Part E. In those cases, Member States shall exchange the driving licence in accordance with the conditions set out in the relevant implementing act.

4. Where a driving licence issued by a Member State was exchanged for a driving licence of a third country, Member States shall not require the fulfilment of any additional conditions other than those set out in Article 10(3), point (a), or record any additional information for exchanging that third-country driving licence, as regards the categories of the initial driving licence.

In the situation referred to in the first subparagraph, where an applicant requests to exchange a driving licence that is also valid for categories concerning which the applicant acquired the right to drive in a third country, the following rules shall apply:

(a) if the driving licence was issued for a category and by a third country that has been the subject of an implementing act adopted pursuant to paragraph 7, paragraph 3 shall apply;

(b) in the absence of an implementing act adopted pursuant to paragraph 7, paragraph 2 shall apply.

5. The exchanges referred to in paragraphs 2, 3 and 4 shall occur only if the driving licence issued by the third country has been surrendered to the competent authorities of the Member State requested to make the exchange.

6. The Commission may determine that a third country has a road transport framework guaranteeing, wholly or partially, a level of road safety that is comparable to that of the Union, which makes it possible for the driving licences issued by that third country to be exchanged, if necessary after complying with certain pre-defined conditions, in accordance with paragraph 3.

Where the Commission makes the determination referred to in the first subparagraph, it may, in cooperation with the Member States, assess the third country's road transport framework. Member States shall provide their opinion on the road transport framework in place in the identified third country within a period to be set by the Commission. That period shall be at least 6 months and no more than 18 months long. 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.

When assessing the road transport framework in place in a third country, the Commission shall take into account at least the following elements:

(a) the driver licensing requirements in place, such as the classification of driving licence categories, minimum age requirements, training and driving tests requirements and conditions, and medical standards for issuing the driving licence;

(b) whether the third country issues mobile driving licences and, if so, the applicable technical and structural arrangements for operating the system;

(c) the extent to which there are forged driving licences in circulation, and what measures are taken to prevent the forgery of, and corruption in relation to, driving licences;

(d) the period of administrative validity of the driving licences issued by the third country;

(e) the traffic conditions in the third country, and whether they are comparable to the traffic conditions on the road networks in the Union;

(f) the road safety performance of the third country;

(g) the third country's practice and legal framework in exchanging driving licences issued by Member States.

7. The Commission may, after conducting the assessment referred to in paragraph 6 and by means of an implementing act, decide that a third country has a road transport framework in place that wholly or partially guarantees a level of road safety that is comparable to that of the Union, in order for the driving licences issued by that third country to be exchanged in accordance with paragraph 3.

The implementing act referred to in the first subparagraph of this paragraph shall contain at least:

(a) the driving licence categories referred to in Article 6, in respect of which an exchange may be made in accordance with paragraph 3 of this Article;

(b) the dates of issuance of the third country driving licences after which an exchange may be made in accordance with paragraph 3;

(c) any general conditions to be complied with for the purpose of verifying the authenticity of the official document to be exchanged;

(d) any general conditions with which the applicant has to comply, prior to the exchange, in order to demonstrate that the applicant meets the minimum standards of physical and mental fitness set out in Annex III.

Where the driving licence of the applicant does not make it possible for the applicant to comply with the second subparagraph, point (a) or (b), of this paragraph, Member States may decide to exchange the driving licence in accordance with paragraph 2. Where the applicant is not able to comply with the second subparagraph, points (c) or (d), of this paragraph, Member States shall refuse to exchange the driving licence.

Any additional condition set out in the implementing act referred to in the first subparagraph of this paragraph shall provide for either the applicability of the national provisions of the Member State in accordance with paragraph 2, or for the refusal of the exchange of the driving licence, where such conditions are not complied with by the applicant.

The implementing act under this paragraph shall be adopted in accordance with the examination procedure referred to in Article 26(2).

8. The implementing act adopted pursuant to paragraph 7 shall provide for a periodic review by the Commission, at least every four years, of the road safety situation in the third country concerned. Member States shall have the possibility to provide their opinions. Depending on the conclusions of the review, the Commission shall maintain, amend or suspend, to the extent necessary, or shall repeal that implementing act.

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 subject of an implementing act adopted pursuant to paragraph 7, and shall also publish any relevant changes made in accordance with paragraph 8.

10. To support the integration of third-country professional drivers into the internal market of the Union, the Commission shall promote the exchange of best practices within the expert group on the qualification and training of drivers of certain road vehicles that has been established pursuant to the requirement laid down in Article 13(4) of Directive (EU) 2022/2561.

Article 16

Effects of the cancellation, withdrawal, suspension or restriction of the right to drive of a driver of a power-driven vehicle, of his or her driving licence or of the recognition of the validity of his or her driving licence

1. Member States shall refuse to issue driving licences to applicants whose driving licence has been cancelled, withdrawn, suspended or restricted in another Member State.

2. A Member State shall refuse to recognise the validity of any driving licence issued by another Member State to a person whose right to drive, driving licence, or the recognition of the validity of whose driving licence is cancelled, withdrawn, suspended or restricted in the former Member State's territory.

3. The right to drive, a driving licence or the recognition of its validity shall be considered as cancelled, withdrawn, suspended or restricted for the purposes of this Article, until the person concerned complies with any conditions imposed by a Member State, in order to recover the right to drive or his or her driving licence, or to regain the recognition of the validity of his or her driving licence, or to be able to apply for a new driving licence.

Member States shall ensure that any conditions they impose in order for a person to be allowed to recover the right to drive, or his or her driving licence or to regain the recognition of the validity of his or her driving licence, or to be allowed to apply for a new driving licence, are proportionate, non-discriminatory to holders of driving licences issued by any other Member State, and that they do not, by themselves, lead to a refusal of indefinite duration to issue a driving licence or to recognise a driving licence issued by another Member State.

4. Where it is justified on the basis of a person's conduct or physical or mental fitness, Member States may disqualify that person from driving in their territory indefinitely without providing that person the possibility to recover the right to drive or his or her driving licence, or to regain the recognition of the validity of his or her driving licence, or to apply for a new driving licence.

By way of derogation from paragraph 1, a Member State which has not disqualified that person from driving may, after consulting with the Member State as referred to in the first subparagraph of this paragraph, issue a driving licence to that person. However, the Member State which disqualified that person from driving may refuse, in its territory and indefinitely, to recognise a driving licence issued by another Member State.

Article 17

Accompanied driving scheme

1. Notwithstanding Article 7(1), point (b), Member States shall issue driving licences, in accordance with Article 10(1), for category B marked with Union code 98.02 set out in Annex I, Part E, to applicants who have reached the age of 17 years.

2. By way of derogation from Article 7(1), points (b) and (d), respectively, Member States may, for driving on their respective territories, issue driving licences for category C1, C1E or C, in accordance with Article 10(1), provided the applicant holds a CPC awarded in accordance with Article 6(1) of Directive (EU) 2022/2561 for category C or in accordance with Article 6(2) of Directive (EU) 2022/2561 for categories C1 and C1E , marked with Union code 98.02 set out in Annex I, Part E, to applicants who have reached the age of 17 years.

Driving licences issued in accordance with the first subparagraph shall be mutually recognised by the Member States that issue such driving licences.

3. Holders of a driving licence marked with Union code 98.02 set out in Annex I, Part E, who have not reached the age of 18 years shall drive only when accompanied by a person, in the front passenger seat, who is able to provide guidance to them while driving. The accompanying person shall comply with the rules on driving under the influence of alcohol or drugs. The accompanying person shall:

(a) have a minimum age of 24 years;

(b) hold a driving licence of the relevant category issued in the Union more than five years previously;

(c) not have been subject to a driving disqualification in the Member State of issuance of the driving licence referred to in point (b) within the last five years.

A Member State other than the Member State of issuance referred to in point (c) may provide for enforcing a driving disqualification within its territory, following an offence committed on its territory, which could imply a lack of aptitude to act as an accompanying person under this Article.

4. Member States may require the identification of the accompanying persons referred to in paragraph 3 in order to ensure compliance with this Article. Member States may limit the number of possible accompanying persons in respect of a given accompanied driver. Member States may on their territory apply additional conditions to be fulfilled by the person accompanying the holder of a driving licence issued by them. Such conditions shall be proportionate and suitable as regards achieving the aims of the accompanied driving scheme. Member States shall inform the Commission of those additional conditions. The Commission shall make the information on those additional conditions available to the public.

For a person accompanying a holder of a driving licence of categories C, C1E or C1, the requirements referred to in the first subparagraph may include in particular, the requirement that the accompanying person:

(a) have the relevant qualification and training provided in accordance with Directive (EU) 2022/2561; or

(b) have undergone a dedicated training course of at least 7 hours, which may be increased to 14 hours, to learn the necessary professional and pedagogical skills, as part of his or her periodic CPC training.

5. The accompanied driving scheme shall not restrict any existing possibility that Member States have to lower the minimum age for applicants for category B driving licences as set out in Article 7(2) or to apply related conditions at national level.

6. Member States may apply additional conditions to the issuance of a driving licence marked with Union code 98.02 set out in Annex I, Part E, to applicants who have not reached the age of 18 years. They shall inform the Commission thereof. The Commission shall make this information available to the public.

Article 18

Probationary period

1. The holder of a driving licence issued after the passing of a driving test required under Article 10(1), point (a), shall be considered a 'novice driver' and shall be subject to a probationary period. The duration of the probationary period shall be determined by the Member State issuing the driving licence, and shall not be less than two years.

If the novice driver already has a valid driving licence for another category of vehicle, the probationary period shall in principle include only what remains of the probationary period for the existing driving licence. However, for novice drivers having a category AM driving licence only, obtaining a licence of a new category shall in any case give rise to a new probationary period. Member States may, in respect of driving licences of categories other than AM issued by them, require an additional or supplementary probationary period, in particular to take account of the different risks and required skills associated with the new driving licence category.

2. Member States shall lay down rules or sanctions, or both, for driving under the influence of alcohol for novice drivers which are stricter than those for non-novice drivers, and shall take all measures necessary to ensure that they are implemented. Where Member States decide to lay down sanctions, those sanctions shall be effective, proportionate, dissuasive and non-discriminatory.

In addition, Member States shall take measures with the purpose of reducing:

(a) driving under the influence of drugs among novice drivers;

(b) non-compliance with the laws, regulations and administrative provisions transposing Council Directive 91/671/EEC ([20]) relating to the compulsory use of safety belts and child-restraint systems in vehicles.

([20]) Council Directive 91/671/EEC of 16 December 1991 relating to the compulsory use of safety belts and child-restraint systems in vehicles (OJ L 373, 31.12.1991, p. 26, ELI: http://data.europa.eu/eli/dir/1991/671/oj).

3. Nothing in this Article shall prevent Member States from introducing into their national law zero-tolerance provisions forbidding the consumption of alcohol or drugs for all drivers before driving. Where Member States introduce such zero-tolerance provisions into their national law, they shall take all the measures necessary to align their national law with the measures taken under paragraph 2.

4. Member States may establish additional rules applicable on their territories to novice drivers to improve road safety. They shall inform the Commission thereof.

5. If a competent authority of the Member State of normal residence decides to prolong a driver's probationary period on account of any unlawful conduct of that person, it shall ensure that the new probationary period is recorded on the driving licence.

6. Member States shall mark driving licences issued during a probationary period with the relevant Union code set out in Annex I, Part E.

Article 19

Examiners

1. Driving examiners shall meet the minimum standards set out in Annex IV.

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 laid down in that Annex.

2. The Commission is empowered to adopt delegated acts, in accordance with Article 25, to amend Annex IV where necessary in order to take account of technical, operational or scientific developments.

Article 20

Normal residence

1. The place of normal residence shall be regarded as the place where a person usually lives, that is for at least 185 days of the previous 365 days, 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 that person is living.

However, the place of normal residence of a person whose occupational ties are in a different place from that person's personal ties, and who consequently lives in turn in different places situated in two or more Member States, shall be regarded as being the place of that person's personal ties, provided that such person returns there regularly. The person shall not be obliged to comply with this condition if he or she is living in a Member State in order to carry out a task of a definite duration. Attendance at a university or school shall not constitute transfer of normal residence.

2. For the purposes of Article 10(3), point (b), and Article 13(4), the place of normal residence of the staff of diplomatic services of the Union, that is to say officials from relevant departments of the General Secretariat of the Council and of the Commission, as well as staff seconded from Member States' diplomatic services and any other employee or contractor working for the Union institutions, bodies, offices and agencies in the area of external representation and who, in order to be able to perform their contractual duties, have lived at least 181 days in the latest 365 days outside the Union, or staff of diplomatic services of its Member States, or of the members of their families forming part of their households, accredited to third countries shall be considered to be in the territory of the Member State or Member States of issuance of the driving licences that are being renewed or replaced.

3. In exceptional cases, where the holder of a driving licence cannot prove the establishment of his or her normal residence in a given Member State under paragraph 1, the holder may have his or her driving licence renewed or replaced in the Member State of issuance.

4. By way of derogation from Article 10(1), point (e), and for the specific purpose of the first issuance of a category B driving licence, an applicant whose Member State of normal residence is different from that applicant's Member State of citizenship may have his or her driving licence issued by the latter, where it is not possible in the Member State of normal residence to take either the theory test or the practical test, or both of those tests, in an official language of the Member State of citizenship of the applicant that is also an official language of the Union, or with an interpreter.

In accordance with Regulation (EU) 2018/1724, Member States and the Commission shall give users access to information on the languages for which translation or interpretation of theory tests and practical tests is being provided in each Member State.

Article 21

Equivalences between non-Union standard driving licences

1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945 ([21]) between entitlements granted before 19 January 2013 and the categories set out in Article 6 of this Directive.

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

Article 22

Mutual assistance and EU driving licence network

1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the driving licences they have issued, exchanged, replaced, renewed, restricted, suspended, withdrawn, cancelled or revoked, and on the driving disqualifications they have imposed or, where relevant, they plan to enact, and shall consult each other when there are reasonable grounds to suspect that an applicant for a driving licence is subject to a driving disqualification in another Member State. They shall use the EU driving licence network for the exchange of information.

2. Member States may also use the EU driving licence network for the exchange of information for the following purposes:

(a) to enable their authorities to verify the validity and authenticity of a driving licence, in particular during roadside checks, during investigations or as part of anti-forgery measures;

(b) to facilitate investigations in accordance with Directive (EU) 2015/413;

(c) to enforce Directive (EU) 2022/2561, and to verify the validity and authenticity of a driving licence when enforcing Regulation (EC) No 561/2006 of the European Parliament and of the Council ([22]) or Regulation (EU) No 165/2014 of the European Parliament and of the Council ([23]).

3. Access to the EU driving licence network shall be secure. The EU driving licence network shall provide for both synchronous, that is to say real time, and asynchronous exchange of information, and for the sending and receiving of secured messages, notifications and attachments.

([21]) Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences between categories of driving licences (OJ L 302, 9.11.2016, p. 62, ELI: http://data.europa.eu/eli/dec/2016/1945/oj).

([22]) Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport and amending Council Regulations (EEC) No 3821/85 and (EC) No 2135/98 and repealing Council Regulation (EEC) No 3820/85 (OJ L 102, 11.4.2006, p. 1, ELI: http://data.europa.eu/eli/reg/2006/561/oj).

([23]) Regulation (EU) No 165/2014 of the European Parliament and of the Council of 4 February 2014 on tachographs in road transport, repealing Council Regulation (EEC) No 3821/85 on recording equipment in road transport and amending Regulation (EC) No 561/2006 of the European Parliament and of the Council on the harmonisation of certain social legislation relating to road transport (OJ L 60, 28.2.2014, p. 1, ELI: http://data.europa.eu/eli/reg/2014/165/oj).

Member States shall take all necessary steps to ensure that the information exchanged through the EU driving licence network is up-to-date.

Member States shall grant access to the EU driving licence network only to the authorities competent for the purposes referred to in paragraphs 1 and 2.

4. Member States shall also assist each other in the implementation of the mobile driving licence, in particular to guarantee seamless interoperability between the applications and verification features referred to in Annex I, Part C.

5. The Commission shall adopt by 6 June 2026 implementing acts laying down a common set of rules governing the operation of the EU driving licence network, including the detailed operational, interface and technical requirements. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 26(2).

6. Member States may cooperate in the enforcement of any cancellation, withdrawal, suspension or any restriction, of the right to drive or a driving licence, or of the recognition of the driving licence's validity, in particular where the relevant measures are limited to certain driving licence categories or to the territories of certain Member States, in particular through endorsements on the driving licences they have issued.

Article 23

Reporting by Member States

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 of driving licence. The data shall be provided separately for mobile driving licences and physical driving licences.

2. By … [4 years from the date of entry into force of this Directive], and every five years thereafter, by way of facilitating the preparation of the Commission's report referred to in Article 24, Member States shall provide the Commission with statistics on road traffic accidents in which a person is injured or killed, involving drivers in professional occupation, in particular drivers of 17 years of age participating in an accompanied driving scheme referred to in Article 17(2).

3. Member States may periodically share data with the Commission on national law on the handling of non-road mobile machinery and on related road safety considerations, and may provide information where concerns related to the free movement of workers are observed.

Article 24

Review and reporting by the Commission

1. By … [5 years from the date of entry into force of this Directive], and every five years thereafter, the Commission shall present a report to the European Parliament and to the Council on the implementation of this Directive. As part of the report, the Commission shall assess:

(a) the Directive's impact on road safety, in particular:

(i) whether there is any impact resulting from the granting of equivalences under Article 9(2), points (j) and (k);

(ii) whether there is any impact resulting from the granting of equivalences under Article 9(4);

(b) the effects on road safety and on the shortage of drivers of the implementation of the accompanied driving scheme for professional driving licence categories, based on the reports received from the Member States in accordance with Article 23(2).

The report shall be accompanied, if appropriate, by a legislative proposal.

2. As a part of the report referred to in paragraph 1, the Commission shall assess new technological developments for alternatively-fuelled vehicles affecting the mass of those vehicles. To that end, the Commission shall use information collected in accordance with Article 7 of Regulation (EU) 2019/631 of the European Parliament and of the Council [24] setting CO_2 emission performance standards for new passenger cars and for new light commercial vehicles. The Commission may request additional information from vehicle manufacturers on the possible impact of such new technological developments on the mass of vehicles, to support its assessment.

Vehicle manufacturers shall be required to provide the data referred to in the first subparagraph within a reasonable timeframe and in compliance with applicable Union law.

3. Without prejudice to paragraphs 1 and 2 of this Article, by …[12 months from the date of entry into force of this Directive] or immediately after the adoption of the first of the implementing acts referred to in Article 5(7), whichever is earlier, the Commission shall assess the feasibility of bringing forward the date referred to in Article 3(4), and shall provide a report on its findings. Member States may provide the Commission with information they deem relevant for the purpose of this assessment, and the Commission shall take that information into account.

The report shall be accompanied, if appropriate, by a legislative proposal.

Article 25

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.

2. The power to adopt delegated acts referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(6) and Article 19(2) shall be conferred on the Commission for a period of five years from … [date of entry into force of this Directive]. The Commission shall draw up a report in respect of the delegation of power not 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.

3. The delegation of power referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(6) and Article 19(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the *Official Journal of the European Union* or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.

4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.

5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.

6. A delegated act adopted pursuant to Article 4(8), Article 5(6), Article 8(2), Article 10(6) or Article 19(2) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

[24] Regulation (EU) 2019/631 of the European Parliament and of the Council of 17 April 2019 setting CO_2 emission performance standards for new passenger cars and for new light commercial vehicles, and repealing Regulations (EC) No 443/2009 and (EU) No 510/2011 (OJ L 111, 25.4.2019, p. 13, ELI: http://data.europa.eu/eli/reg/2019/631/oj).

Article 26

Committee procedure

1. The Commission shall be assisted by the committee on driving licences established by Council Directive 97/26/EC ([25]) (the 'committee'). The committee shall be a committee within the meaning of Regulation (EU) No 182/2011.

2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.

Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act, and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.

3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011 shall apply.

Article 27

Amendments to Directive (EU) 2022/2561

Article 5 is amended as follows:

(a) in paragraph 2, the following point is added:

'(c) from the age of 17, a vehicle in driving licence category C1, C1E or C, provided they hold a CPC as referred to in Article 6(1) for category C or as referred to in Article 6(2) for categories C1 and C1E and only under the conditions laid down in Article 17(2) and (3) of Directive (EU) 2025/… of the European Parliament and of the Council (*) ([+]).

(*) Directive (EU) 2025/… of the European Parliament and of the Council of … on driving licences, amending Regulation (EU) 2018/1724 of the European Parliament and of the Council and Directive (EU) 2022/2561 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 (OJ L, …, ELI: …).';

(b) paragraph 3 is replaced by the following:

'3. Drivers of a vehicle intended for the carriage of passengers may drive from the age of 21 a vehicle in driving licence categories D and D + E, or a vehicle in driving licence categories D1 and D1 + E, provided that they hold a CPC as referred to in Article 6(1) or (2). To ensure safe driving, Member States may set up a monitoring scheme for drivers under the age of 23 holding a CPC as referred to in Article 6(2). If Member States require such drivers to attend periodic training courses on road-safety-related subjects before they reach the age of 23, in order to consolidate and confirm their competence in those subjects, such attendance shall count towards the requirement of attending 35 hours of periodic training courses every five years.

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 the driver holds a CPC as referred to in Article 6(1).

Any Member State may authorise drivers of vehicles in driving licence categories D and D+E to drive such vehicles within its territory from the age of 20, provided that the driver holds a CPC as referred to in Article 6(1). This may be reduced to the age of 18 to drive such vehicles without passengers, or to carry passengers on regular services where the route does not exceed 50 kilometres.'.

([25]) Council Directive 97/26/EC of 2 June 1997 amending Directive 91/439/EEC on driving licences (OJ L 150, 7.6.1997, p. 41, ELI: http://data.europa.eu/eli/dir/1997/26/oj).

([+]) OJ: please insert the number of this Directive in the text and the number, date and OJ reference thereof in the footnote.

Article 28

Amendments to Regulation (EU) 2018/1724

Annex II is amended as follows:

(a) in the second column, in the row 'Moving', the following cell is added: 'Acquiring and renewing a driving licence';

(b) in the third column, in the row 'Moving', the following cell is added: 'Issuance, exchange and replacement of Union driving licences'.

Article 29

Transposition

1. Without prejudice to paragraph 2, by … [3 years from the date of entry into force of this Directive], Member States shall adopt and publish the measures necessary to comply with this Directive. They shall immediately inform the Commission thereof.

Without prejudice to paragraph 2, they shall apply those measures from … [4 years from the date of entry into force of this Directive].

When Member States adopt those measures, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official publication. The methods of making such reference shall be laid down by Member States.

2. By … [2 years from the date of entry into force of this Directive], Member States shall adopt and publish the measures necessary to comply with Article 9(2), points (j) and (k),. They shall immediately inform the Commission thereof.

They shall apply those measures from … [2 years from the date of entry into force of this Directive].

3. By … [3 years from the date of entry into force of this Directive], Member States shall adopt and publish the measures necessary to comply with Article 17. They shall immediately inform the Commission thereof.

They shall apply those measures from … [3 years from the date of entry into force of this Directive].

4. Member States shall communicate to the Commission the text of the main measures of national law which they adopt in the field covered by this Directive.

Article 30

Repeal

1. Directive 2006/126/EC is repealed with effect from … [4 years from the date of entry into force of this Directive], except for Article 6(4), point (c), thereof, which is repealed with effect from … [2 years from the date of entry into force of this Directive].

References made to Directive 2006/126/EC shall be construed as references to this Directive, and shall be read in accordance with the correlation table set out in Annex VII to this Directive.

2. Regulation (EU) No 383/2012 is repealed with effect from … [4 years from the date of entry into force of this Directive].

References made to Regulation (EU) No 383/2012 shall be construed as references to this Directive, and shall be read in accordance with the correlation table in Annex VII.

Article 31

Entry into force

This Directive shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Article 32

Addressees

This Directive is addressed to the Member States.

Done at …, …

For the European Parliament	*For the Council*
The President	*The President*

ANNEX I

STANDARD SPECIFICATIONS AND PROVISIONS CONCERNING DRIVING LICENCES ISSUED BY MEMBER STATES

PART A1: General specifications for the physical driving licence

(1) The characteristics of the physical driving licence card in the Union model shall be in accordance with ISO/IEC 7810.

The card shall be made of polycarbonate.

Methods for testing the characteristics of driving licence cards for the purpose of confirming their compliance with the international standards shall conform to ISO/IEC 10373.

(2) The licence card shall have two sides and comply with the model in figure 1.

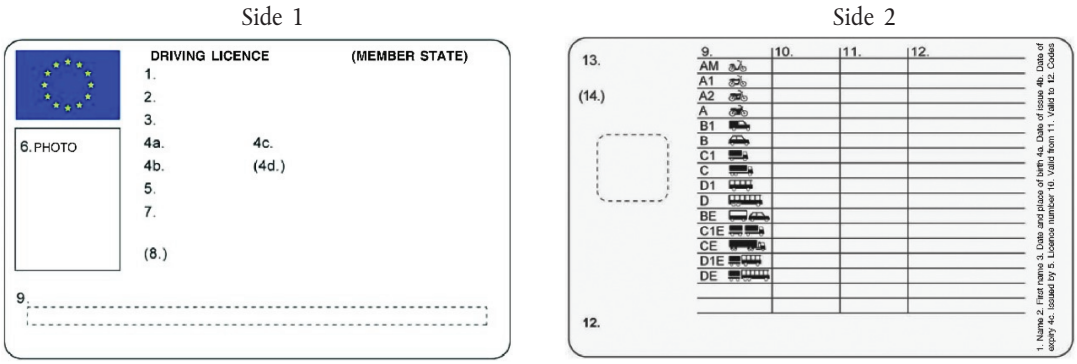

Figure 1: Model of the Union driving licence

Figure 1 text:

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

(3) The driving licence card shall display the following information laid down in Part D:

Side 1 shall display:

(a) the words 'Driving Licence' printed in large type in the language or languages of the Member State issuing the driving licence;

(b) (optional) the name of the Member State of issuance;

(c) the distinguishing sign of the Member State of issuance, printed in negative in a blue rectangle and encircled by 12 yellow stars, as laid down in Part D, point 1;

(d) information specific to the driving licence issued (fields 1 to 9), as laid down in Part D, point 3;

(e) the words 'European Union model' in the language or languages of the Member State of issuance and the words 'Driving Licence' in the other languages of the European Union, printed in pink to form the background of the driving licence, as laid down in Part D, point 2.

Side 2 shall display:

(f) information specific to the categories of the driving licence issued (fields 9 to 12), as laid down in Part D, point 4;

(g) information specific to the administration of the driving licence (fields 13 and 14), as laid down in of Part D, point 5;

(h) an explanation of the following numbered fields which appear on sides 1 and 2 of the driving licence: 1, 2, 3, 4a, 4b, 4c, 5, 10, 11 and 12.

If a Member State wishes to make the entries in a national language other than one of the following languages: Bulgarian, Croatian, Czech, Danish, Dutch, English, Estonian, Finnish, French, German, Greek, Hungarian, Irish, Italian, Latvian, Lithuanian, Maltese, Polish, Portuguese, Romanian, Slovak, Slovenian, Spanish or Swedish, it shall draw up a bilingual version of the driving licence using one of the aforementioned languages, without prejudice to the other provisions of this Annex.

A space shall be reserved on the driving licence to allow for the possible inclusion of a microchip or similar IT device, or for the possible printing of a QR code.

The colour references shall be as follows:

(i) blue: Pantone Reflex Blue;

(ii) yellow: Pantone Yellow.

(4) Special provisions

(a) Where the holder of a driving licence issued by a Member State in accordance with this Annex has his or her normal place of residence in another Member State, the latter Member State may enter on the driving licence such information as is essential for administering the driving licence, provided that it also enters this type of information on other driving licences which it issues, and provided that there remain enough space for that purpose.

(b) Member States may add colours or markings, such as bar codes or national symbols, without prejudice to the other provisions of this Annex. Member States shall inform the Commission thereof.

In the context of the mutual recognition of driving licences, any bar codes shall not contain information other than that which can already be read on the driving licence or which is essential to the process of issuing the driving licence.

(c) Information displayed on the driving licence card shall be legible with the naked eye to a person of average visual acuity, using a minimum character height of 5 points for fields 9 to 12 on side 2.

PART A2: Anti-forgery specifications for the physical driving licence

(1) The threats to the physical security of driving licences include:

(a) production of false cards: i.e. creating a new object which bears great resemblance to a true document, either by making it from scratch or by copying a true document;

(b) material alteration: changing a property of an original document, for instance by modifying some of the data displayed on the document.

(2) The system for protection against forgery shall form an integral part of each element of the overall licensing system, including the application process, the secure transmission of data, the card-body material, the manufacturing technique, a minimum set of various security features, and the personalisation process.

(3) The material used for driving licences shall be made secure against forgery by using the following techniques (mandatory security features):

(a) card bodies shall be dull under ultraviolet light;

(b) a security background pattern designed to be resistant to counterfeiting by scanning, printing or copying, using rainbow printing with multicolour security inks and positive and negative guilloche printing. The pattern shall not be composed of the primary colours (Cyan, Magenta, Yellow or Key), shall contain complex pattern designs in a minimum of two special colours, and shall include micro-lettering;

(c) optical variable elements providing adequate protection against copying of and tampering with the photograph;

(d) laser engraving;

(e) in the area of the photograph, the security design background and the photograph shall overlap at least on the border of the photograph (weakening pattern).

(4) In addition, the material used for driving licences shall be made secure against forgery by using at least three of the following techniques (additional security features):

(a) colour-shifting inks*;

(b) thermochromic ink*;

(c) custom holograms*;

(d) variable laser images*;

(e) ultraviolet fluorescent ink, visible and transparent;

(f) iridescent printing;

(g) digital watermarking in the background;

(h) infrared or phosphorescent pigments;

(i) tactile characters, symbols or patterns*.

In so far as possible, the techniques indicated with an asterisk shall be preferred, since they enable law enforcement officers to check the validity of the card without any special means. Member States may introduce security features other than those listed under this point.

PART B: Specifications for microchips included in physical driving licences

(1) The microchip and the data contained on the microchip, including additional information provided for by the national laws related to driving licences, shall comply with Part B1.

(2) The list of applicable standards for driving licences which include a microchip is set out in Part B2.

(3) Driving licences which include a microchip shall be subject to a Union type-approval procedure in accordance with Part B3.

(4) Where all relevant provisions of the Union type-approval have been met with respect to a driving licence which includes a microchip in accordance with points (1), (2) and (3), Member States shall issue a Union type-approval certificate to the manufacturer or its representative.

(5) Where necessary, in particular to ensure that this Part is complied with, a Member State may withdraw a Union type-approval certificate that it has issued.

(6) Union type-approval certificates and the notification of their withdrawal shall comply with the model set out in part B4.

(7) The Commission shall be informed of all Union type-approval certificates issued or withdrawn. In the case of a withdrawal, the withdrawing Member State shall provide detailed reasoning.

The Commission shall inform the Member States of any withdrawal of a Union type-approval.

(8) Union type-approval certificates issued by Member States shall be mutually recognised.

(9) Where a Member State ascertains that a significant number of driving licences which include a microchip are repeatedly found not to be in conformity with this part of this Annex, that Member State shall communicate that fact to the Commission. It shall indicate the relevant Union type-approval certificate number connected to those driving licences, as well as a description of the non-compliance. The Commission shall, without undue delay, inform the other Member States of the facts communicated to it in accordance with this point.

(10) The Member State of issuance of the driving licences referred to in point (9) shall investigate the problem without delay and take appropriate corrective action, including, where appropriate, the withdrawal of the Union type-approval certificate.

PART B1: General requirements for driving licences which include a microchip

The general requirements for driving licences including a microchip described in this Annex are based on international standards, in particular the ISO/IEC 18013-series standards. They cover:

(a) the specifications for the microchip and the logical data structure on the microchip;

(b) the specifications for harmonised data and any additional data to be stored;

(c) the specifications relating to data protection mechanisms for the data stored on the microchip.

Title 1

ABBREVIATIONS

Abbreviation	Meaning
AID	Application Identifier
BAP	Basic Access Protection
DG	Data Group
EAL 4+	Evaluation Assurance Level 4 Augmented
EF	Elementary File
EFID	Elementary File Identifier
eMRTD	Machine Readable Travel Documents
ICC	Integrated Circuit Card
ISO	International Organisation for Standardisation
LDS	Logical Data Structure
PICC	Proximity Integrated Circuit Card
PIX	Proprietary Application Identifier Extension
RID	Registered Application Identifier
SOd	Document Security Object

Title 2

DATA STORED ON THE MICROCHIP

(1) Harmonised mandatory and optional driving licence data

The microchip shall store the harmonised driving licence data specified in part D. If a Member State decides to include in the driving licence data items marked as optional in part D, those items shall also be stored on the microchip.

(2) Additional data

Member States may store such additional data on the microchip as is provided for in their national laws related to driving licences. They shall inform the Commission thereof.

Title 3

MICROCHIP

(1) Storage medium type

The storage medium for driving licence data shall be a microchip with a contact, contactless, or combined contact and contactless (dual) interface, as specified in part B2, item 1.

(2) Applications

All data on a microchip shall be stored in electronic applications. All applications on the microchip shall be identified by a unique code called the Application Identifier (AID) as specified in part B2, item 2.

(a) Union Driving Licence Application

Mandatory and optional driving licence data, as referred to in part D, shall be stored in the dedicated Union Driving Licence application. The AID for the Union Driving Licence Application shall be:

'A0 00 00 04 56 45 44 4C 2D 30 31',

consisting of both of the following:

— the Registered Application Identifier (RID) for the European Commission: 'A0 00 00 04 56';

— the Proprietary Application Identifier Extension (PIX) for the Union Driving Licence Application: '45 44 4C 2D 30 31' (EDL-01).

Data shall be grouped in Data Groups (DGs) as part of a Logical Data Structure (LDS).

DGs shall be stored as Elementary Files (EFs) in the Union Driving Licence application, and shall be protected in accordance with part B2, item 3.

(b) Other applications

Any additional data shall be stored in one or more dedicated applications that are separate from the Union Driving Licence Application. Each such application shall be identified by a unique AID.

Title 4

LOGICAL DATA STRUCTURE FOR MICROCHIPS OF THE UNION DRIVING LICENCE APPLICATION

(1) Logical Data Structure

Driving Licence Data shall be stored on the microchip in a Logical Data Structure (LDS) as specified in part B2, item 4. This point specifies additional requirements for the mandatory and additional DGs.

Each DG shall be stored in one EF. The EFs to be used for the Union Driving Licence Application shall be identified with the Elementary File Identifiers (EFIDs) and Short EFIDs as specified in part B2, item 5.

(2) Mandatory Data Groups

The mandatory and optional data elements shall be stored in the following DGs:

DG 1: all mandatory and optional data elements as displayed on the document, except the images of the driving licence holder's face and signature;

DG 5: image of the driving licence holder's signature;

DG 6: image of the driving licence holder's face.

DG 1 data shall be structured as specified in point 6 of this Part, and as specified in Part B2, item 6. Data contained in DG 5 and DG 6 shall be stored in accordance with the specifications of part B2, item 7.

(3) Additional Data Groups

Any additional data elements provided for by the national law of Member States concerning driving licences, shall be stored in the following DGs:

DG 2: details of the driving licence holder, except for biometric data;

DG 3: details of the issuing authority;

DG 4: portrait image;

DG 7: biometric data regarding the fingerprint(s) of the driving licence holder;

DG 11: other details, such as the full name of the driving licence holder in national characters.

Data contained in these DGs shall be stored in accordance with the specifications of part B2, item 8.

Title 5

DATA SECURITY MECHANISMS

Appropriate mechanisms shall be used for the validation of the authenticity and integrity of the microchip and the data contained in it, and for restricting access to driving licence data.

Data on the microchip shall be protected in accordance with the specifications laid down in part B2, item 3. This Title specifies additional requirements that shall be complied with.

(1) Authenticity Verification

(a) Mandatory Passive Authentication

All DGs stored in the Union Driving Licence application shall be protected with passive authentication.

Data related to passive authentication shall comply with the requirements specified in part B2, item 9.

(b) Optional Active Authentication

Optional Active Authentication mechanisms shall be applied to ensure that the original microchip has not been replaced.

(2) Access Restriction

(a) Mandatory Basic Access Protection

The Basic Access Protection mechanism (BAP) shall be applied for all data in the Union Driving Licence application. In the interest of interoperability with existing systems such as those using Machine Readable Travel Documents (eMRTD) it is mandatory to use the one-line Machine Readable Zone (MRZ), as specified in part B2, item 10.

The Kdoc document key used to access the microchip is generated from the one-line MRZ, which can be entered either manually or by using an Optical Character Recognition (OCR) reader. The BAP 1 configuration defined for a one-line MRZ as specified in part B2, item 10, shall be applied.

(b) Conditional Extended Access Control

Where personal data as referred to in Article 9(1) of Regulation (EU) 2016/679 are stored on the microchip, access to such data shall be protected with additional measures.

The Extended Access Control mechanisms shall comply with the specifications of part B2, item 11.

(c) Public Key Infrastructure (PKI) for driving licences including a microchip

Member States shall establish the necessary national arrangements for Public Key management, in accordance with Annex A to ISO/IEC standard 18013_3.

Title 6

DATA PRESENTATION

(1) Formatting of data in DG 1

Tag	L	Value					Encoding	M/O
61	V	DG1 Data elements (nested)						
		Tag	L	Value				
		5F 01	V	Type approval number			ans	M
		5F 02	V	Constructed data object of demographic data elements				M
				Tag	L	Value		
				5F 03	3	Issuing Member State	a3	M
				5F 04	V	Surname(s) of the holder	as	M
				5F 05	V	Other name(s) of the holder	as	M

Tag	L	Value					Encoding	M/O
				5F 06	4	Date of birth (ddmmyyyy)	n8	M
				5F 07	V	Place of birth	ans	M
				5F 08	3	Nationality	a3	O
				5F 09	1	Gender	M/F/U	O
				5F 0A	4	Date of issue of the driving licence (ddmmyyyy)	n8	M
				5F 0B	4	Date of expiry of the driving licence (ddmmyyyy)	n8	M
				5F 0C	V	Issuing authority	ans	M
				5F 0D	V	Administrative number (other than document number)	ans	O
				5F 0E	V	Document number	an	M
				5F 0F	V	Permanent place of residence, or postal address	ans	O
		7F 63	V	Constructed data object of categories of vehicles/ restrictions/conditions				M
				Tag	L	Value (coded as defined below)		
				02	1	Number of categories/restrictions/ conditions	N	M
				87	V	Category/restriction/condition	ans	M
				87	V	Category/restriction/condition	ans	O
				…	…	…	…	…
				87	V	Category/restriction/condition	ans	O

(2) Logical record format

The categories regarding vehicles, restrictions or conditions shall be compiled in a data object following the structure specified in the following table:

Vehicle category code	Date of issue	Date of expiry	Code	Sign	Value

where:

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

(b) date of issue shall be presented in the format DDMMYYYY (day in two digits followed by month in two digits followed by year in four digits) for the vehicle category;

(c) date of expiry shall be presented in the format DDMMYYYY (day in two digits followed by month in two digits followed by year in four digits) for the vehicle category;

(d) code, sign and value refer to additional information or restrictions relating to the vehicle category or the driver.

PART B2: List of applicable standards for driving licences which include a storage medium

Item	Subject	Requirement	Applicable to
1	Storage medium interface, organisation and commands	ISO/IEC 7816 series (contact), ISO/IEC 14443 series (contactless) as referred to in ISO/IEC 18013-2:2008, Annex C	Part B1, point 3.(1)
2	Application identifier	ISO/IEC 7816-5:2004	Part B1, point 3.(2)
3	Data security mechanisms	ISO/IEC 18013-3:2009	Part B1, point 3.(2) point (a) Part B1, point 5
4	Logical data structure	ISO/IEC 18013-2:2008	Part B1, point 4.(1)
5	Elementary file identifiers	ISO/IEC 18013-2:2008 Table C.2	Part B1, point 4.(1)
6	Data presentation for DG 1	ISO/IEC 18013-2:2008, Annex C.3.8	Part B1, point 4.(2) Part B1, point 6.(1)
7	Mandatory data presentation for DG 5 and DG 6	ISO/IEC 18013-2:2008, Annex C.6.6 and Annex C.6.7, face image and signature image to be stored in JPEG or JPEG2000 format	Part B1, point 4.(2)
8	Optional and additional data presentation	ISO/IEC 18013-2:2008, Annex C	Part B1, point 4.(3)
9	Passive authentication	ISO/IEC 18013-3:2009, paragraph 8.1, data shall be stored in EF.SOd (Document Security Object) in the LDS	Part B1, point 5.(1), point (a)
10	Basic access restriction	ISO/IEC 18013-3:2009 and its Amendment 1	Part B1, point 5.(2), point (a)
	Basic access restriction configuration	ISO/IEC 18013-3:2009, Annex B.8	
11	Extended access restriction	Technical Guideline TR-03110, Advanced Security Mechanisms for Machine Readable Travel Documents – Extended Access Control (EAC), Version 1.11	Part B1, point 5.(2), point (b)
12	Test methods	ISO/IEC 18013-4:2011	Part B3, point 1
13	Security certificate	Evaluation Assurance Level 4 augmented (EAL 4+) or equivalent	Part B3, point 2
14	Functional certificate	Smart card testing according to ISO/IEC 10373 series	Part B3, point 3

PART B3: Procedure for Union type-approval of driving licences which include a microchip

Title 1

GENERAL PROVISIONS

Manufacturers applying for a Union type-approval of driving licences including a microchip shall present a security certificate and a functional certificate.

Any intended modification to the production process, including any intended software modifications, shall be subject to a prior notification to the authority which granted the Union type-approval. The authority may require further information and tests before accepting the modification.

Tests shall follow the methods laid down in part B2, item 12.

Title 2

SECURITY CERTIFICATE

For the security evaluation, microchips to be included in driving licences shall be evaluated in accordance with the criteria specified in part B2, item 13.

A security certificate shall be delivered only upon successful evaluation of the ability of the microchip to resist attempts to tamper with or alter data.

Title 3

FUNCTIONAL CERTIFICATE

A functional evaluation of driving licences that include a microchip shall be carried out under laboratory testing in accordance with the criteria specified in part B2, item 14.

Member States including a microchip in driving licences shall ensure that the relevant functional standards and the requirements of part B1 are complied with.

A functional certificate shall be delivered to the manufacturer if all of the following conditions have been met:

(a) there is a valid security certificate for the microchip;

(b) compliance with the requirements of part B2 has been demonstrated;

(c) functional tests have been passed successfully.

The relevant Member State authority shall be responsible for issuing the functional certificate. The functional certificate shall indicate the identity of the issuing authority, the identity of the applicant, the identification of the microchip, and a detailed list of the tests and their results.

Title 4

UNION TYPE-APPROVAL CERTIFICATE

(1) Model certificate

Member States shall deliver the Union type-approval certificate upon presentation of security and functional certificates as provided for in this Annex. Union type-approval certificates shall comply with the model in part B4.

(2) Numbering system

The Union type-approval numbering system shall consist of:

(a) the letter 'e' followed by the following number identifying the Member State which granted the Union type-approval:

1 for Germany;

2 for France;

3 for Italy;

4 for the Netherlands;

5 for Sweden;

6 for Belgium;

7 for Hungary;

8 for Czechia;

9 for Spain;

12 for Austria;

13 for Luxembourg;

17 for Finland;

18 for Denmark;

19 for Romania;

20 for Poland;

21 for Portugal;

23 for Greece;

24 for Ireland;

25 for Croatia;

26 for Slovenia;

27 for Slovakia;

29 for Estonia;

32 for Latvia;

34 for Bulgaria;

36 for Lithuania;

49 for Cyprus;

50 for Malta;

(b) the letters 'DL' preceded by a hyphen and followed by the two figures indicating the sequence number assigned to this Annex, or to the latest major technical amendment to this Annex. The sequence number for this Annex is 00;

(c) a unique identification number of the Union type-approval attributed by the issuing Member State.

Example of the Union type-approval numbering system: 'e50-DL00 12345'.

The approval number shall be stored on the microchip in DG 1 for each driving licence carrying such microchip.

PART B4: Model for the Union type-approval certificate concerning driving licences which include a microchip

Name of the competent authority: …

Notification concerning (*):

— approval □

— withdrawal of approval □

of a Union Driving Licence including a microchip

Approval No: …

1. Manufacturing brand or trademark: …

2. Name of model: …

3. Name of manufacturer or of its representative, where applicable: …

…

4. Address of manufacturer or of its representative, where applicable: …

…

5. Laboratory test reports:

5.1 Security Certificate No: … Date: …

Issued by: …

5.2 Functional Certificate No: … Date: …

Issued by: …

6. Date of approval: …

7. Date of withdrawal of approval: …

8. Place: …

9. Date: …

10. Descriptive documents in Annex: …

11. Signature: …

(*) Tick the relevant box.

PART C: Specifications for the mobile driving licence

(1) In accordance with Regulation (EU) No 910/2014, European Digital Identity Wallets shall provide to authorised persons at least the following features:

(a) the retrieval and storage of data sufficient to prove the driving rights of a person;

(b) the display and transfer of the data listed in point (a).

(2) The mobile driving licences and other relevant systems shall comply with the ISO/IEC 18013-5 standard on mobile driving licences and with Regulation (EU) No 910/2014.

(3) For the purposes of this Annex, the holder of a mobile driving licence issued in accordance with this Directive shall be considered its authorised user only where the holder is identified as such.

(4) The Member States shall allow the holder of the driving licence to be issued with a mobile driving licence to that holder's European Digital Identity Wallet.

The European Digital Identity Wallet containing the mobile driving licence shall allow automatically or upon request the updating or re-issuing of the mobile driving licence.

European Digital Identity Wallets shall allow the holder of a mobile driving licence to display or transmit to a third party all or part of the data contained in the mobile driving licence. Competent authorities of the Member States shall be authorised to request from European Digital Identity Wallets the data contained in mobile driving licences in order to be able to ascertain the driving rights of the holder of the driving licence in question (verification).

The information transmitted directly from the electronic attestation of the mobile driving licence stored in the European Digital Identity Wallet shall allow competent authorities to determine the driving rights of the holder of the mobile driving licence (verification), including any restrictions applicable in the Union or in the territory of a Member State. Member States shall not consider a mobile driving licence valid if it has expired or if it has been revoked. Where a Member State decides to revoke a mobile driving licence, it shall enter information about that decision into a revocation list managed by that Member State, or make it accessible to other Member States for the purpose of verification in another way, free of charge and in an operable manner. A Member State imposing a driving disqualification, if it is other than the Member State of issuance, shall immediately notify the latter Member State.

PART D: Data to be included in the Union driving licence

(1) The distinguishing signs of the Member States issuing the driving licence shall be as follows:

B: Belgium

BG: Bulgaria

CZ: Czechia

DK: Denmark

D: Germany

EST: Estonia

GR: Greece

E: Spain

F: France

HR: Croatia

IRL: Ireland

I: Italy

CY: Cyprus

LV: Latvia

LT: Lithuania

L: Luxembourg

H: Hungary

M: Malta

NL: The Netherlands

A: Austria

PL: Poland

P: Portugal

RO: Romania

SLO: Slovenia

SK: Slovakia

FIN: Finland

S: Sweden

(2) The words 'driving licence' to be displayed on the driving licences in the respective language(s) of the Member States shall be as follows:

Свидетелство за управление на МПС

Permiso de Conducción

Řidičský průkaz

Kørekort

Führerschein

Juhiluba

Άδεια Οδήγησης

Driving Licence

Permis de conduire

Ceadúnas Tiomána

Vozačka dozvola

Patente di guida

Vadītāja apliecība

Vairuotojo pažymėjimas

Vezetői engedély

Liċenzja tas-Sewqan

Rijbewijs

Prawo Jazdy

Carta de Condução

Permis de conducere

Vodičský preukaz

Vozniško dovoljenje

Ajokortti

Körkort;

(3) Information specific to the individual driving licence issued shall be as follows:

Field	Information
1	surname of the holder
2	other name(s) of the holder
3	date and place of birth
4a	date of issue of the driving licence
4b	date of expiry of the driving licence
4c	name of the issuing authority
4d	(optional) a number different from that under field 5, for administrative purposes
5	number of the driving licence
6	photograph of the holder
7	signature of the holder
8	(optional) holder's permanent place of residence, or postal address
9	category of vehicle(s) the holder is entitled to drive (national categories shall be displayed in a typeface different from that used for harmonised categories)

(4) Information specific to the categories of the driving licence issued shall be as follows:

Field	Information
9	category of vehicle(s) the holder is entitled to drive (national categories shall be displayed in a typeface different from that used for harmonised categories)
10	date of first issue of each category, except if not available (this date must be repeated on the new driving licence in the event of subsequent replacement or exchange); each field of the date shall be written with two digits and in the following sequence: day.month.year (DD.MM.YY)
11	date of expiry of each category; each field of the date shall be written with two digits and in the following sequence: day.month.year (DD.MM.YY)
12	additional information/restriction(s), in code form, facing the category affected, as specified in Part E

Where a code specified in Part E applies to all categories for which the driving licence is issued, it may be displayed under fields 9, 10 and 11.

(5) Information specific to the administration of the driving licence issued shall be as follows:

Field	Information
13	(optional) an entry by the host Member State of information essential for administering the driving licence when implementing point (4), point (a), of part A1;
14	(optional) an entry by the Member State of issuance of information essential for administering the driving licence or related to road safety; this information may, in particular, include any cancellation, withdrawal, suspension or any restriction of the right to drive of a driver of a power-driven vehicle, of his or her driving licence or of the recognition of the validity of his or her driving licence, such as one limited to certain categories or to the territory of certain Member States. If the information relates to one of the headings defined in this Annex, it shall be preceded by the number of the field in question. With the specific written agreement of the holder, information which is not related to the administration of the driving licence or to road safety may also be added in this field; such addition shall not alter in any way the use of the item as a driving licence.

PART E: Union and national codes

Codes 01 to 99 shall be harmonised European Union codes

Title 1

DRIVER (medical reasons)

01		Sight correction and/or protection
	01.01.	Glasses
	01.02.	Contact lens(es)
	01.05.	Eye cover
	01.06.	Glasses or contact lenses
	01.07.	Specific optical aid
02		Hearing aid/communication aid
03		Prosthesis/orthosis for the limbs
	03.01.	Upper limb prosthesis/orthosis
	03.02.	Lower limb prosthesis/orthosis

Title 2

VEHICLE ADAPTATIONS

10		Modified transmission
	10.02.	Automatic selection of gear ratio
	10.04.	Adapted transmission control device
15		Modified clutch
	15.01.	Adapted clutch pedal
	15.02.	Hand operated clutch
	15.03.	Automatic clutch
	15.04.	Measure to prevent obstruction or actuation of clutch pedal
20		Modified braking systems
	20.01.	Adapted brake pedal
	20.03.	Brake pedal suitable for use by left foot
	20.04.	Sliding brake pedal
	20.05.	Tilted brake pedal
	20.06.	Hand operated brake
	20.07.	Brake operation with maximum force of … N [1] (for example: '20.07(300N)')
	20.09.	Adapted parking brake
	20.12.	Measure to prevent obstruction or actuation of brake pedal
	20.13.	Knee-operated brake
	20.14.	Brake system operation supported by external force
25		Modified accelerator system
	25.01.	Adapted accelerator pedal
	25.03.	Tilted accelerator pedal
	25.04.	Hand-operated accelerator
	25.05.	Knee-operated accelerator

[1] This indicates the force, in Newtons, which the driver can or must exert in order to operate the system.

	25.06.	Accelerator operation supported by external force
	25.08.	Accelerator pedal on the left
	25.09.	Measure to prevent obstruction or actuation of accelerator pedal
31		Pedal adaptations and pedal safeguards
	31.01.	Extra set of parallel pedals
	31.02.	Pedals at (or almost at) the same level
	31.03.	Measure to prevent obstruction or actuation of accelerator and brake pedals when pedals not operated by foot
	31.04.	Raised floor
32		Combined service brake and accelerator systems
	32.01.	Accelerator and service brake as combined system operated by one hand
	32.02.	Accelerator and service brake as combined system operated by external force
33		Combined accelerator, service brake, and steering systems
	33.01.	Accelerator, service brake and steering as combined system operation by external force with one hand
	33.02.	Accelerator, service brake and steering as combined system operation by external force with two hands
35		Modified control layouts (lights switches, windscreen wiper/washer, horn, direction indicators, etc.)
	35.02.	Control devices operable without releasing the steering device
	35.03.	Control devices operable without releasing the steering device with the left hand
	35.04.	Control devices operable without releasing the steering device with the right hand
	35.05.	Control devices operable without releasing the steering device or the accelerator and braking mechanisms
40		Modified steering
	40.01.	Steering with maximum operation force of … N [2] (for example '40.01(140N)')
	40.05.	Adapted steering wheel (larger/thicker steering wheel section, reduced diameter, etc.)
	40.06.	Adapted position of steering wheel
	40.09.	Foot-operated steering
	40.11.	Assistive device at steering wheel

[2] This indicates the force, in Newtons, which the driver can or must exert in order to operate the system.

	40.14.	One hand/arm operated alternative adapted steering system
	40.15.	Two hand/arm operated alternative adapted steering system
42		Modified rear/side view devices
	42.01.	Adapted device for rear view
	42.03.	Additional inside device permitting side view
	42.05.	Blind spot viewing device
43		Driver seating position
	43.01.	Driver seat height for normal view and in normal distance from the steering wheel and the pedals
	43.02.	Driver seat adapted to body shape
	43.03.	Driver seat with lateral support for good stability
	43.04.	Driver seat with armrest
	43.06.	Seat belt adaptation
	43.07.	Seat belt type with support for good stability
44		Modifications to motorcycles (sub-code use obligatory)
	44.01.	Single operated brake
	44.02.	Adapted front wheel brake
	44.03.	Adapted rear wheel brake
	44.04.	Adapted accelerator
	44.08.	Seat height allowing the driver, in sitting position, to have two feet on the surface at the same time and balance the motorcycle during stopping and standing.
	44.09.	Maximum operation force of front wheel brake … N ([3]) (for example '44.09(140N)')
	44.10.	Maximum operation force of rear wheel brake … N ([3]) (for example '44.10(240N)')
	44.11.	Adapted foot-rest
	44.12.	Adapted hand grip
45		Motorcycle with side-car only
46		Tricycles only
47		Restricted to vehicles of more than two wheels not requiring balance by the driver for starting, stopping and standing

([3]) This indicates the force, in Newtons, which the driver can or must exert in order to operate the system.

50		Restricted to a specific vehicle/chassis number (vehicle identification number, VIN)

Letters used in combination with codes 01 to 44 for further specification:

a left

b right

c hand

d foot

e middle

f arm

g thumb

Title 3

LIMITED USE CODES

60		Optional equivalences(sub-code use obligatory)
	60.01.	The holder of a category B driving licence of at least 21 years may drive powered tricycles exceeding 15 kW
	60.02.	The holder of a category B driving licence may drive category A1 motorcycles
	60.03.	The holder of a category B1 driving licence may drive only vehicles with a maximum mass not exceeding 2 500 kg and a maximum speed technically limited to 45 km/h
61		Limited to daytime journeys (for example: between one hour after sunrise and one hour before sunset)
62		Limited to journeys within a radius of … km from the holder's place of residence, or only inside a city/region
63		Driving without passengers
64		Limited to journeys with a speed not exceeding … km/h
65		Driving authorised solely when accompanied by a holder of a driving licence of at least the equivalent category, unless condition is covered by code 98.02.
66		Without trailer
67		No driving on motorways
68		No alcohol
69		Restricted to driving vehicles equipped with an alcohol interlock in accordance with EN 50436. Indication of an expiry date is optional (for example '69' or '69(01.01.2016)')

Title 4

ADMINISTRATIVE MATTERS

70		Exchange of driving licence No … issued by … (EU distinguishing sign, for example '70.0123456789.NL', or UN distinguishing sign in the case of a third country, for example '70.0123456789.NO')
71		Duplicate of driving licence No … (EU distinguishing sign, for example '71.987654321.HR', or UN distinguishing sign in the case of a third country, for example '71.987654321.UK')
72		Exchange of driving licence No … issued by … (UN distinguishing sign in the case of a third country subject to an implementing decision under Article 15(7), for example '72.0123456789.USA')
73		Restricted to category B vehicles of the motor quadricycle type (B1)
78		Restricted to vehicles with automatic transmission
79		Restricted to vehicles which comply with the specifications indicated in brackets or specified in a sub-code, for the application of Article 21 of this Directive
	79.01.	Restricted to two-wheel vehicles with or without a side-car
	79.02.	Restricted to category AM vehicles of the three-wheel or light quadricycle type
	79.03.	Restricted to tricycles
	79.04.	Restricted to tricycles combined with a trailer having a maximum authorised mass not exceeding 750 kg
	79.05.	Category A1 motorcycle with a power/weight ratio above 0,1 kW/kg
	79.06.	Category BE vehicle where the maximum authorised mass of the trailer exceeds 3 500 kg
80		Restricted to holders, not having reached the age of 24 years, of a driving licence for a category A vehicle of the powered tricycle type
81		Restricted to holders, not having reached the age of 21 years, of a driving licence for a category A vehicle of the two-wheel motorcycle type
95		Driver holding CPC, meeting the obligation of professional aptitude provided for by Directive (EU) 2022/2561 until … (for example '95(01.01.2028)')
96		Codes used for indicating authorisation based on additional training in category
	96	Category B vehicles combined with a trailer with a maximum authorised mass exceeding 750 kg where the maximum authorised mass of such combination exceeds 3 500 kg but does not exceed 4 250 kg
	96.01.	Emergency vehicle driven for its intended purposes with a category B driving licence where the maximum authorised mass exceeds 3 500 kg, but does not exceed 5 000 kg, including the mass of a trailer if used as a vehicle combination

	96.02.	Motor caravan driven with a category B driving licence, where the maximum authorised mass exceeds 3 500 kg, but does not exceed 4 250 kg or, combined with a trailer, does not exceed 5 000 kg
	96.03.	Alternatively-fuelled vehicle combined with a trailer, where the maximum authorised mass of the combination exceeds 4 250 kg but does not exceed 5 000 kg
97		Not authorised to drive a category C1 vehicle which falls within the scope of Regulation (EU) No 165/2014
98		Codes used for the purposes of Articles 17 and 18 (sub-code use obligatory)
	98.01.	The driver is considered a novice driver and is subject to the conditions for the probationary period. Where the driving licence is exchanged, renewed or replaced, the code shall be complemented with the end date of the probationary period that was initially recorded (for instance 98.01.13.04.2028)
	98.02.	The holder shall comply with the conditions for the accompanied driving scheme until the holder reaches the age of 18 years old

Codes 100 and above shall be national codes valid only for driving in the territory of the Member State of issuance.

ANNEX II

MINIMUM REQUIREMENTS FOR DRIVING TESTS AND KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE

Part I

MINIMUM REQUIREMENTS FOR DRIVING TESTS

Member States shall take the necessary measures to ensure that applicants for driving licences possess the knowledge and skills and exhibit the behaviour required for driving a power-driven vehicle. The tests introduced to this effect must consist of:

(a) a theory test;

(b) following successful participation in the theory test, a test of skills and behaviour.

The conditions under which these tests shall be conducted are set out below.

Title A

THEORY TEST

1. Form

The form chosen shall be such as to make sure that the applicant has the required knowledge of the subjects listed in points 2, 3 and 4.

Any applicant for a driving licence in one category who has passed a theory test for a driving licence in a different category may be exempted from the common provisions of points 2, 3 and 4.

Member States may exempt applicants from the questions regarding the basic knowledge of first aid as referred to in point 2, point (e), where the applicant has completed certified first aid practical training, including cardiopulmonary resuscitation (CPR), any time before the test of skills and behaviour is taken.

2. Content of the theory test concerning all vehicle categories

Questions shall be asked on each of the topics listed in the following points, the content and form of the questions being left to the discretion of each Member State:

(a) road traffic regulations, in particular as regards road signs, markings and signals, rights of way and speed limits;

(b) the driver:

(i) importance of alertness and of attitude towards other road users, including micro-mobility users;

(ii) general perception, including hazard perception, judgment and decision-taking, especially reaction time, as well as changes in driving behaviour due to the influence of alcohol, drugs or medicinal products, state of mind or fatigue;

(iii) impacts on the risk of distraction due to the use of mobile phones or other electronic devices while driving and the safety consequences thereof;

(c) the road:

(i) 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;

(ii) driving risk factors related to various road conditions, including the perception and anticipation of hazards, in particular as they change with the weather and the time of day or night;

(iii) the characteristics of various types of road and the related statutory requirements;

(iv) adaptation of driving behaviour to the layout of the route, in particular to ensure safe driving in road tunnels, as well as driving uphill and downhill;

(v) detection of blind spots;

(d) other road users:

(i) specific risk factors related to the lack of experience of other road users, especially in respect of vulnerable road users who enjoy a lesser degree of protection in traffic compared to users of motor vehicles, 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 or orientation;

(ii) risks involved in the movement of, interaction with, and driving of various types of vehicles that differ with regard to their mass, their dimensions and the field of view of their drivers, including vehicles with advanced driver assistance systems and automated driving systems;

(iii) the proper and timely use of direction indicators;

(e) general rules and regulations and other matters:

(i) rules concerning the administrative documents required for the use of vehicles;

(ii) general rules specifying how the driver must behave in the event of an accident (setting warning devices and raising the alarm), including rules on how to behave if an emergency vehicle is approaching, and what to do at the site of a collision, and the measures which the driver can take to assist road accident victims where necessary, including basic knowledge of first aid, in particular CPR;

(iii) safety factors relating to the vehicle, the load and persons carried;

(iv) knowledge of safety aspects related to alternatively-fuelled vehicles;

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

(g) mechanical aspects with a bearing upon road safety; applicants must be able to detect the most common faults, in particular in the steering, suspension and braking systems, tyres, lights and direction indicators, reflectors, rear-view mirrors, windscreen and wipers, the exhaust system, seat-belts and the audible warning device;

(h) vehicle safety equipment and, in particular, the use of seat-belts, head restraints, child safety equipment;

(i) charging of electrical vehicles;

(j) rules and aspects regarding vehicle use in relation to the environment, including as regards electrical vehicles: appropriate use of audible warning devices, moderate fuel or energy consumption, limitation of emissions (greenhouse gas emissions, air pollutants, noise and microparticles from tyre, brake and road wear etc.);

(k) advantages, limitations and risks associated with advanced driver assistance systems and automated driving systems. The importance of their differences and safe usage, as well as driver interaction, driver obligations and how the systems can impact the driver's awareness and behaviour. This includes the field of use of the systems, the possibility of take-over requests generated by the systems, and the subsisting obligations of the driver while the systems are active.

3. Specific provisions concerning categories A1, A2 and A

Compulsory check of general knowledge on:

(a) the use of protective outfits, such as gloves, boots, clothes and safety helmets;

(b) the visibility of motorcycle riders for other road users;

(c) risk factors related to various road conditions as laid down in point 2, point (c), with additional attention to slippery parts such as drain covers, road markings such as lines and arrows, tram rails;

(d) mechanical aspects with a bearing on road safety, as laid down in point 2, point (g), with additional attention to the emergency stop switch, the oil levels and the chain.

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

(1) Compulsory check of general knowledge on:

(a) rules on driving hours and rest periods as defined by Regulation (EC) No 561/2006; use of the recording equipment defined by Regulation (EU) No 165/2014;

(b) rules concerning the type of transport concerned: goods or passengers;

(c) vehicle and transport documents required for the national and international carriage of goods and passengers;

(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;

(e) the precautions to be taken during the removal and replacement of wheels;

(f) rules on vehicle weights and dimensions; rules on speed limiters;

(g) purpose and use of endurance braking systems;

(h) obstruction of the field of view caused by the characteristics of their vehicles, particularly regarding the detection of vulnerable road users at the front and the sides of the vehicle;

(i) (optional) reading a road map, route planning, including the use of electronic navigation systems;

(j) safety factors relating to vehicle loading: controlling the load (stowing and fastening), difficulties with various kinds of load (for instance liquids, hanging loads, etc.), loading and unloading goods and the use of loading equipment (categories C, CE, C1, C1E only);

(k) the driver's responsibility in respect of the carriage of passengers; the comfort and safety of passengers, and in particular persons with disabilities or reduced mobility; transport of children; necessary checks before driving away; all sorts of buses shall be covered by the theory test, such as public service buses and coaches and buses with special dimensions (categories D, DE, D1, D1E only).

(l) Member States may exempt applicants for a driving licence for a category C1 or C1E vehicle outside the scope of Regulation (EU) No 165/2014 from demonstrating their knowledge of the subjects listed in point 4.(1), points (a) to (c).

(2) Compulsory check of general knowledge on the following additional provisions concerning categories C, CE, D and DE:

(a) the principles of the construction and functioning of: internal combustion engines, fluids (for instance engine oil, coolant, washer fluid), the fuel system, the electrical system, the ignition system, the transmission system (clutch, gearbox, etc.);

(b) lubrication and antifreeze protection;

(c) the principles of the construction, the fitting, correct use and care of tyres;

(d) the principles of the types, operation, main parts, connection, use and day-to-day maintenance of brake fittings and speed governors, and use of anti-lock brakes;

(e) the principles of the types, operation, main parts, connection, use and day-to-day maintenance of coupling systems, including 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 those coupling mechanisms (categories CE, DE only);

(f) methods of locating causes of breakdowns;

(g) preventive maintenance of vehicles and necessary running repairs;

(h) the driver's responsibility in respect of the receipt, carriage and delivery of goods in accordance with the agreed conditions (categories C, CE only).

Title B

TEST OF SKILLS AND BEHAVIOUR

5. The vehicle and its equipment

(1) Vehicle transmission

(a) The driving of a vehicle with manual transmission shall be subject to the passing of a skills and behaviour test taken on a vehicle with manual transmission.

'Vehicle with manual transmission' means a vehicle in which a clutch pedal (or lever operated manually for categories A, A2 and A1) is present and must be operated by the driver when starting or stopping the vehicle and changing gears.

(b) Vehicles that do not meet the criteria laid down in point 5.(1), point (a), shall be considered to have automatic transmission.

Without prejudice to point 5.(1), point (c), if an applicant takes the test of skills and behaviour on a vehicle with automatic transmission this shall be recorded on any driving licence issued on the basis of such a test with the relevant Union code set out in Annex I, Part E. Driving licences with this indication shall be used only for driving vehicles with automatic transmission.

The Union code described in the second subparagraph shall not be recorded on, or shall subsequently be removed from, a category A1, A2, A, B1, B or BE driving licence if the applicant or 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.

Member States shall take the necessary measures to:

(i) approve and supervise the dedicated training, which may be part of the general driver training; or

(ii) organise the dedicated test of skills and behaviour.

Vehicles used for the training or the test covered by this point shall be with manual transmission and shall fall within the category of the driving licence for which the participants have applied.

The training shall contain all aspects covered in points 6 or 7 of this Annex, with particular attention paid to the operation of the vehicle transmission. Each participant shall perform the practical components of the training and demonstrate his or her skills and behaviour on public roads. The duration of the training shall be at least 7 hours.

The length of the test of skills and behaviour and the distance travelled shall be sufficient to assess the skills and behaviour laid down in points 6 or 7 of this Annex, with particular attention paid to the operation of the vehicle transmission.

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

Member States may decide that no restriction to vehicles with automatic transmission shall be recorded on the driving licence for a category BE, C, CE, C1, C1E, D, DE, D1 or D1E vehicle referred to in point 5.(1), point (b), when the applicant already holds a driving licence without the restriction provided for under point (b) in at least one of the following categories: B, BE, C, CE, C1, C1E, D, DE, D1 or D1E, and has performed the actions described in point 8.(4) during the test of skills and behaviour.

(2) The vehicles used in tests of skills and behaviour shall comply with the minimum criteria referred to in this point. Member States may make provisions for more stringent criteria or may add other criteria. Member States may apply to vehicles of category A1, A2 and A, used in the test of skills and behaviour, a tolerance of 5 cm^3 below the required minimum cylinder capacity.

(a) Category A1:

Category A1 motorcycle without sidecar, with a power rating not exceeding 11 kW and with a power to weight ratio not exceeding 0,1 kW/kg, and capable of a speed of at least 80 km/h.

If the motorcycle is powered by an internal combustion engine, the cylinder capacity of the engine shall be at least 120 cm^3.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,08 kW/kg;

(b) Category A2:

Motorcycle without sidecar, with a power rating of at least 20 kW but not exceeding 35 kW and with a power to weight ratio not exceeding 0,2 kW/kg.

If the motorcycle is powered by an internal combustion engine, the cylinder capacity of the engine shall be at least 250 cm^3.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,15 kW/kg;

(c) Category A:

Motorcycle without sidecar, the unladen mass of which is more than 180 kg, with a power rating of at least 50 kW. A tolerance of 5 kg below the required minimum mass may be accepted by the Member State.

If the motorcycle is powered by an internal combustion engine, the cylinder capacity of the engine shall be at least 600 cm^3.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,25 kW/kg.

(d) Category B:

A four-wheeled category B vehicle capable of a speed of at least 100 km/h;

(e) Category BE:

A combination, made up of a category B test vehicle and a trailer with a maximum authorised mass of at least 1 000 kg, capable of a speed of at least 100 km/h, which does not fall within category B; the cargo compartment of the trailer shall consist of a closed box body which is at least as wide and as high as the motor vehicle; the closed box body may alternatively be slightly less wide than the motor vehicle, provided that a view to the rear is possible only 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;

(f) Category B1:

A motor-powered quadricycle capable of a speed of at least 60 km/h; or, if the driving licence authorises the driving of vehicles referred to in Article 9(4), first subparagraph, point (c), the vehicle used in tests of skills and behaviour shall meet the conditions stated in that point.

(g) Category C:

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

(h) Category CE:

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 driver compartment; both the articulated vehicle and the combination shall be presented with a minimum of 15 000 kg real total mass; it is recommended, as good practice, that the vehicle be equipped with a fifth wheel and a gearbox with at least eight forward ratios;

(i) Category C1:

A category 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 driver compartment; when the candidate is not to be tested on that candidate's ability to use recording equipment, the vehicle need not be equipped with recording equipment;

(j) Category C1E:

A combination made up of a category 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 driver compartment; the closed box body may alternatively be slightly less wide than the driver compartment 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;

(k) Category D:

A category D vehicle with a length of at least 10 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 and equipped with recording equipment as defined by Regulation (EU) No 165/2014;

(l) Category DE:

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;

(m) Category D1:

A category D1 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;

(n) Category D1E:

A combination made up of a category D1 test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg 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;

6. Skills and behaviour to be tested concerning categories A1, A2 and A

(1) Preparation and technical check of the vehicle with a bearing on road safety

Applicants shall demonstrate that they are capable of preparing to ride safely, by satisfying the following requirements:

(a) adjust the protective outfit, such as gloves, boots, clothes and safety helmet;

(b) perform random checks on the condition of the tyres, brakes, steering, emergency stop switch, if applicable, chain, oil levels, lights, reflectors, direction indicators and audible warning device.

(2) Special manoeuvres to be tested with a bearing on road safety:

(a) putting the motorcycle on and off its stand and moving it, without the aid of the engine, by walking alongside the vehicle;

(b) parking the motorcycle on its stand;

(c) at least two manoeuvres to be executed at slow speed, including a slalom; this shall allow competence to be assessed in handling of the throttle, brake, balance, vision direction and position on the motorcycle and the position of the feet on the foot rests; If the test is taken on a motorcycle with manual transmission, it shall be in combination with handling of the clutch.

(d) at least two manoeuvres to be executed at higher speed, of which one manoeuvre at least shall be at a minimum speed of 30 km/h and one manoeuvre shall include avoiding an obstacle at a minimum speed of 50 km/h; this shall allow competence to be assessed in the position on the motorcycle, vision direction, balance and steering technique. If the test is taken on a motorcycle with manual transmission, one manoeuvre must be performed in second or third gear; this shall allow competence to be assessed in technique of changing gears;

(e) braking: at least two braking exercises shall be executed, including an emergency braking at a minimum speed of 50 km/h; this shall allow competence to be assessed in handling of the front and rear brake, vision direction and the position on the motorcycle;

(f) making a U turn, if possible.

(3) Behaviour in traffic

Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:

(a) riding away: after parking, after a stop in traffic; exiting a driveway;

(b) riding on straight roads; passing oncoming vehicles, including in confined spaces;

(c) riding around bends;

(d) crossroads: approaching and crossing of intersections and junctions;

(e) changing direction, including adequate use of indicators; left and right turns; changing lanes;

(f) approach to /exit from motorways or similar, if available: joining from the acceleration lane; leaving on the deceleration lane;

(g) overtaking/passing: overtaking other road users including vulnerable road users, if possible; riding alongside obstacles, for instance parked cars; being overtaken by other traffic and anticipating the blind spots of other vehicles, if appropriate;

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

(i) reacting and anticipating to hazardous situations; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall be performed only where the hazardous situation is encountered accidentally; alternatively, simulators may be used for the testing of these skills;

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

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

(1) Preparation and technical check of the vehicle with a bearing on road safety

Applicants shall demonstrate that they are capable of preparing to drive safely by satisfying the following requirements:

(a) adjusting the seat as necessary to obtain a correct seated position;

(b) adjusting rear-view mirrors, seat belts and head restraints, if available;

(c) checking that the doors are closed;

(d) performing random checks on the condition of the tyres, steering, brakes, fluids (for instance engine oil, coolant, washer fluid), lights, reflectors, direction indicators and audible warning device;

(e) checking the safety factors relating to vehicle loading: body, sheets, cargo doors, cabin locking, way of loading, securing load (category BE only);

(f) checking the coupling mechanism and the brake and electrical connections (category BE only).

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

A selection of the following manoeuvres shall be tested (at least two manoeuvres for the four points, including one in reverse gear):

(a) reversing in a straight line or reversing right or left around a corner while keeping within the correct traffic lane;

(b) turning the vehicle to face the opposite way, using forward and reverse gears;

(c) parking the vehicle and leaving a parking space (parallel, oblique or right-angle, forwards or in reverse, on the flat, uphill or downhill);

(d) braking accurately to a stop; however, performing an emergency stop is optional.

(3) Category BE – special manoeuvres to be tested with a bearing on road safety:

(a) coupling and uncoupling, or uncoupling and re-coupling a trailer from its motor vehicle; the manoeuvre must involve the towing vehicle being parked alongside the trailer, i.e. not in one line;

(b) reversing along a curve, the line of which shall be left to the discretion of the Member States;

(c) parking safely for loading/unloading.

(4) Behaviour in traffic

Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:

(a) driving away: after parking, after a stop in traffic; exiting a driveway;

(b) driving on straight roads; passing oncoming vehicles, including in confined spaces;

(c) driving around bends;

(d) crossroads: approaching and crossing of intersections and junctions;

(e) changing direction with making adequate use of indicators: left and right turns; changing lanes;

(f) approach and exit of motorways or similar, if available: joining from the acceleration lane; leaving on the deceleration lane;

(g) overtaking and passing: overtaking other road users including vulnerable road users, anticipating blind spots, if possible; driving alongside obstacles, for instance parked cars; being overtaken by other traffic, if appropriate;

(h) independent driving following road signs, if possible;

(i) special road features, if available: roundabouts; railway level crossings, tram/bus stops, pedestrian crossings, bicycle lanes, paying due attention; driving up- and downhill on long slopes; tunnels;

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

(k) reacting and anticipating to hazardous situations; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall be performed only where the hazardous situation is encountered accidentally; alternatively, simulators may be used for the testing of these skills.

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

(1) Preparation and technical check of the vehicle with a bearing on road safety

Applicants shall demonstrate that they are capable of preparing to drive safely by satisfying the following requirements:

(a) adjusting the seat as necessary to obtain a correct seated position;

(b) adjusting rear-view mirrors, seat belts and head restraints if available;

(c) random checks on the condition of the tyres, steering, brakes, lights, reflectors, direction indicators and audible warning device;

(d) checking the power-assisted braking and steering systems; checking the condition of the wheels, wheel nuts, mudguards, windscreen, windows and wipers, fluids (for instance engine oil, coolant, washer fluid); checking and using the instrument panel, including the recording equipment as defined in Regulation (EU) No 165/2014. This latter requirement does not apply to applicants for a driving licence for a category C1 or C1E vehicle not falling within the scope of that Regulation;

(e) checking the air pressure, air tanks and the suspension;

(f) checking the safety factors relating to vehicle loading: body, sheets, cargo doors, loading mechanism, if available, cabin locking, if available, way of loading, securing load (categories C, CE, C1, C1E only);

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

(h) being capable of taking special vehicle safety measures; controlling the body, service doors, emergency exits, first aid equipment, fire extinguishers and other safety equipment (categories D, DE, D1, D1E only);

(i) (optional) reading a road map, route planning, including the use of electronic navigation systems.

(2) Driving the towing vehicle without trailer (categories C1E, CE, D1E and DE only)

If the driver is not already entitled to drive the vehicles in categories C1, C, D1 and D, respectively, competence for driving the towing vehicle must be ensured before driving in traffic with a connected trailer.

(3) Special manoeuvres to be tested with a bearing on road safety:

(a) coupling and uncoupling, or uncoupling and re-coupling a trailer from its motor vehicle; the manoeuvre must involve the towing vehicle being parked alongside the trailer, i.e. not in one line (categories CE, C1E, DE, D1E only);

(b) reversing along a curve, the line of which shall be left to the discretion of the Member States;

(c) making a U turn, if possible;

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

(e) parking to let passengers on or off the bus safely (categories D, DE, D1, D1E only).

(4) Behaviour in traffic

Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:

(a) driving away: after parking, after a stop in traffic; exiting a driveway;

(b) driving on straight roads; passing oncoming vehicles, including in confined spaces;

(c) driving around bends;

(d) crossroads: approaching and crossing intersections and junctions;

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

(f) approach and exit of motorways or similar, if available: joining from the acceleration lane; leaving on the deceleration lane;

(g) overtaking and passing: overtaking other road users including vulnerable road users, anticipating blind spots (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);

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

(i) reacting to and anticipating hazardous situations; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall be performed only where the hazardous situation is encountered accidentally; alternatively, simulators may be used for the testing of these skills;

(j) entering and alighting from the vehicle, including ensuring that it is safe to open the vehicle door and that doing so will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility users.

(5) Safe and energy-efficient driving:

Driving in such a way as to ensure safety and to reduce fuel or energy consumption and emissions during acceleration, deceleration, uphill and downhill driving (eco-driving).

9. Marking of the test of skills and behaviour

(1) For each of the driving situations set out in points 6, 7 and 8, the assessment shall reflect the degree of ease with which the applicant handles the vehicle controls and that applicant's demonstrated capacity to drive in traffic in complete safety. The examiner must feel safe throughout the test. Driving errors or dangerous conduct immediately endangering the safety of the test vehicle, its passengers or other road users shall be penalised by failing the test, whether or not the examiner or accompanying person has to intervene. The examiner shall nevertheless be free to decide whether the skills and behaviour test shall be completed.

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 and fulfilling the requirements set out in Annex IV, point 4.(1), point (e), to ensure correct and consistent application of fault assessment in accordance with the standards laid down in this Annex.

(2) During their assessment, driving examiners shall pay special attention to whether an applicant is showing defensive and social driving behaviour. This shall reflect the overall style of driving, and the driving examiner shall take this into account in their overall assessment of the applicant's driving. This shall include adapted and determined (i.e. safe) driving, taking into account road and weather conditions, other traffic and the interests of other road users, in particular vulnerable road users, and anticipation by the applicant.

(3) The driving examiner shall, furthermore, assess whether the applicant:

(a) controls the vehicle, taking into account: proper use of safety belts, driving assistance systems and automated driving systems, rear-view mirrors, head restraints; seat; proper use of lights and other equipment; proper use, where applicable, of clutch, gearbox, accelerator, braking systems (including third braking system, if available), steering; controlling the vehicle under various circumstances, at various speeds; steadiness on the road; the weight and dimensions and characteristics of the vehicle; the weight and type of load (categories BE, C, CE, C1, C1E, DE, D1E only); the comfort of the passengers (categories D, DE, D1, D1E only) (no fast acceleration, driving smoothly and avoiding hard braking);

(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);

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

(d) observes rights of way and gives way: observes priority at crossroads, intersections and junctions; giving way at other occasions (for instance when changing direction, changing lanes, during special manoeuvres);

(e) has a correct position on the road: proper position on the road, in lanes, on roundabouts, around bends, suitable for the type and the characteristics of the vehicle; pre-positioning;

(f) keeps distance: keeping adequate distance to the front and the side; keeping adequate distance from other road users, in particular from vulnerable road users;

(g) observes speed limits and recommendations: not exceeding the maximum allowed speed; adapting speed to weather and traffic conditions, and where appropriate up to national speed limits; driving at such a speed that stopping within distance of the visible and free road is possible; adapting speed to the general speed of the same kind of road users;

(h) observes traffic lights, road signs and other indications: acting correctly at traffic lights; obeying instructions from traffic controllers; acting correctly at road signs (prohibitions or commands); takes appropriate action at road markings;

(i) observes signaling: gives signals where necessary, correctly and properly timed; indicating directions correctly; taking appropriate action with regard to all signals made by other road users;

(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).

10. Length of the test

The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in Title B of this Annex. In no circumstances shall the time spent driving on the road be less than 25 minutes for categories A, A1, A2, B, B1 and BE, or 45 minutes for the other categories. This time shall not include the reception of the applicant, the preparation of the vehicle, the technical check of the vehicle with a bearing on road safety, the special manoeuvres, the assurance of competence according to point 8(2) or the announcement of the outcome of the practical test.

11. Location of the test

The part of the test assessing special manoeuvres may be conducted on a special testing ground. Wherever practicable, the part of the test to assess behaviour in traffic shall be conducted on roads outside built-up areas, expressways or motorways (or similar), as well as on all kinds of urban streets (residential areas, 30 and 50 km/h areas, urban expressways) which shall represent the various types of difficulty likely to be encountered by drivers. It is also desirable for the test to take place in various traffic density conditions. The time spent driving on the road shall be used in an optimal way to assess the applicant in all the various traffic areas that may be encountered, with a special emphasis on changing between those areas.

Part II

KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE

Drivers of all power-driven vehicles shall at all times have the knowledge, skills and behaviour described under Part I, points 1 to 9, with a view to being able to:

(a) recognise and anticipate traffic dangers and hazards and assess their seriousness;

(b) have command of their vehicle sufficient not to create dangerous situations and to react appropriately should such situations occur;

(c) comply with road traffic regulations, in particular with those intended to prevent road accidents and to maintain the flow of traffic;

(d) detect any major technical faults in their vehicles, in particular those posing a safety hazard, and have them remedied in an appropriate fashion;

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

(f) help ensure the safety of all road users, and in particular of vulnerable road users, by showing due respect for others;

(g) have sufficient knowledge of risk factors related to cyclists, pedestrians and micro-mobility users;

(h) have sufficient knowledge of safety related to the use of alternatively-fuelled vehicles;

(i) have sufficient knowledge of the use of advanced driver assistance systems and automated driving systems.

Member States may implement the appropriate measures to ensure that drivers who no longer display the knowledge, skills and behaviour described in Part I, points 1 to 9, can recover that knowledge and those skills, and will continue to exhibit the behaviour required for driving a power-driven vehicle.

ANNEX III

MINIMUM STANDARDS OF FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE

DEFINITIONS

1. For the purpose of this Annex, drivers shall be classified in two groups:

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

Group 2: drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E.

National law may provide that the requirements set out in this Annex for Group 2 drivers shall also apply to drivers of category B vehicles using their driving licence for professional purposes (taxis, ambulances, etc.).

2. Applicants for a first driving licence or for the renewal of a driving licence shall be classified in the group to which they will belong if the driving licence applied for has been issued or renewed.

Title 1

EYESIGHT

3. All applicants for a driving licence shall undergo an appropriate assessment to ensure that they have adequate visual acuity for driving power-driven vehicles, and to establish if further examination of their field of vision is needed. Where there is reason to doubt that the applicant's vision is adequate, he or she should be examined by a competent professional authorised by national law. At that 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.

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 issuing a driving licence to the applicant would not impair road safety; in such cases, the driver shall undergo examination by a competent professional authorised by national law, in order to demonstrate that there is no other impairment of visual function, including glare, contrast sensitivity and twilight vision. The driver or applicant should also be subject to a positive practical test conducted by a competent authority.

Group 1:

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

Moreover, the horizontal visual field shall be at least 120 degrees, the extension shall be at least 50 degrees left and right and 20 degrees up and down. No defects shall be present within a radius of the central 20 degrees.

When a progressive eye disease is detected or declared, driving licences may be issued or renewed subject to the applicant undergoing regular examination by a competent professional authorised by national law.

(2) Applicants for a driving licence, or for the renewal of a driving 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 professional authorised by national law shall certify that this condition of monocular vision has existed for a time sufficiently long to allow adaptation, and that the field of vision in this eye meets the requirement laid down in point 3.(1).

(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 that period, driving shall be allowed only following a favourable opinion from vision and driving experts, and may be subject to certain requirements or restrictions.

Group 2:

(4) Applicants for a driving licence or for the renewal of a driving 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.

Moreover, the horizontal visual field with both eyes shall be at least 160 degrees, the extension shall be at least 70 degrees left and right and 30 degrees up and down. No defects shall be present within a radius of the central 30 degrees.

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

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 be allowed only after a favourable opinion from vision and driving experts, and may be subject to certain requirements or restrictions.

Title 2

HEARING

4. Driving licences may be issued to or renewed for applicants or drivers in Group 2 with a hearing impairment subject to an opinion being given by the competent medical authorities based on a medical examination which shall take particular account of the scope for compensation.

Title 3

PERSONS WITH A PHYSICAL DISABILITY

5. Driving licences shall not be issued to, or renewed for, applicants or drivers with complaints or impairments of the locomotor system which make it dangerous to drive a power-driven vehicle.

Group 1:

(1) Driving licences subject to certain restrictions may be issued to applicants or drivers with physical disabilities following an opinion by a competent medical authority. That opinion shall be based on a medical assessment of the complaint or impairment in question and, where necessary, on a practical test. It shall also indicate what type of modification to the vehicle is required and whether the driver needs to use an orthopaedic device, insofar as a test of skills and behaviour demonstrates that with such a device driving would not be dangerous.

(2) Driving licences may be issued to, or renewed for, any applicant or driver with a progressive complaint on condition that the person be examined regularly to ensure that the person is still capable of driving the vehicle completely safely.

Where the physical disability is static, driving licences may be issued or renewed without the applicant being subject to regular medical examination.

Group 2:

(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.

Title 4

CARDIOVASCULAR DISEASES

6. Cardiovascular conditions or diseases can lead to a sudden impairment of the cerebral functions that constitutes a danger to road safety. Those conditions represent grounds for establishing temporary or permanent restrictions to driving.

(1) For the following cardiovascular conditions, driving licences may be issued or renewed for applicants or drivers in the indicated groups, only after the condition has been effectively treated and subject to authorization by and, if appropriate, regular medical assessment by, a competent medical authority:

(a) brady-arrhythmias (sinus node disease and conduction disturbances) and tachy-arrhythmias (supraventricular and ventricular arrhythmias) with history of syncope or syncopal episodes due to arrhythmic conditions (applies to Groups 1 and 2);

(b) brady-arrhythmias: sinus node disease and conduction disturbances with second degree atrioventricular (AV) block Mobitz II, third degree AV block or alternating bundle branch block (applies to Group 2 only);

(c) tachy-arrhythmias (supraventricular and ventricular arrhythmias) with

(i) structural heart disease, especially sustained ventricular tachycardia (VT) (applies to Groups 1 and 2); or

(ii) polymorphic non-sustained VT or with an indication for a defibrillator (applies to Group 2 only);

(d) symptomatic of angina (applies to Groups 1 and 2);

(e) permanent pacemaker implantation or replacement (applies to Group 2 only);

(f) defibrillator implantation or replacement, or appropriate or inappropriate defibrillator shock (applies to Group 1 only);

(g) syncope (a transient loss of consciousness and postural tone, characterised by rapid onset, short duration, and spontaneous recovery, due to global cerebral hypoperfusion, of presumed reflex origin, of unknown cause, with no evidence of underlying heart disease) (applies to Groups 1 and 2);

(h) acute coronary syndrome (applies to Groups 1 and 2);

(i) stable angina if symptoms do not occur with mild exercise (applies to Groups 1 and 2);

(j) percutaneous coronary intervention (PCI) (applies to Groups 1 and 2);

(k) coronary artery bypass graft surgery (CABG) (applies to Groups 1 and 2);

(l) stroke or transient ischemic attack (TIA) (applies to Groups 1 and 2);

(m) significant carotid artery stenosis (applies to Group 2 only);

(n) maximum aortic diameter exceeding 5,5 cm (applies to Group 2 only);

(o) heart failure:

(i) New York Heart Association (NYHA) Class I, II and III (applies to Group 1 only);

(ii) NYHA Class I and II, provided that the left ventricular ejection fraction is at least 35 % (applies to Group 2 only);

(p) heart transplantation (applies to Groups 1 and 2);

(q) cardiac assist device (applies to Group 1 only);

(r) valvular heart surgery (applies to Groups 1 and 2);

(s) malignant hypertension (elevation in systolic blood pressure ≥ 180 mmHg or diastolic blood pressure ≥ 110 mmHg associated with impending or progressive organ damage) (applies to Groups 1 and 2);

(t) grade III blood pressure (diastolic blood pressure ≥ 110 mmHg and/or systolic blood pressure ≥ 180 mmHg) (applies to Group 2 only);

(u) congenital heart disease (applies to Groups 1 and 2);

(v) hypertrophic cardiomyopathy if without syncope (applies to Group 1 only);

(w) long QT syndrome with syncope, Torsade des Pointes or QTc > 500 ms (applies to Group 1 only).

(2) For the following cardiovascular conditions, driving licences shall not be issued or renewed for applicants or drivers in the indicated groups:

(a) implant of a defibrillator (applies to Group 2 only);

(b) peripheral vascular disease — thoracic and abdominal aortic aneurysm when maximum aortic diameter is such that it predisposes to a significant risk of sudden rupture and hence a sudden disabling event (applies to Groups 1 and 2);

(c) heart failure:

(i) NYHA Class IV (applies to Group 1 only);

(ii) NYHA Class III and IV (applies to Group 2 only);

(d) cardiac assist devices (applies to Group 2 only);

(e) valvular heart disease with aortic regurgitation, aortic stenosis, mitral regurgitation or mitral stenosis if functional ability is estimated to be NYHA Class IV or if there have been syncopal episodes (applies to Group 1 only);

(f) valvular heart disease in NYHA Class III or IV, or with ejection fraction (EF) below 35 %, mitral stenosis and severe pulmonary hypertension or with severe echocardiographic aortic stenosis or aortic stenosis causing syncope; except for completely asymptomatic severe aortic stenosis if the exercise tolerance test requirements are fulfilled (applies to Group 2 only);

(g) structural and electrical cardiomyopathies — hypertrophic cardiomyopathy with history of syncope or when two or more of the following conditions present: left ventricle (LV) wall thickness > 3 cm, non-sustained ventricular tachycardia, a family history of sudden death (in a first degree relative), no increase of blood pressure with exercise (applies to Group 2 only);

(h) long QT syndrome with syncope, Torsade des Pointes and QTc > 500 ms (applies to Group 2 only);

(i) Brugada syndrome with syncope or aborted sudden cardiac death (applies to Groups 1 and 2).

Driving licences may be issued or renewed in exceptional cases, provided that it is duly justified by a medical opinion of, and subject to regular medical assessment by, a competent medical authority, ensuring that the person is still capable of driving the vehicle safely taking into account the effects of the medical condition.

(3) Other cardiomyopathies

The risk of sudden incapacitating events shall be evaluated in applicants or drivers with well described cardiomyopathies (for instance arrhythmogenic right ventricular cardiomyopathy, non-compaction cardiomyopathy, catecholaminergic polymorphic ventricular tachycardia and short QT syndrome) or with new cardiomyopathies that may be discovered. A careful specialist evaluation is required. The prognostic features of the particular cardiomyopathy shall be considered.

(4) Member States may restrict the issue or renewal of driving licences for applicants or drivers with other cardiovascular diseases.

Title 5

DIABETES MELLITUS

7. For the purpose of the following points, the following definitions apply:

'severe hypoglycaemia' means where the assistance of another person is needed;

'recurrent severe hypoglycaemia' means a second episode of severe hypoglycaemia during a period of 12 months.

Group 1:

(1) Driving licences may be issued to, or renewed for, applicants or drivers who have diabetes mellitus. When treated with medication with a low hypoglycaemia risk, they shall be subject to regular medical review by a competent medical authority, appropriate to each case. When treated with medication with a high hypoglycaemia risk which can have consequences for their fitness to drive, they shall be subject to a medical opinion by a competent and authorised medical professional and regular medical review, appropriate to each case, but the interval shall not exceed ten years.

(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.

Driving licences shall not be issued to, or renewed for, applicants or drivers who have inadequate awareness of hypoglycaemia.

Driving licences shall not be issued to, or renewed for, applicants or drivers who have recurrent severe hypoglycaemia, unless supported by a medical opinion of, and regular medical assessment by, a competent medical authority. For recurrent severe hypoglycaemias during waking hours, a driving licence shall not be issued or renewed until three months after the most recent episode.

Driving licences may be issued or renewed in exceptional cases, provided that it is duly justified by a medical opinion of, and subject to regular medical assessment by, a competent medical authority, ensuring that the person is still capable of driving the vehicle safely taking into account the effects of the medical condition.

Group 2:

(3) Consideration may be given to the issuing or renewal of Group 2 driving licences to applicants or drivers with diabetes mellitus. When treated with medication which carries a risk of inducing hypoglycaemia, that is with insulin and some tablets, the following criteria shall apply:

(a) no severe hypoglycaemic events have occurred in the previous 12 months;

(b) the driver has full hypoglycaemic awareness;

(c) the driver must be able to perform adequate control of the blood glucose levels by regular controls, using technical aids, at least twice daily and at times relevant to driving;

(d) the driver must demonstrate an understanding of the risks of hypoglycaemia;

(e) there are no other debarring complications of diabetes.

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

(4) A severe hypoglycaemic event during waking hours, even unrelated to driving, shall be reported and shall give rise to a reassessment of the licensing status.

Title 6

NEUROLOGICAL DISEASES AND OBSTRUCTIVE SLEEP APNOEA SYNDROME

8. The following rules apply to applicants with neurological diseases and obstructive sleep apnoea syndrome.

Title 7

NEUROLOGICAL DISEASES

(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 a positive medical opinion of a competent and authorised medical professional.

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 or function, balance and coordination, shall be taken into account accordingly in relation to their functional effects on driving. The risks of progression of impairment and lack of compliance with treatment need to be taken into account. In such cases, the issue or renewal of the driving licence may be subject to periodic assessment in the event of risk of deterioration.

Title 8

OBSTRUCTIVE SLEEP APNOEA SYNDROME

(2) For the purpose of the following points:

'moderate obstructive sleep apnoea syndrome' means a number of apnoeas and hypopnoeas per hour (Apnoea-Hypopnoea Index) between 15 and 29;

'severe obstructive sleep apnoea syndrome' means an Apnoea-Hypopnoea Index of 30 or more, both associated with excessive daytime sleepiness.

(3) Applicants or drivers in whom a moderate or severe obstructive sleep apnoea syndrome is suspected shall be referred for further medical advice by a competent and authorised medical professional before a driving licence is issued or renewed. They may be advised not to drive until confirmation of the diagnosis.

(4) Driving licences may be issued to applicants or drivers with moderate or severe obstructive sleep apnoea syndrome who show adequate control of their condition and compliance with appropriate treatment and improvement of sleepiness, if any, confirmed by a medical opinion of a competent and authorised medical professional.

(5) Applicants or drivers with moderate or severe obstructive sleep apnoea syndrome under treatment shall be subject to a periodic medical review, at intervals not exceeding three years for drivers of Group 1 and one year for drivers of Group 2, with a view to establishing their level of compliance with the treatment, the need for continuing the treatment and continued good vigilance.

Title 9

EPILEPSY

9. Epileptic seizures or other sudden disturbances of the state of consciousness constitute a serious danger to road safety if they occur in a person driving a power-driven vehicle.

For the purpose of the following points:

'epilepsy' means a medical condition in which the person concerned has had two or more epileptic seizures, less than five years apart;

'provoked epileptic seizure' means a seizure which has a recognisable causative factor that is avoidable.

A person who has an initial or isolated seizure or loss of consciousness shall be advised not to drive. A specialist report is required, stating the period of driving prohibition and the requested follow-up.

It is extremely important that the person's specific epilepsy syndrome and seizure type be identified so that a proper evaluation of the person's driving safety can be undertaken, including the risk of further seizures, and the appropriate therapy instituted. This shall be done by a neurologist.

Group 1:

(1) Drivers assessed under Group 1 with epilepsy shall be under driving licence review until they have been seizure-free for at least five years.

If the applicant or driver has epilepsy and until he or she has been seizure-free for at least five years, the criteria for an unconditional driving licence shall not be deemed to be met.

(2) Provoked epileptic seizure: the applicant having had such a condition 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. If appropriate, the assessment shall be in accordance with other relevant Titles, for instance in the case of alcohol or other co-morbidity.

(3) First or single unprovoked seizure: the applicant or driver who has had a first unprovoked epileptic seizure may be declared able to drive after a period of six months without seizures, if there has been an appropriate medical assessment. National authorities may allow applicants or drivers with recognised good prognostic indicators to drive sooner.

(4) Other loss of consciousness: the loss of consciousness shall be assessed according to the risk of recurrence while driving.

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

(6) Seizures exclusively in sleep: the applicant or driver who has never had any seizures other than seizures during sleep may be declared fit to drive so long as this pattern has been established for a period which must not be less than the seizure-free period required for epilepsy. If there is an occurrence of attacks or seizures arising while awake, a one-year period free of any further event before licensing is required.

(7) Seizures without influence on consciousness or the ability to act: the applicant or driver who has never had any seizures other than seizures which have been demonstrated exclusively to affect neither consciousness nor to cause any functional impairment may be declared fit to drive if this pattern has been established for a period which shall not be less than the seizure-free period required for epilepsy. If there is an occurrence of any other kind of attacks or /seizures, a one-year period free of any further event before licensing is required.

(8) Seizures because of a physician-directed change or reduction of anti-epileptic therapy: the patient may be advised not to drive from the commencement of the period of withdrawal and thereafter for a period of six months after cessation of treatment. Seizures occurring during physician-advised change or withdrawal of medication require three months off driving if the previously-effective treatment is reinstated.

(9) After curative epilepsy surgery drivers or applicants may be declared fit to drive after a one-year period free of further seizures.

Group 2:

(10) The applicant or driver shall be without anti-epileptic medication for the required period of seizure freedom. An appropriate medical follow-up shall have been carried out. Extensive neurological investigation shall have shown that there is neither a relevant cerebral pathology nor any epileptiform activity on the electroencephalogram (EEG). An EEG and an appropriate neurological assessment shall be performed after the acute episode.

(11) In the case of a provoked epileptic seizure, due to an identifiable causative factor, a favourable neurological report must be provided, certifying a seizure-free period of at least one year and including an electroencephalographic assessment. Other Titles shall be taken into account. In case of structural brain lesions with increased risk for the onset of epileptic seizures, their magnitude shall be assessed by means of a neurological report.

(12) First or single unprovoked seizure: the applicant or driver 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. The medical authorities may allow an applicant or driver with recognised good prognostic indicators to drive sooner.

(13) Other loss of consciousness: the loss of consciousness shall be assessed according to the risk of recurrence while driving.

(14) Epilepsy: 10 years freedom from further seizures shall have been achieved without the aid of anti-epileptic drugs. National authorities may allow applicants or drivers with recognised good prognostic indicators to drive sooner. This shall also apply in case of 'juvenile epilepsy'.

Certain disorders, for instance arteriovenous malformation or intra-cerebral haemorrhage, entail an increased risk of seizures, even if seizures have not yet occurred. In such a situation an assessment shall be carried out by a competent medical authority.

Title 10

MENTAL IMPAIRMENTS

10. The following rules apply to applicants or drivers with mental or intellectual impairment.

Group 1:

(1) Driving licences shall not be issued to, or renewed for, applicants or drivers with:

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

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

unless their application is supported by a medical opinion of a competent and authorised medical professional and, if necessary, subject to regular medical check-ups. A prior period of remission should be observed.

Group 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. The competent medical authority may establish temporary requirements or impose restrictions on driving.

Title 11

ALCOHOL

11. Alcohol consumption constitutes a major danger to road safety. In view of the scale of the problem, the medical profession must be very vigilant.

Group 1:

(1) Driving licences shall not be issued to, or renewed for, applicants or drivers who are dependent on alcohol, or who are unable to refrain from drinking and driving.

After a proven period of abstinence, driving licences may be issued or renewed if the applicant or driver is the subject of a positive medical opinion of a competent and authorised medical professional and a period of regular medical check-ups.

(2) Driving licences may be issued to, or renewed for, applicants or drivers who are dependent on alcohol or unable to refrain from drinking and driving provided that technologies enabling to offset the dependency, for example, the mandatory use of an alcohol interlock, are used, and provided that the driver is subject to periodic review of further treatment to address dependence or lack of dissociation of drinking from driving. If a period of abstinence is proven, which may include participation in rehabilitation programmes with monitoring and medical supervision, driving licenses may be issued or renewed without use of such technologies if the driver is subject to a medical opinion of a competent and authorised medical professional and a period of regular medical check-ups. The regular medical check-ups may be performed during or after the use of such technologies, or both.

Group 2:

(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.

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

Title 12

DRUGS AND MEDICINAL PRODUCTS

12. The following rules apply to drugs and medical products.

Abuse:

(1) Driving licences shall not be issued to, or renewed for, applicants or drivers who are dependent on psychotropic substances or narcotics, or who are not dependent on such substances but are not willing or unable to dissociate consumption from driving, whatever category of driving licence is requested.

Regular use:

Group 1:

(2) Driving licences shall not be issued to, or renewed for, applicants or drivers who regularly use psychotropic substances or narcotics, 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 hamper the mental or physical ability to drive. The competent medical authority may establish temporary requirements and, where appropriate, restrictions on driving.

Group 2:

(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 certain requirements or restrictions.

Title 13

RENAL DISORDERS

13. The following rules apply to applicants with renal disorders.

Group 1:

(1) Driving licences may be issued to, or renewed for, applicants and drivers with serious renal insufficiency and resulting significant limitation of physical capacity subject to a medical opinion of a competent and authorised medical professional and regular medical check-ups.

Group 2:

(2) Save in exceptional cases duly justified by a medical opinion of a competent and authorised medical professional and subject to regular medical check-ups, driving licences shall not be issued to, or renewed for, applicants or drivers with serious and irreversible renal deficiency.

Title 14

MISCELLANEOUS PROVISIONS

Group 1:

(1) Subject to a medical opinion of a competent and authorised medical professional and, if necessary, regular medical check-ups, driving licences may be issued to, or renewed for, applicants or drivers who have had an organ transplant or an artificial implant which affects the ability to drive.

Group 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.

As a general rule, where applicants or drivers have any disorder which is not mentioned in this Annex but is liable to be, or to result in, a functional incapacity affecting driving safety, driving licences shall not be issued or renewed unless the application is supported by a medical opinion of a competent and authorised medical professional and, if necessary, the applicant or driver is subject to regular medical check-ups.

ANNEX IV

MINIMUM STANDARDS FOR PERSONS WHO CONDUCT PRACTICAL DRIVING TESTS

1. Competences required by a driving examiner

(1) A person authorised to conduct practical assessments in a power-driven vehicle of the driving performance of a candidate shall have knowledge, skills and understanding related to the topics listed in points (2) to (8).

(2) The competences of an examiner shall be relevant to assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken.

(3) Knowledge and understanding of driving and assessment:

(a) theory of driving behaviour;

(b) hazard perception and accident avoidance; this includes understanding and paying attention to the vulnerability of non-motorised road users and users of motorised two-wheelers;

(c) the syllabus underpinning driving test standards;

(d) the requirements of the driving test;

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

(f) assessment theory and techniques;

(g) defensive driving.

(4) Assessment skills:

The examiner shall be able to:

(a) observe accurately, monitor, and evaluate the candidate's overall performance, in particular:

(i) the correct and comprehensive recognition of dangerous situations;

(ii) the accurate determination of cause and likely effect of dangerous situations;

(iii) the achievement of competence and recognition of errors;

(iv) uniformity and consistency in assessment;

(b) assimilate information quickly and extract key points;

(c) look ahead, identify potential problems, and develop strategies to deal with them;

(d) provide timely and constructive feedback.

(5) Personal driving skills:

A person authorised to conduct a practical test for a given category of driving licence shall be able to drive the relevant type of power-driven vehicle to a consistently high standard.

(6) Quality of service:

(a) establish and communicate what the candidate can expect during the test;

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

(c) provide clear feedback about the test result;

(d) treat candidates with respect and without discrimination.

(7) Knowledge about vehicle technique and physics, including:

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

(b) knowledge about loading safety;

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

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

2. General conditions

(1) A category B driving examiner:

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

(b) shall be at least 23 years old;

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

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

(e) shall not simultaneously be active as a driving examiner and as a commercial driving instructor.

(2) A driving examiner for the other categories:

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

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

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

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

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

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

(e) shall not simultaneously be active as a driving examiner and as a commercial driving instructor.

(3) Professional standard

Examiners shall, in the performance of their task of practical assessments, remain free from external influence, whether direct or indirect. They shall refrain from any action incompatible with their duties and observe objectivity and impartiality when they carry out their tasks.

(4) Equivalences

(a) Member States may authorise an examiner to conduct driving tests for categories AM, A1, A2 and A upon passing the initial qualification required under point 3 for one of those categories.

(b) Member States may authorise an examiner to conduct driving tests for categories C1, C, D1 and D upon passing the initial qualification required under point 3 for one of those categories.

(c) Member States may authorise an examiner to conduct driving tests for categories BE, C1E, CE, D1E and DE upon passing the initial qualification required under point 3 for one of those categories.

3. Initial qualification

(1) Initial training

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

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

(2) Examinations

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

(b) Member States shall operate an examination process that assesses, in a pedagogically appropriate manner, the competences of the person as defined under point 1, in particular point 1.(4). The examination process shall meet the accessibility requirements set out in Directive (EU) 2019/882 of the European Parliament and of the Council ([1]) and include both a theory element and a practical element. Computer-based assessment may be used where appropriate. The details concerning the nature and duration of any tests and assessments within the examination shall be at the discretion of the individual Member States.

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

4. Quality assurance and periodic training

(1) Quality assurance

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

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

(c) Member States shall provide that each examiner is subject to yearly supervision, making use of quality assurance arrangements listed in point 4.(1), point (b). Moreover, Member States shall provide that each examiner is observed conducting tests once every five years, for a minimum period cumulatively of at least half a day, allowing the observation of several tests. When issues are identified, corrective action shall be put in place. The observer shall be a person authorised by the Member State for that purpose.

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

(e) The work of carrying out driving examinations shall be monitored and supervised by a body authorised by the Member State, to ensure the correct and consistent application of assessment. The Member States shall ensure that the members of that body who are tasked with undertaking the monitoring and supervision are impartial and independent from external intervention or political pressure in the exercise of their functions.

([1]) Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services (OJ L 151, 7.6.2019, p. 70, ELI: http://data.europa.eu/eli/dir/2019/882/oj).

(2) Periodic training

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

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

— maintain and refresh the necessary knowledge, examining and communication skills;

— develop new competences that have become essential for the exercise of their profession;

— ensure that they continue to conduct tests to a fair and uniform standard;

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

(b) Member States shall take the appropriate measures for ensuring that specific training is given promptly to those examiners whose performance has been found to be seriously inadequate by the quality assurance system in place.

(c) Periodic training may take the form of briefing, classroom training, conventional or electronic-based learning, and it may be undertaken on an individual or group basis. It may include such re-accreditation of standards as Member States consider appropriate.

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

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

5. Acquired rights

(1) Member States may allow persons authorised to conduct driving tests immediately before 19 January 2013 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.

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

ANNEX V

MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR COMBINATIONS, INCLUDING ALTERNATIVELY-FUELLED VEHICLES, FOR MOTOR CARAVANS, AND FOR EMERGENCY VEHICLES

Member States shall take the necessary measures to:

(a) approve and supervise the training provided for in Article 10(1), point (d); or

(b) organise the test of skills and behaviour provided for in Article 10(1), point (d).

Title A

COMBINATIONS

1. The duration of driver training shall be at least seven hours;

2. Content of driver training

The driver training shall cover the knowledge, skills and behaviour as described in Annex II, points 2 and 7. Particular attention shall be paid to vehicle movement dynamics, safety criteria, tractor vehicle and trailer (coupling mechanism), correct loading and safety fittings.

A practical component shall include the following exercises: acceleration, deceleration, reversing, braking, stopping distance, lane-changing, braking and evasive action, trailer swing, uncoupling a trailer from and recoupling it to its motor vehicle and parking.

Each training participant shall perform the practical component and shall demonstrate his or her skills and behaviour on public roads.

Vehicle combinations used for the training shall fall within the category of vehicle combinations in respect of which the applicant has requested a driving licence.

3. Duration and contents of the test of skills and behaviour

The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour set out in point 2.

Title B

MOTOR CARAVANS AND EMERGENCY VEHICLES

1. The duration of driver training shall be at least seven hours and may be organised on public roads or on a closed circuit.

2. Content of driver training

The driver training shall cover the knowledge, skills and behaviour described in Annex II, Title A, point 2, and, as far as regards category C1, Annex II, Title B, point 8. Particular attention shall be paid to vehicle movement dynamics, safety criteria, correct loading and safety fittings.

A practical component shall include the following exercises: acceleration, deceleration, reversing, braking, stopping distance, lane-changing, trailer swing, uncoupling a trailer from and recoupling it to its motor vehicle, braking and evasive action and parking. As regards emergency vehicles, special attention shall be paid to ensure that the driver has the necessary skills to properly handle additional difficulties arising from driving in an emergency situation.

Vehicles used for the training shall fall within the category of vehicles in respect of which the applicant has requested a driving licence.

3. Duration and content of the test of skills and behaviour

The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour set out in point 2.

ANNEX VI

MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR MOTORCYCLES WITHIN CATEGORY A (PROGRESSIVE ACCESS)

1. Member States shall take the necessary measures to:

   (a) approve and supervise the training provided for in Article 10(1), point (c); or

   (b) organise the test of skills and behaviour provided for in Article 10(1), point (c).

2. The duration of driver training shall be at least seven hours.

3. Content of driver training

   The driver training shall cover all aspects covered in Annex II, point 6.

   Each participant shall perform the practical components of the training and shall demonstrate his or her skills and behaviour on public roads.

   Motorcycles used for the training shall fall within the category of motorcycles in respect of which the applicant has requested a driving licence.

4. Duration and contents of the test of skills and behaviour

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

ANNEX VII

CORRELATION TABLE

Directive 2006/126/EC	Regulation (EU) No 383/2012	This Directive
—	—	Article 1
—	—	Article 2, points (1), (2), (3), (13) and (14)
Article 1(1)	—	Article 4(1)
Article 1(2), (3) and (4)	—	Article 4(5) and (6)
—	—	Article 3(1) to (5)
Article 2(1)	—	Article 3(6)
Article 2(2)	—	Article 4(3)
Article 3(1) and (2)	—	Article 4(2)
Article 3(3)	—	Article 4(4)
—	—	Article 4 (7)
—	—	Article 5(1) to (5) and (7)
Article 4(1), first sentence	—	Article 6(1)
Article 4(1), second sentence	—	Article 7(1)
Article 4(1), third sentence	—	Article 2, point (4)
Article 4(2)	—	Article 6(1), point (a)
Article 4(2), first indent	—	Article 6(1), point (a), and Article 2, points (5), (6) and (7)
Article 4(2) second indent	—	Article 7(1), point (a)
Article 4(3)	—	Article 6(1), point (b)
Article 4(3) first indent	—	Article 2, point (8)
Article 4(3) second indent	—	Article 2, point (9)
Article 4(3), point (a), first and second indents	—	Article 6(1), point (b)(i)
Article 4(3), point (a), third indent	—	Article 7(1), point (a)

Directive 2006/126/EC	Regulation (EU) No 383/2012	This Directive
Article 4(3), point (b), first indent	—	Article 6(1), point (b)(ii)
Article 4(3), point (b), second indent	—	Article 7(1), point (b)
Article 4(3), point (c)(i)	—	Article 6(1), point (b)(iii), first indent
Article 4(3), point (c)(i), first indent	—	Article 7(1), point (c)(i)
Article 4(3), point (c)(ii)	—	Article 6(1), point (b)(iii), second indent
Article 4(3), point (c)(ii), first indent	—	Article 7(1), point (c)(ii)
Article 4(4)	—	Article 6(1), point (c)
Article 4(4), first indent	—	Article 2, points (10) and (11)
Article 4(4), second indent	—	Article 1(2), point (b)
Article 4(4), point (a)	—	Article 6(1), point (c)(i)
Article 4(4), point (a), first indent	—	Article 6(1), point (c)(i), first subparagraph, and Article 2, point (12)
Article 4(4), point (a), second indent	—	Article 7(1), point (a)
Article 4(4) point (a), third indent	—	Article 6(1), point (c)(i), second and third subparagraphs
Article 4(4), point (b), except last sentence	—	Article 6(1), point (c)(ii)
Article 4(4), point (b), last sentence	—	Article 7(1), point (b)
Article 4(4), point (c), except last indent	—	Article 6(1), point (c)(iii)
Article 4(4), point (c), last indent	—	Article 7(1), point (b)
Article 4(4), point (d)	—	Article 6(1), point (c)(iv)
Article 4(4) point (e), except last indent	—	Article 6(1), point (c)(v)
Article 4(4), point (e), last indent	—	Article 7(1), point (b)
Article 4(4), point (f)	—	Article 6(1), point (c)(vi)
Article 4(4) point (g), except last indent	—	Article 6(1), point (c)(vii)
Article 4(4) point (g), last indent	—	Article 7(1), point (d)
Article 4(4), point (h)	—	Article 6(1), point (c)(viii)

Directive 2006/126/EC	Regulation (EU) No 383/2012	This Directive
Article 4(4), point (i), except last indent	—	Article 6(1), point (c)(ix)
Article 4(4), point (i), last indent	—	Article 7(1), point (d)
Article 4(4), point (j)	—	Article 6(1), point (c)(x)
Article 4(4), point (k), except last ,indent	—	Article 6(1), point (c)(xi)
Article 4(4), point (k), last indent	—	Article 7(1), point (f)
Article 4(5)	—	Article 6(2)
Article 4(6), first subparagraph, point (a)	—	Article 7(2), point (a)
Article 4(6), first subparagraph, point (b)	—	Article 7(2), point (b)
Article 4(6), first subparagraph, point (c)	—	Article 7(2), point (c)
Article 4(6), first subparagraph, point (d)	—	Article 7(2), point (d)
Article 4(6), second subparagraph	—	Article 7(3)
Article 4(6), third and fourth subparagraphs	—	Article 7(4)
Article 4(7) first subparagraph	—	Article 7(1), points (e) and (g)
Article 4(7) second subparagraph	—	Article 7(2), points (e) and (f)
Article 5	—	Article 8
Article 6(1)	—	Article 9(1)
Article 6(2), point (a)	—	Article 9(2), point (a)
Article 6(2), point (b)	—	Article 9(2), point (b)
—	—	Article 9(2), point (c)
—	—	Article 9(2), point (d)
Article 6(2), point (c)	—	Article 9(2), point (e)
—	—	Article 9(2), point (f)
Article 6(2), point (d)	—	Article 9(2), point (g)

Directive 2006/126/EC	Regulation (EU) No 383/2012	This Directive
Article 6(2), point (e)	—	Article 9(2), point (h)
Article 6(2), point (f)	—	Article 9(2), point (i)
Article 6(3)	—	Article 9(3)
Article 6(4), points (a) and (b)	—	Article 9(4), points (a) and (b)
—	—	Article 9(4), first subparagraph, points (c) and (d), and second, third and fourth subparagraphs
Article 6(4), point (c)	—	Article 9(2), point (j)
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Article 7(1)	—	Article 10(1)
Article 7(2)	—	Article 10(2), first, second and third subparagraphs
Article 7(3), first subparagraph	—	Article 10(3)
Article 7(3), second subparagraph	—	—
Article 7(3), third subparagraph	—	Article 10(2), fourth subparagraph
Article 7(3), fourth subparagraph	—	Article 10(2), fourth subparagraph
Article 7(3), fifth subparagraph	—	Article 10(2), fifth subparagraph
—	—	Article 10(2), sixth subparagraph
Article 7(3), sixth subparagraph	—	Article 10(2), seventh subparagraph
—	—	Article 10(2), eight subparagraph
Article 7(4)	—	Article 10(4)
Article 7(5)	—	Article 10(5)
—	—	Article 12
Article 8	—	Article 4(8), Article 5(6), Article 8(2), Article 10(6), Article 19(2) and Article 25

Directive 2006/126/EC	Regulation (EU) No 383/2012	This Directive
Article 9	—	Article 26
Article 10	—	Article 19
Article 11(1), (2) and (3)	—	Article 13(1), (2) and (3)
Article 11(4)	—	Article 16(1) and (2)
Article 11(5)	—	Article 13(4)
—	—	Article 14
—	—	Article 15(1), (3), (4) and (6) to (10)
Article 11(6)	—	Article 15(2) and (5)
—	—	Article 16(3) and (4)
—	—	Article 17
—	—	Article 18
Article 12	—	Article 20(1)
—	—	Article 20(2), (3) and (4)
Article 13	—	Article 21
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Article 15(1)	—	Article 22(1)
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—	—	Article 23
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Directive 2006/126/EC	Regulation (EU) No 383/2012	This Directive
Article 18	Article 8	Article 31
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Annex I	—	Annex I, Parts A1, A2, D and E
—	Article 1	—
—	Article 2(1)	Annex I, Part B, point (1)
—	Article 2(2)	—
—	Article 2(3)	—
—	Article 3	Annex I, Part B, point (2)
—	Article 4	Annex I, Part B, point (3)
—	Article 5(1)	Annex I, Part B, point (4)
—	Article 5(2)	Annex I, Part B, point (5)
—	Article 5(3)	Annex I, Part B, point (6)
—	Article 5(4)	Annex I, Part B, point (7)
—	Article 5(5)	Annex I, Part B, point (8)
—	Article 6	—
—	Article 7(1)	Annex I, Part B, point (9)
—	Article 7(2)	Annex I, Part B, point (10)
—	Annex I	Annex I, Part B1
—	Annex II	Annex I, Part B2
—	Annex III	Annex I, Part B3
—	Annex IV	Annex I, Part B4
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Directive 2006/126/EC	Regulation (EU) No 383/2012	This Directive
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