Council of the European Union

Brussels, 5 July 2024
(OR. en)

10680/24

Interinstitutional File: 2023/0055(COD)

CODEC 1439
TRANS 276
JAI 941
CATS 50
COPEN 298
PE 170

INFORMATION NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee/Council
Subject:	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on execution of driving disqualifications with a Union-wide effect - Outcome of the European Parliament's first reading (Strasbourg, 5 to 8 February 2024)

I. INTRODUCTION

The rapporteur, Petar VITANOV (S&D, BG), presented a report on the above proposal for a Directive on behalf of the Committee on Transport and Tourism (TRAN) which contained 50 amendments (amendments 1 to 50) to the proposal.

In addition, the EPP group tabled two amendments (amendments 51 and 52) and the ID group tabled five amendments (amendments 53 to 57).

II. VOTE

When it voted on 6 February 2024, the plenary of the European Parliament adopted amendments 1 to 7 and 9 to 51 to the proposal for a Directive. No other amendments were adopted.

The Commission's proposal as thus amended constitutes the Parliament's first-reading position which is contained in its legislative resolution as set out in the Annex hereto.

ANNEX
(06/02/2024)

P9_TA(2024)0057

Union-wide effect of certain driving disqualifications

European Parliament legislative resolution of 6 February 2024 on the proposal for a Directive of the European Parliament and of the Council on the Union-wide effect of certain driving disqualifications (COM(2023)0128 – C9-0036/2023 – 2023/0055(COD))

(Ordinary legislative procedure: first reading)

The European Parliament,

– having regard to the Commission proposal to Parliament and the Council (COM(2023)0128),

– having regard to Article 294(2) and Article 91(1), point (c), of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0036/2023),

– having regard to Article 294(3) of the Treaty on the Functioning of the European Union,

– having regard to the opinion of the European Economic and Social Committee of 14 June 2023,[1]

– after consulting the Committee of the Regions,

– having regard to Rule 59 of its Rules of Procedure,

– having regard to the report of the Committee on Transport and Tourism (A9-0410/2023),

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

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

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

[1] OJ C 293, 18.08.2023, p. 133.

Amendment 1
Proposal for a directive
Recital 6

Text proposed by the Commission	*Amendment*
(6) However, the implementation of this Directive should not require the harmonisation of national rules concerning the definition of road traffic offences, their legal nature and the applicable sanctions for such offences. In particular, the Union-wide effect of driving disqualifications should be pursued regardless of the qualification of the national measures in the Member State of offence as administrative or criminal.	(6) However, the implementation of this Directive should ***respect the principle of subsidiarity and*** not require the harmonisation of national rules concerning the definition of road traffic offences, their legal nature and the applicable sanctions for such offences. In particular, the Union-wide effect of driving disqualifications should be pursued regardless of the qualification of the national measures in the Member State of offence as administrative or criminal. ***When applying a Union-wide driving disqualification, within the existing legal limits of the national rules in that regard, the Member States should aim to align their decisions, as much as possible.***

Amendment 2
Proposal for a directive
Recital 10

Text proposed by the Commission	*Amendment*
(10) As drink-driving (namely driving with a blood alcohol level that surpasses the maximum value allowed by the law), speeding (that is to say exceeding the speed limits in force for the road or type of vehicle concerned) and driving under the influence of drugs constitute the leading causes of road traffic crashes and fatalities within the Union, the highest possible diligence should be provided for cases relating to those offences, which should thus be considered as 'major road-safety-related traffic offences' for the purposes of this Directive. Furthermore, given their seriousness, road traffic offences which result in the death or serious bodily injury of the victim, should also be considered as major offences.	(10) As drink-driving (namely driving with a blood alcohol level that surpasses the maximum value allowed by the law), speeding (that is to say exceeding the speed limits in force for the road or type of vehicle concerned) and driving under the influence of drugs ***and psychoactive substances*** constitute the leading causes of road traffic crashes and fatalities within the Union, the highest possible diligence should be provided for cases relating to those offences, which should thus be considered as 'major road-safety-related traffic offences' for the purposes of this Directive. Furthermore, given their seriousness, road traffic offences which result in the death or serious bodily injury of the victim, ***or driving without a valid driving licence*** should also be considered

as major offences.

Amendment 3
Proposal for a directive
Recital 12

Text proposed by the Commission	*Amendment*
(12) The Member State which imposed the driving disqualification ("Member State of the offence") should notify the Member State that issued the driving licence of the person concerned ("Member State of issuance") of any driving disqualification imposed for a duration of one month or more on such person, in order to trigger the procedures necessary to ensure the Union-wide effect of the driving disqualification. Such notification should be transmitted by means of a standard certificate, in order to ensure a seamless, reliable and effective exchange of information between the Member States.	(12) The Member State which imposed the driving disqualification ("Member State of the offence") should notify the Member State that issued the driving licence of the person concerned ("Member State of issuance") of any driving disqualification imposed for a duration of one month or more on such person, in order to trigger the procedures necessary to ensure the Union-wide effect of the driving disqualification. Such notification should be transmitted by means of a standard certificate ***no later than ten working days after the decision imposing the driving disqualification***, in order to ensure a seamless, reliable and effective exchange of information between the Member States. ***The transmission of the certificate and the exchange of other required information between the national contact points of the Member States in respect of the application of this Directive should be carried out through the EU driving licence network ('RESPER').***

Amendment 4
Proposal for a directive
Recital 13

Text proposed by the Commission	*Amendment*
(13) The standard certificate should contain a minimum set of data allowing for the proper implementation of this Directive, namely the authority of the Member State of the offence imposing the driving disqualification, the major road-safety-related traffic offence committed, the resulting driving disqualification, the person concerned, and the procedures followed for the imposition of the disqualification. Such certificate should	(13) The standard certificate should contain a minimum set of data allowing for the proper implementation of this Directive, namely the authority of the Member State of the offence imposing the driving disqualification, ***a description of*** the major road-safety-related traffic offence committed, the resulting driving disqualification, ***details identifying*** the person concerned, and the procedures followed for the imposition of the

also be translated into an official language of the Member State of issuance or to any other language that the Member State of issuance has accepted, in order to ensure quick processing by the addressee. Through providing only for this information the standard certificate can guarantee effectiveness without obliging Member States to share not proportionate or excessive amounts of information.	disqualification. Such certificate should also be translated into an official language of the Member State of issuance or to any other language that the Member State of issuance has accepted, in order to ensure quick processing by the addressee. Through providing only for this information the standard certificate can guarantee effectiveness without obliging Member States to share not proportionate or excessive amounts of information.

Amendment 5
Proposal for a directive
Recital 20

Text proposed by the Commission	*Amendment*
(20) The proper implementation of this Directive presupposes close, swift and effective communication between the competent national authorities involved. The competent national authorities of the Member States should therefore consult each other whenever necessary***, via appropriate means***. Moreover, in specific well-defined cases, both the Member State of issuance and Member State of offence should provide each other with important information in relation to the application of this Directive ***without delay. This should be the case for*** the adoption of measures granting a Union-wide effect to driving disqualifications***, decisions*** taken on grounds of exemption, the completion of the driving disqualifications and for any circumstances affecting the originally imposed driving disqualifications.	(20) The proper implementation of this Directive presupposes close, swift and effective communication between the competent national authorities involved. The competent national authorities of the Member States should therefore consult each other whenever necessary. Moreover, in specific well-defined cases, both the Member State of issuance and Member State of offence should provide each other with important information in relation to the application of this Directive ***no later than ten working days following a decision on*** the adoption of measures granting a Union-wide effect to driving disqualifications ***or a decision*** taken on grounds of exemption, the completion of the driving disqualifications and for any circumstances affecting the originally imposed driving disqualifications.

Amendment 6
Proposal for a directive
Recital 21

Text proposed by the Commission	*Amendment*
(21) After being notified of a driving disqualification and granting it Union-wide effects, the Member State of issuance should inform the person concerned ***without delay***, in order to allow the	(21) After being notified of a driving disqualification and granting it Union-wide effects, the Member State of issuance should inform the person concerned ***no later than seven working days following***

exercise of fundamental rights such as the right to be heard and to challenge the decisions before the competent national courts and tribunals.	***that notification***, in order to allow the exercise of fundamental rights such as the right to be heard and to challenge the decisions before the competent national courts and tribunals.

Amendment 7
Proposal for a directive
Recital 25

Text proposed by the Commission	*Amendment*
(25) In order to ensure the seamless, reliable and effective exchange of information, each Member State should designate a national contact point for the purposes of this Directive. They should further ensure that their respective national contact points cooperate with the relevant authorities involved in the enforcement of the driving disqualifications covered by this Directive, in particular to ensure that all necessary information is shared in due time.	(25) In order to ensure the seamless, reliable and effective exchange of information ***via RESPER***, each Member State should designate a national contact point for the purposes of this Directive. They should further ensure that their respective national contact points cooperate with the relevant authorities involved in the enforcement of the driving disqualifications covered by this Directive, in particular to ensure that all necessary information is shared in due time.

Amendment 51
Proposal for a directive
Recital 26 a (new)

Text proposed by the Commission	*Amendment*
	(26 a) During the preparations for the review of this Directive, the Commission should take into consideration to the fullest extent that Member States face different geographical and societal challenges when aiming to improve road safety. Indeed, while some Member States are successfully aiming to enforce road traffic rules through the so-called demerit point systems, others are choosing different methods, such as imposing stricter sanctions immediately or putting more effort into targeted enforcement and prevention campaigns. Moreover, account should also be taken of the fact that demerit point systems themselves can be significantly different between the Member States that choose to apply them.

	As such, resources and attention should be directed to other measures, which can increase road safety, while also letting Member States address the diverse challenges that they face in such ways as they believe to be the most efficient.

Amendment 9
Proposal for a directive
Article 2 – paragraph 1 – point 3

Text proposed by the Commission	*Amendment*
(3) 'suspension' means the temporary limitation of the validity of the driving license or of the right to drive or of their recognition, for a fixed ***amount of time***, or for both a combination of a fixed ***amount of time*** and the fulfilment of additional conditions;	(3) 'suspension' means the temporary limitation of the validity of the driving licence or of the right to drive or of their recognition, for a fixed ***period***, or for both a combination of a fixed ***period*** and the fulfilment of additional conditions;

Amendment 10
Proposal for a directive
Article 2 – paragraph 1 – point 6

Text proposed by the Commission	*Amendment*
(6) 'Member State of the offence' means the Member State in which ***a*** driving disqualification was delivered;	(6) 'Member State of the offence' means the Member State ***within the territory of which the road traffic offence that has given rise to a driving disqualification was committed and*** in which ***that*** driving disqualification was delivered;

Amendment 11
Proposal for a directive
Article 2 – paragraph 1 – point 10

Text proposed by the Commission	*Amendment*
(10) 'person ***concerned***' means the natural person against whom a driving disqualification is issued;	(10) '***liable*** person' means the natural person against whom a driving disqualification is issued;

Amendment 12
Proposal for a directive
Article 2 – paragraph 1 – point 11- subpoint da (new)

Text proposed by the Commission	*Amendment*

	(da) ***driving without a valid driving licence as outlined in Directive 2006/126/EC;***

Amendment 13
Proposal for a directive
Article 3 – paragraph 1

Text proposed by the Commission	*Amendment*
Member States shall ensure that a driving disqualification issued by a Member State with respect to a person who does not ***have its normal residence*** in that Member State and who holds a driving licence issued by another Member State shall have effect across the entire territory of the Union in accordance with this Directive.	Member States shall ensure that a driving disqualification issued by a Member State with respect to a person who does ***or does*** not ***normally reside*** in that ***Member State or another*** Member State and who ***either*** holds a driving licence issued by another Member State ***or does not hold a driving licence*** shall have effect across the entire territory of the Union in accordance with this Directive.

Amendment 14
Proposal for a directive
Article 4 – paragraph 1

Text proposed by the Commission	*Amendment*
1. The Member State of the offence shall notify the Member State of issuance ***of any*** driving disqualification ***imposed*** for a duration of one month or more on a person who does not have its normal residence in the Member State of the offence and who holds a driving licence issued by the Member State of issuance.	1. The Member State of the offence shall notify the Member State of issuance ***no later than ten working days following any decision imposing a*** driving disqualification for a duration of one month or more on a person who does not have its normal residence in the Member State of the offence and who holds a driving licence issued by the Member State of issuance. ***The Member State of the offence shall also notify the person concerned if he or she is not normally resident in the Member State of issuance.***

Amendment 15
Proposal for a directive
Article 4 – paragraph 3

Text proposed by the Commission	*Amendment*
3. The national contact point of the Member State of the offence shall complete, sign and transmit the certificate	3. The national contact point of the Member State of the offence shall complete, sign and transmit the certificate

directly to the national contact point of the Member State of issuance, which shall forward it to the authority competent for ensuring the Union-wide effect of the driving disqualification. The driving licence of the person concerned, ***when*** it has been seized, and the original decision imposing the driving disqualification or a certified copy thereof shall also be forwarded to the national contact point of the Member State of issuance by the national contact point of the Member State of the offence. There shall be no obligation for the Member State of the offence to translate the original decision or its certified copy.	directly to the national contact point of the Member State of issuance, which shall forward it to the authority competent for ensuring the Union-wide effect of the driving disqualification. The driving licence of the person concerned, ***in the event that*** it has been seized, and the original decision imposing the driving disqualification or a certified copy thereof shall also be forwarded to the national contact point of the Member State of issuance by the national contact point of the Member State of the offence. There shall be no obligation for the Member State of the offence to translate the original decision or its certified copy.

Amendment 16
Proposal for a directive
Article 5 – paragraph 2 – point b

Text proposed by the Commission	*Amendment*
(b) the description of the major road-safety-related traffic offence ***and the facts*** leading to the imposition of the driving disqualification;	(b) the description of the major road-safety-related traffic offence***, of the facts and of the causes*** leading to the imposition of the driving disqualification;

Amendment 17
Proposal for a directive
Article 5 – paragraph 2 – point c

Text proposed by the Commission	*Amendment*
(c) the name and address of the person concerned***,*** and the number of ***the*** driving licence***, and if necessary, of the*** national identification documents ***of the person concerned, where available***;	(c) the name and address of the person concerned and the number of ***his or her*** driving licence ***and*** national identification documents, whilst ***other personal information linked to the person's national identity document is to remain confidential;***

Amendment 18
Proposal for a directive
Article 5 – paragraph 2 – point f a (new)

Text proposed by the Commission	*Amendment*
	(fa) the right to appeal the decision before the judiciary in accordance with

	the national legislation of the Member State of the offence.

Amendment 19
Proposal for a directive
Article 5 – paragraph 5 a (new)

Text proposed by the Commission	*Amendment*
	5 a. The national contact points of the Member State of the offence and the Member State of issuance shall also use RESPER for the exchange of the information to be provided in accordance with Articles 8, 9, 10, 11, 12, 14 and 15. The Commission shall ensure that RESPER is equipped with the necessary resources to fulfil this task.

Amendment 20
Proposal for a directive
Article 6 – paragraph 2 – introductory part

Text proposed by the Commission	*Amendment*
2. Where the driving disqualification ***consists*** in a withdrawal, the measures taken by the Member State of issuance shall ***comply with*** the following ***conditions***:	2. Where the driving disqualification ***results*** in a withdrawal, the measures taken by the Member State of issuance shall ***be*** the following:

Amendment 21
Proposal for a directive
Article 6 – paragraph 2 – point b

Text proposed by the Commission	*Amendment*
(b) the person concerned may recover the driving licence or the right to drive in accordance with the national rules of the Member State of issuance;	***deleted***

Amendment 22
Proposal for a directive
Article 6 – paragraph 2 – point c a (new)

Text proposed by the Commission	*Amendment*
	(ca) in the event that the 'country of normal residence', as defined in Article 12

of Directive 2006/126/EC differs from the country of issuance, the exchange of the driver's driving licence shall be facilitated.

Amendment 23
Proposal for a directive
Article 6 – paragraph 2 – subparagraph 1 (new)

Text proposed by the Commission	*Amendment*
	The person concerned may recover the driving licence or the right to drive in accordance with the national rules of the Member State of issuance.

Amendment 24
Proposal for a directive
Article 6 – paragraph 3 – introductory part

Text proposed by the Commission	*Amendment*
3. Where the driving disqualification ***consists*** in a suspension or a restriction, the measures taken by the Member State of issuance shall ***comply with*** the following ***conditions***:	3. Where the driving disqualification ***results*** in a suspension or a restriction, the measures taken by the Member State of issuance shall ***be*** the following:

Amendment 25
Proposal for a directive
Article 6 – paragraph 3 – point b

Text proposed by the Commission	*Amendment*
(b) where the suspension or the restriction imposed and notified by the Member State of the offence is subject both to the lapse of a fixed ***amount of time*** and the fulfilment of additional conditions, the Member State of issuance shall take into account only the fixed period ***of time***;	(b) where the suspension or the restriction imposed and notified by the Member State of the offence is subject both to the lapse of a fixed ***period*** and the fulfilment of additional conditions, the Member State of issuance shall take into account only the fixed period;

Amendment 26
Proposal for a directive
Article 6 – paragraph 3 a (new)

Text proposed by the Commission	*Amendment*
	3 a. The Member State of issuance shall aim to ensure that, within the existing

	legal limits of national rules, the measures taken pursuant to paragraphs 2 and 3 with regard to driving disqualifications are aligned to the greatest extent possible with the corresponding measures imposed by the Member State of the offence.

Amendment 27
Proposal for a directive
Article 7 – paragraph 3

Text proposed by the Commission	*Amendment*
3. However, additional conditions attached to a driving disqualification notified in accordance with Article 4(1) shall be deemed to be fulfilled by the Member State of the offence where the Member State of issuance has positively assessed that the person concerned ***fulfills*** the conditions applicable in the Member State of issuance for recovering the right to drive or the driving licence or to be able to apply for a new one.	3. However, additional conditions attached to a driving disqualification notified in accordance with Article 4(1) shall be deemed to be fulfilled by the Member State of the offence where the Member State of issuance has positively assessed that the person concerned ***has fulfilled*** the conditions applicable in the Member State of issuance for recovering the right to drive or the driving licence or to be able to apply for a new one. ***In such case, the Member State of the offence shall be bound by the positive assessment of the Member State of issuance and its effects. The Member State of the offence shall therefore no longer apply the additional conditions. However, the Member State of the offence may continue to apply the driving disqualification on its territory until the end of its duration.***

Amendment 28
Proposal for a directive
Article 8 – paragraph 1 – point d

Text proposed by the Commission	*Amendment*
(d) there is a privilege or immunity under the law of the Member State of issuance that prevents the execution of the driving disqualification;	***deleted***

Amendment 29
Proposal for a directive
Article 8 – paragraph 2 – point b

Text proposed by the Commission	*Amendment*
(b) the driving disqualification was imposed only on grounds of speeding and the speed limits in force in the Member State of the offence were exceeded by less than 50 km/h;	(b) the driving disqualification was imposed only on grounds of speeding and the speed limits in force in the Member State of the offence***, provided that the speed limit on the road where the speeding took place was clearly demarcated,*** were exceeded ***in the case of residential area roads, by less than 30km/h and in the case of non-residential area roads,*** by less than 50 km/h;

Amendment 30
Proposal for a directive
Article 8 – paragraph 3 – subparagraph 1

Text proposed by the Commission	*Amendment*
Whenever the Member State of issuance intends to apply in a specific case a ground for exemption pursuant to paragraph 1 or 2, it shall inform ***without delay*** the Member State of the offence and, where applicable, request any necessary information for the purpose of examining whether a ground for exemption referred to therein applies. The Member State of the offence shall provide the requested information ***without delay*** and may provide any additional information or comment it deems relevant.	Whenever the Member State of issuance intends to apply in a specific case a ground for exemption pursuant to paragraph 1 or 2, it shall inform ***no later than ten working days following a decision to apply an exemption,*** the Member State of the offence and, where applicable, request any necessary information for the purpose of examining whether a ground for exemption referred to therein applies. The Member State of the offence shall provide the requested information ***no later than ten working days following the request*** and may provide any additional information or comment it deems relevant.

Amendment 31
Proposal for a directive
Article 9 – paragraph 1

Text proposed by the Commission	*Amendment*
1. The Member State of issuance shall take the measures referred to in Article 6 (1) or adopt the decision that a ground of exemption pursuant to Article 8 applies without delay and, without prejudice to paragraph 3, no later than 15 days after it	1. The Member State of issuance shall take the measures referred to in Article 6(1) or adopt the decision that a ground of exemption pursuant to Article 8 applies without delay and, without prejudice to paragraph 3, no later than 15 ***working*** days

received the certificate in accordance with Article 5(1).	after it received the certificate in accordance with Article 5(1).

Amendment 32
Proposal for a directive
Article 9 – paragraph 2

Text proposed by the Commission	*Amendment*
2. The national contact point of the Member State of issuance shall communicate ***without delay*** the measures taken under Article 6(1) or the decision that a ground of exemption applies pursuant to Article 8 to the national contact point of the Member State of the offence through RESPER.	2. The national contact point of the Member State of issuance shall communicate ***no later than ten working days following the adoption of*** the measures taken under Article 6(1) or the decision that a ground of exemption applies pursuant to Article 8 to the national contact point of the Member State of the offence through RESPER.

Amendment 33
Proposal for a directive
Article 9 – paragraph 3 – subparagraph 1

Text proposed by the Commission	*Amendment*
Where it is not possible, in a specific case, to meet the time-limit set out in paragraph 1, the national contact point of the Member State of issuance shall inform the national contact point of the Member State of the offence ***without delay by any means***, giving the reasons for which it was not possible to meet that time-limit.	Where it is not possible, in a specific case, to meet the time-limit set out in paragraph 1, the national contact point of the Member State of issuance shall inform ***via RESPER*** the national contact point of the Member State of the offence ***no later than ten working days following the expiry of that time-limit***, giving the reasons for which it was not possible to meet that time-limit.

Amendment 34
Proposal for a directive
Article 10 – paragraph 1

Text proposed by the Commission	*Amendment*
Where necessary, Member States shall consult each other***, via appropriate means and without delay,*** to ensure the effective application of this Directive.	Where necessary, Member States shall consult each other ***in a timely manner, in order*** to ensure the effective application of this Directive.

Amendment 35
Proposal for a directive
Article 11 – paragraph 1 – introductory part

Text proposed by the Commission	*Amendment*
The national contact point of the Member State of issuance shall ***without delay*** inform the national contact point of the Member State the offence:	The national contact point of the Member State of issuance shall inform the national contact point of the Member State of the offence no later than ten working days following the adoption:

Amendment 36
Proposal for a directive
Article 12 – paragraph 1 – introductory part

Text proposed by the Commission	*Amendment*
The national contact point of the Member State of the offence shall ***without delay*** inform the national contact point of the Member State issuance:	The national contact point of the Member State of the offence shall inform the national contact point of the Member State ***of*** issuance***, no later than ten working days following the adoption***:

Amendment 37
Proposal for a directive
Article 12 – paragraph 1 – point a

Text proposed by the Commission	*Amendment*
(a) any circumstance that affects the decision that imposed the driving disqualification;	(a) any circumstance that affects the decision that imposed the driving disqualification***, including any relevant information with regard to any fulfilment that has already taken place in the Member State of the offence of any additional conditions imposed in relation to a driving disqualification***;

Amendment 38
Proposal for a directive
Article 13 – paragraph 1

Text proposed by the Commission	*Amendment*
1. Following both the reception of the notification under Article 4(1) and the adoption of measures under Article 6(1), respectively, the Member State of issuance shall inform the person concerned ***without***	1. Following both the reception of the notification under Article 4(1) and the adoption of measures under Article 6(1), respectively, the Member State of issuance shall inform the person concerned ***no later***

delay, in accordance with procedures under its national law.	***than seven working days following the reception of the notification under Article 4(1) or the adoption of measures under Article 6(1)***, in accordance with procedures under its national law.

Amendment 39
Proposal for a directive
Article 13 – paragraph 2 – point a – point i

Text proposed by the Commission	*Amendment*
(i) the name of the authorities competent for the enforcement of the driving disqualification of both the Member State of issuance and the Member State of the offence; and	(i) the name***, postal address, phone number, internet presence and e-mail contact*** of the authorities competent for the enforcement of the driving disqualification of both the Member State of issuance and the Member State of the offence; and

Amendment 40
Proposal for a directive
Article 15 – paragraph 2

Text proposed by the Commission	*Amendment*
2. Member States shall ensure that their respective national contact points cooperate with the authorities competent for the enforcement of the driving disqualifications imposed for the commission of major road-safety-related traffic offences, in particular in order to ensure that all necessary information is shared in due time, and that the time-limits laid down in ***Article 9*** are complied with.	2. Member States shall ensure that their respective national contact points cooperate with the authorities competent for the enforcement of the driving disqualifications imposed for the commission of major road-safety-related traffic offences, in particular in order to ensure that all necessary information is shared in due time, and that the time-limits laid down in ***this Directive*** are complied with.

Amendment 41
Proposal for a directive
Article 15 – paragraph 3

Text proposed by the Commission	*Amendment*
3. Member States shall inform the Commission of the national contact points designated for the purposes of this Directive. The Commission shall make the information received under this Article available to all Member States on its website.	3. Member States shall inform the Commission of the national contact points designated for the purposes of this Directive. The Commission shall make the information received under this Article available to all Member States ***via RESPER, and on the CBE Portal once it***

becomes operational. Until then, the Commission shall make the information available on its website.

Amendment 42
Proposal for a directive
Article 16 – paragraph 1 – point a a (new)

Text proposed by the Commission	*Amendment*
	(aa) the number of notifications sent to the persons concerned;

Amendment 43
Proposal for a directive
Article 16 – paragraph 1 – point c

Text proposed by the Commission	*Amendment*
(c) the time needed to transmit information ***on the*** decision on a ground of exemption;	(c) the time needed to transmit information ***for each*** decision ***taken*** on a ground of exemption;

Amendment 44
Proposal for a directive
Article 16 – paragraph 1 – point c a (new)

Text proposed by the Commission	*Amendment*
	(ca) the number of times a delay had to be justified;

Amendment 45
Proposal for a directive
Article 16 – paragraph 1 a (new)

Text proposed by the Commission	*Amendment*
	By ... [one year after the date of entry into force of this Directive] Member States shall communicate up-to-date information to the Commission on the rules in force concerning the penalties applicable in their legal system for major road-safety-related traffic offences. Member States shall inform the Commission within three months of any major change to those penalties by providing an update to the information that they previously transmitted. By ... [18 months after the

	date of entry into force of this Directive], the Commission shall publish an overview of the information received under this paragraph on the Portal for cross-border exchange of information on road-safety-related traffic offences ('CBE Portal') established in accordance with Article 8 of Directive (EU) 2015/413 in all of the official languages of the European Union. In the event of a major change of the system in place in a Member State, the Commission shall update the overview within three months of receiving the information.

Amendment 46
Proposal for a directive
Article 19 – paragraph 1 – subparagraph 1

Text proposed by the Commission	*Amendment*
Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by [***DD/MM/YYYY***]. They shall forthwith communicate to the Commission the text of those provisions.	Member States shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by ... [one year after the date of entry into force of this Directive]. They shall forthwith communicate to the Commission the text of those provisions.

Amendment 47
Proposal for a directive
Article 19 – paragraph 2

Text proposed by the Commission	*Amendment*
2. By [***DD/MM/YYYY***], Member States shall communicate to the Commission the text of the main provisions of their national law which they adopt in the field covered by this Directive.	2. By **…** [***date of entry into force of this Directive + 15 months***], Member States shall communicate to the Commission the text of the main provisions of their national law which they adopt in the field covered by this Directive.

Amendment 48
Proposal for a directive
Article 20 – title

Text proposed by the Commission	*Amendment*
Report on the application	***Review***

Amendment 49
Proposal for a directive
Article 20 – paragraph 1

Text proposed by the Commission	*Amendment*
By [entry into force **+ *5 years***], and every five years thereafter, the Commission shall present a report to the European Parliament and the Council on the implementation of this Directive, including its impact on road safety. The report shall be accompanied, if necessary, by ***proposals for amendments to*** this Directive.	By ***...*** [***five years after 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, including its impact on road safety. The report shall ***include statistics from the Member States on the use of the mechanism laid down by this Directive, as well as bottlenecks and areas for potential improvement. The report shall*** be accompanied, if necessary, by ***a legislative proposal to amend*** this Directive.

Amendment 50
Proposal for a directive
Article 21 – title

Text proposed by the Commission	*Amendment*
Entry into force ***and application***	Entry into force