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COMMISSION

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**COMMUNICATION FROM THE COMMISSION
TO THE EUROPEAN PARLIAMENT**

pursuant to Article 294(6) of the Treaty on the Functioning of the European Union

concerning the

**position of the Council on the adoption of a Directive of the European Parliament and of
the Council on driving licences**

(Text with EEA relevance)

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1. BACKGROUND

Date of transmission of the proposal to the European Parliament and to the Council 1 March 2023.
(document COM(2023) 127 final – 2023/0053 COD):

Date of the opinion of the European Economic and Social Committee: 14 June 2023.

Date of the position of the European Parliament, first reading: 28 February 2024.

Date of transmission of the amended proposal: N/A.

Date of adoption of the position of the Council: 29 September 2025.

2. OBJECTIVE OF THE PROPOSAL FROM THE COMMISSION

The Commission proposal aims to modernise the European framework on driving licences to improve road safety, facilitate free movement, and support the sustainability and digital transformation of road transport.

3. COMMENTS ON THE POSITION OF THE COUNCIL

The position of the Council as adopted at first reading fully reflects the political agreement reached between the European Parliament and the Council on 24 March 2025. The main points of this agreement are the following:

- Member States will introduce and mutually recognize an EU mobile driving licence by the end of 2030 at the latest. The Commission will assess the feasibility of bringing this implementation date forward.
- The default validity period of driving licences is 15 years. Member States may reduce this period to ten years when the licence is also used as an identity card. Member States may reduce the validity period from the age of 65.
- Applicants for any driving licence must undergo a medical examination before a driving licence is issued or renewed. However, Member States may replace this medical examination for certain licence categories with alternative measures.

Additionally, all applicants must undergo an eyesight check upon the first issuance of a driving licence.

- Member States have to introduce an EU-wide accompanied driving scheme for driving licence Category B (cars), while the scheme remains optional for Categories C, C1 and C1E (trucks).
- Member States have to apply stricter rules, sanctions, or both to novice drivers for driving under the influence of alcohol. In addition, Member States may introduce a second probationary period when issuing a driving licence for a new category.
- Citizens residing in a Member State other than their Member State of citizenship may obtain their first Category B driving licence in the Member State of citizenship – but only if their Member State of normal residence does not offer interpretation or translation in their EU language.
- Subject to conditions, holders of a category B driving licence may drive emergency vehicles, motorhomes or alternatively fuelled vehicles that are heavier than 3,500 kilograms or 4,250 kilograms when combined with a trailer (for up to a maximum of 5000 kg depending on the vehicle).
- The minimum age for professional bus drivers is set at 21, regardless of whether they complete the accelerated or standard initial qualification.
- A targeted derogation will allow Member States, subject to prior agreement from the Commission and under strict conditions, to lower the minimum age for issuing a category B1 licence to 15 years.
- The Commission accepts the overall agreement, although it would have preferred a more ambitious timeline for the implementation of mobile driving licences, particularly given that the European Digital Identity Wallet will provide a secure platform as of end-2026.

4. CONCLUSION

The Commission accepts the results of the inter-institutional negotiations and can therefore accept the Council's position at first reading.