EUROPEAN
COMMISSION

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ANNEXES 1 to 5

ANNEXES

to the

Proposal for a

DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (codification)

↓ 2003/59/EC (adapted)

ANNEX I

MINIMUM QUALIFICATION AND TRAINING REQUIREMENTS

SECTION 1: LIST OF SUBJECTS

The knowledge to be taken into account by Member States when establishing the driver's initial qualification and periodic training must include at least the subjects in this list. Trainee drivers must reach the level of knowledge and practical competence necessary to drive in all safety vehicles of the relevant ⌦ driving ⌫ licence category.

↓ 2018/645 Art. 1.7 and Annex .1(a)

The minimum level of qualification shall be comparable at least to level 2 of the European Qualifications Framework as provided for in Annex II to Recommendation of the European Parliament and of the Council of 23 April 2008[1].

↓ 2003/59/EC (adapted)

1. Advanced training in rational driving based on safety regulations

All ⌦ driving ⌫ licences

1.1. Objective: to know the characteristics of the transmission system in order to make the best possible use of it:

curves relating to torque, power, and specific consumption of an engine, area of optimum use of revolution counter, gearbox-ratio cover diagrams.

↓ 2018/645 Art. 1.7 and Annex .1(a) (adapted)

1.2. Objective: to know the technical characteristics and operation of the safety controls in order to control the vehicle, minimise wear and tear, and prevent disfunctioning:

limits to the use of brakes and retarder, combined use of brakes and retarder, making better use of speed and gear ratio, making use of vehicle inertia, using ways of slowing down and braking on downhill stretches, action in the event of failure, use of electronic and mechanical devices such as Electronic Stability Program (ESP), Advanced Emergency Braking Systems (AEBS), Anti-Lock Braking System (ABS), traction control systems (TCS) and in vehicle monitoring systems (IVMS) and other, approved for use, driver assistance or automation devices.

1.3. Objective: ability to optimise fuel consumption:

optimisation of fuel consumption by applying know-how as regards points 1.1 and 1.2, importance of anticipating traffic flow, appropriate distance to other vehicles and use of the vehicle's momentum, steady speed, smooth driving style and

[1] Recommendation of the European Parliament and of the Council of 23 April 2008 on the establishment of the European Qualifications Framework for lifelong learning (OJ C 111, 6.5.2008, p. 1).

appropriate tyre pressure, and familiarity with intelligent transport systems that improve driving efficiency and assist in route planning.

1.4. Objective: ability to anticipate, assess and adapt to risks in traffic:

to be aware of and adapt to different road, traffic and weather conditions, anticipate forthcoming events; to understand how to prepare and plan a journey during abnormal weather conditions; to be familiar with the use of related safety equipment and to understand when a journey has to be postponed or cancelled due to extreme weather conditions; to adapt to the risks of traffic, including dangerous behaviour in traffic or distracted driving (through the use of electronic devices, eating, drinking, etc.); to recognise and adapt to dangerous situations and to be able to cope with stress deriving therefrom, in particular related to ⌦ the ⌫ size and weight of the vehicles and vulnerable road users, such as pedestrians, cyclists and powered two wheelers;

to identify possible hazardous situations and properly interpret how these potentially hazardous situations may turn into situations where crashes can no longer be averted and selecting and implementing actions that increase the safety margins to such an extent that a crash can still be averted in case the potential hazards should occur.

↓ 2003/59/EC (adapted)

⌦ *Driving* ⌫ *licences C, C + E, C1, C1 + E*

↓ 2018/645 Art. 1.7 and Annex .1(a)

1.5. Objective: ability to load the vehicle with due regard for safety rules and proper vehicle use:

forces affecting vehicles in motion, use of gearbox ratios according to vehicle load and road profile, use of automatic transmission systems, calculation of payload of vehicle or assembly, calculation of total volume, load distribution, consequences of overloading the axle, vehicle stability and centre of gravity, types of packaging and pallets;

main categories of goods needing securing, clamping and securing techniques, use of securing straps, checking of securing devices, use of handling equipment, placing and removal of tarpaulins.

↓ 2003/59/EC (adapted)

⌦ *Driving* ⌫ *licences D, D + E, D1, D1 + E*

↓ 2018/645 Art. 1.7 and Annex .1(a)

1.6. Objective: ability to ensure passenger comfort and safety:

adjusting longitudinal and sideways movements, road sharing, position on the road, smooth breaking, overhang operation, using specific infrastructures (public areas, dedicated lanes), managing conflicts between safe driving and other roles as a driver,

interacting with passengers, specificities of certain groups of passengers (disabled persons, children).

1.7. Objective: ability to load the vehicle with due regard for safety rules and proper vehicle use:

forces affecting vehicles in motion, use of gearbox-ratios according to vehicle load and road profile, use of automatic transmission systems, calculation of payload of vehicle or assembly, load distribution, consequences of overloading the axle, vehicle stability and centre of gravity.

↓ 2003/59/EC (adapted)

2. Application of regulations

All ⌦ driving ⌫ licences

↓ 2018/645 Art. 1.7 and Annex .1(a)

2.1. Objective: to know the social environment of road transport and the rules governing it:

maximum working periods specific to the transport industry; principles, application and consequences of Regulations (EC) No 561/2006[2] and (EU) No 165/2014[3] of the European Parliament and of the Council; penalties for failure to use, improper use of and tampering with the tachograph; knowledge of the social environment of road transport: rights and duties of drivers as regards initial qualification and periodic training.

↓ 2003/59/EC (adapted)

⌦ Driving ⌫ licences C, C + E, C1, C1 + E

↓ 2018/645 Art. 1.7 and Annex .1(a)

2.2. Objective: to know the regulations governing the carriage of goods:

transport operating licences, documents to be carried in the vehicle, bans on using certain roads, road-use fees, obligations under standard contracts for the carriage of goods, drafting of documents which form the transport contract, international transport permits, obligations under the Convention on the Contract for the

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[2] 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).

[3] 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).

International Carriage of Goods by Road, drafting of the international consignment note, crossing borders, freight forwarders, special documents accompanying goods.

↓ 2003/59/EC (adapted)

Driving licences D, D + E, D1, D1 + E

2.3. Objective: to know the regulations governing the carriage of passengers:

carriage of specific groups of passengers, safety equipment on board buses, safety belts, vehicle load.

3. Health, road and environmental safety, service, logistics

All driving licences

3.1. Objective: to make drivers aware of the risks of the road and of accidents at work:

types of accidents at work in the transport sector, road accident statistics, involvement of lorries/coaches, human, material and financial consequences.

3.2. Objective: ability to prevent criminality and trafficking in illegal immigrants:

general information, implications for drivers, preventive measures, check list, legislation on transport operator liability.

3.3. Objective: ability to prevent physical risks:

ergonomic principles; movements and postures which pose a risk, physical fitness, handling exercises, personal protection.

3.4. Objective: awareness of the importance of physical and mental ability:

principles of healthy, balanced eating, effects of alcohol, drugs or any other substance likely to affect behaviour, symptoms, causes, effects of fatigue and stress, fundamental role of the basic work/rest cycle.

3.5. Objective: ability to assess emergency situations:

behaviour in an emergency situation: assessment of the situation, avoiding complications of an accident, summoning assistance, assisting casualties and giving first aid, reaction in the event of fire, evacuation of occupants of a lorry/bus passengers, ensuring the safety of all passengers, reaction in the event of aggression; basic principles for the drafting of an accident report.

3.6. Objective: ability to adopt behaviour to help enhance the image of the company:

behaviour of the driver and company image: importance for the company of the standard of service provided by the driver, the roles of the driver, people with whom the driver will be dealing, vehicle maintenance, work organisation, commercial and financial effects of a dispute.

Driving licences C, C + E, C1, C1 + E

↓ 2018/645 Art. 1.7 and Annex .1(a)

3.7. Objective: to know the economic environment of road haulage and the organisation of the market:

road transport in relation to other modes of transport (competition, shippers), different road transport activities (transport for hire or reward, own account, auxiliary transport activities), organisation of the main types of transport company and auxiliary transport activities, different transport specialisations (road tanker, controlled temperature, dangerous goods, animal transport, etc.), changes in the industry (diversification of services provided, rail-road, subcontracting, etc.).

↓ 2003/59/EC (adapted)

Driving licences D, D + E, D1, D1 + E

↓ 2018/645 Art. 1.7 and Annex .1(a)

3.8. Objective: to know the economic environment of the carriage of passengers by road and the organisation of the market:

carriage of passengers by road in relation to other modes of passenger transport (rail, private car), different activities involving the carriage of passengers by road, disability awareness, crossing borders (international transport), organisation of the main types of companies for the carriage of passengers by road.

↓ 2003/59/EC

SECTION 2: COMPULSORY INITIAL QUALIFICATION PROVIDED FOR IN ARTICLE 3(1)(A)

↓ 2018/645 Art. 1.7 and Annex .1(b)

2.1. Option combining both course attendance and a test

Initial qualification must include the teaching of all subjects in the list under Section 1. The duration of this initial qualification must be 280 hours.

Each trainee driver must drive for at least 20 hours individually in a vehicle of the category concerned which meets at least the requirements for test vehicles as set out in Directive 2006/126/EC.

When driving individually, the trainee driver must be accompanied by an instructor, employed by an approved training centre. Each trainee driver may drive for a maximum of eight hours of the 20 hours of individual driving on special terrain or on a top-of-the-range simulator so as to assess training in rational driving based on safety regulations, in particular

with regard to vehicle handling in different road conditions and the way they change with different atmospheric conditions, the time of day or night, and the ability to optimise fuel consumption.

Member States may allow part of the training to be delivered by the approved training centre by means of ICT tools, such as e-learning, while ensuring that the high quality and the effectiveness of the training are maintained, and by selecting the subjects where ICT tools can most effectively be deployed. In particular, Member States shall require reliable user identification and appropriate means of control. Member States may count specific training required under other Union legislation as part of the training. This includes, but is not restricted to, training required under Directive 2008/68/EC of the European Parliament and of the Council[4] for the transport of dangerous goods, training on disability awareness under Regulation (EU) No 181/2011 of the European Parliament and of the Council[5] and training on animal transport under Council Regulation (EC) No 1/2005[6].

For the drivers referred to in Article 5(5) the length of the initial qualification must be 70 hours, including five hours of individual driving.

At the end of that training, Member States' competent authorities or the entity designated by them shall give the driver a written or oral test. The test must include at least one question on each of the objectives in the list of subjects under Section 1.

↓ 2003/59/EC (adapted)

2.2. Option involving a test

Member States' competent authorities or the entity designated by them shall organise the aforementioned theoretical and practical tests to check whether the trainee driver has the level of knowledge required ⌦ by ⌫ Section 1 for the subjects and objectives listed there.

(a) The theoretical test shall consist of at least two parts:

(i) questions including multiple-choice questions, questions requiring a direct answer, or a combination of both;

(ii) case studies.

The minimum duration of the theoretical test must be four hours.

(b) The practical test shall consist of two parts:

(i) a driving test aimed at assessing training in rational driving based on safety regulations. The test must take place, whenever possible, on roads outside built-up areas, on fast roads and on motorways (or similar), and on all kinds of urban highways presenting the different types of difficulties that a driver is liable to encounter. It would be desirable for this test to take place in different traffic density conditions. The driving time on the road must be used optimally

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4 Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13).

5 Regulation (EU) No 181/2011 of the European Parliament and of the Council of 16 February 2011 concerning the rights of passengers in bus and coach transport and amending Regulation (EC) No 2006/2004 (OJ L 55, 28.2.2011, p. 1).

6 Council Regulation (EC) No 1/2005 of 22 December 2004 on the protection of animals during transport and related operations and amending Directives 64/432/EEC and 93/119/EC and Regulation (EC) No 1255/97 (OJ L 3, 5.1.2005, p. 1).

in order to assess the candidate in all traffic areas likely to be encountered. The minimum duration of this test must be 90 minutes;

(ii) a practical test covering at least points 1.5, 1.6, 1.7, 3.2, 3.3 and 3.5. The minimum duration of this test must be 30 minutes.

↓ 2018/645 Art. 1.7 and Annex .1(b)

The vehicle used for the practical test must meet at least the requirements for test vehicles set out in Directive 2006/126/EC.

↓ 2003/59/EC

The practical test may be supplemented by a third test taking place on special terrain or on a top-of-the-range simulator so as to assess training in rational driving based on safety regulations, in particular with regard to vehicle handling in different road conditions and the way they change with different atmospheric conditions and the time of day or night.

The duration of this optional test is not fixed. Should the driver undergo such a test, its duration may be deducted from the 90 minutes of the driving test referred to under point (i), but the time deducted may not exceed 30 minutes.

For the drivers referred to in Article 5(5), the theoretical test must be limited to the subjects referred to in Section 1 which are relevant to the vehicles to which the new initial qualification applies. However, such drivers must undergo the whole practical test.

↓ 2018/645 Art. 1.7 and Annex .1(c)

SECTION 3: ACCELERATED INITIAL QUALIFICATION PROVIDED FOR IN ARTICLE 3(2)

Accelerated initial qualification must include the teaching of all subjects in the list in Section 1. Its duration must be 140 hours.

Each trainee driver must drive for at least 10 hours individually in a vehicle of the category concerned which meets at least the requirements for test vehicles set out in Directive 2006/126/EC.

When driving individually, the trainee driver must be accompanied by an instructor, employed by an approved training centre. Each trainee driver may drive for a maximum of four hours of the 10 hours of individual driving on special terrain or on a top-of-the-range simulator so as to assess training in rational driving based on safety regulations, in particular with regard to vehicle handling in different road conditions and the way those road conditions change with different atmospheric conditions, the time of day or night, and the ability to optimise fuel consumption.

The provisions of the fourth paragraph of point 2.1 shall also apply to the accelerated initial qualification.

For the drivers referred to in Article 5(5), the length of the accelerated initial qualification must be 35 hours, including two-and-a-half hours of individual driving.

At the end of that training, Member States' competent authorities or the entity designated by them shall give the driver a written or oral test. The test must include at least one question on each of the objectives in the list of subjects under Section 1.

SECTION 4: COMPULSORY PERIODIC TRAINING PROVIDED FOR IN ARTICLE 3(1)(B)

Compulsory periodic training courses must be organised by an approved training centre. Their duration must be of 35 hours every five years, given in periods of at least seven hours, which may be split over two consecutive days. Whenever e-learning is used, the approved training centre shall ensure that the proper quality of the training is maintained, including by selecting the subjects where ICT tools can most effectively be deployed. In particular, Member States shall require reliable user identification and appropriate means of control. The maximum duration of the e-learning training shall not exceed 12 hours. At least one of the training course periods shall cover a road safety related subject. The content of the training shall take into account training needs specific to the transport operations carried out by the driver and relevant legal and technological developments and should, as far as possible, take into account specific training needs of the driver. A range of different subjects should be covered over the 35 hours, including repeat training where it is shown that the driver needs specific remedial training.

Member States may consider counting the completed specific training as required under other Union legislation for up to one of the stipulated seven-hour periods. That includes, but is not restricted to, training required under Directive 2008/68/EC for the transport of dangerous goods, training on animal transport under Regulation (EC) No 1/2005, and, for the carriage of passengers, training on disability awareness under Regulation (EU) No 181/2011. However, Member States may decide that completed specific training as required under Directive 2008/68/EC for the transport of dangerous goods counts as two of the seven-hour periods, provided that this is the only other training that is taken into account in the periodic training.

↓ 2003/59/EC

SECTION 5: APPROVAL OF THE INITIAL QUALIFICATION AND PERIODIC TRAINING

5.1. The training centres taking part in the initial qualification and periodic training must be approved by the Member States' competent authorities. Approval may be given only in response to a written application. The application must be accompanied by documents including:

5.1.1. a suitable qualification and training programme specifying the subjects taught and setting out the proposed implementing plan and teaching methods;

5.1.2. the instructors' qualifications and fields of activity;

5.1.3. information about the premises where the courses are given, the teaching materials, the resources made available for the practical work, and the vehicle fleet used;

5.1.4. the conditions regarding participation in the courses (number of participants).

5.2. The competent authority must give approval in writing subject to the following conditions:

5.2.1. the training must be given in accordance with the documents accompanying the application;

5.2.2. the competent authority must be entitled to send authorised persons to assist in the training courses of the approved centres, and must be entitled to monitor such centres, with regard to the resources used and the proper running of the training courses and tests;

5.2.3. the approval may be withdrawn or suspended if the conditions of approval are no longer complied with.

The approved centre must guarantee that the instructors have a sound knowledge of the most recent regulations and training requirements. As part of a specific selection procedure, the instructors must provide certification showing a knowledge of both the subject material and teaching methods. As regards the practical part of the training, instructors must provide certification of experience as professional drivers or similar driving experience, such as that of driving instructors for heavy vehicles.

The programme of instruction must be in accordance with the approval and must cover the subjects in the list in Section 1.

↓ 2003/59/EC

ANNEX II

↓ 2018/645 Art. 1.7 and Annex .2(a)

ARRANGEMENTS FOR THE EUROPEAN UNION MODEL FOR A DRIVER QUALIFICATION CARD

↓ 2003/59/EC (adapted)
→1 2004/66/EC Art. 1 and Annex
→2 2006/103/EC Art. 1 and Annex .A(6)
→3 2013/22/EU Art. 1 and Annex

1. The physical characteristics of the ⌦ driver qualification ⌫ card must comply with ISO standards 7810 and 7816-1.

   The methods for verifying the physical characteristics of the ⌦ driver qualification ⌫ card to ensure that they are consistent with international standards must comply with ISO standard 10373.

2. The ⌦ driver qualification ⌫ card has two sides:

   side 1 contains:

   (a) the heading 'driver qualification card' printed in large type in the official language or languages of the Member State issuing the ⌦ driver qualification ⌫ card;

   (b) the name of the Member State issuing the ⌦ driver qualification ⌫ card (optional);

   (c) →1 the distinguishing sign of the Member State issuing the ⌦ driver qualification ⌫ card, printed in negative in a blue rectangle and encircled by 12 yellow stars; the distinguishing signs are as follows:

B	:	Belgium
→2 BG ← ←	→2 : ←	→2 Bulgaria ←
CZ	:	⌦ Czechia ⌫
DK	:	Denmark
D	:	Germany
EST	:	Estonia
IRL	:	Ireland
GR	:	Greece

E	:	Spain
F	:	France
➔$_3$ HR ←	➔$_3$: ←	➔$_3$ Croatia ←
I	:	Italy
CY	:	Cyprus
LV	:	Latvia
LT	:	Lithuania
L	:	Luxembourg
H	:	Hungary
M	:	Malta
NL	:	Netherlands
A	:	Austria
PL	:	Poland
P	:	Portugal
➔$_2$ RO ←	➔$_2$: ←	➔$_2$ Romania ←
SLO	:	Slovenia
SK	:	Slovakia
FIN	:	Finland
S	:	Sweden

(d) information specific to the ⌦ driver qualification ⌫ card, numbered as follows:

1. surname of the holder;
2. first name of the holder;
3. date and place of birth of the holder;
4. (a) date of issue;
   (b) date of expiry;
   (c) the name of the issuing authority (may be printed on side 2);
   (d) a different number from the driving licence number for administrative purposes (optional);
5. (a) driving licence number;

(b) serial number;

6. photograph of the holder;

7. signature of the holder;

8. normal place of residence, or postal address of the holder (optional);

↓ 2018/645 Art. 1.7 and Annex .2(b)

9. the categories of vehicles for which the driver satisfies the initial qualification and periodic training requirements;

↓ 2003/59/EC (adapted)
→1 2004/66/EC Art. 1 and Annex
→2 2018/645 Art. 1.7 and Annex .2(b)

(e) →1 →2 the title 'European Union model' in the language or languages of the Member State issuing the ⌦ driver qualification ⌫ card and the heading 'driver qualification card' in the other official languages of the Union, printed in blue so as to form the background to the ⌦ driver qualification ⌫ card: ← ←

↓ 2006/103/EC Art. 1 and Annex .A(6)

карта за квалификация на водача

↓ 2003/59/EC

tarjeta de cualificación del conductor

osvědčení profesní způsobilosti řidiče

chaufføruddannelsesbevis

Fahrerqualifizierungsnachweis

juhi ametipädevuse kaart

δελτίο επιμόρφωσης οδηγού

driver qualification card

carte de qualification de conducteur

cárta cáilíochta tiomána

↓ 2013/22/EU Art. 1 and Annex

kvalifikacijska kartica vozača

↓ 2003/59/EC

carta di qualificazione del conducente

vadītāja kvalifikācijas apliecība

vairuotojo kvalifikacinė kortelė

gépjárművezetői képesítési igazolvány

karta ta' kwalifikazzjoni tas-sewwieq

kwalificatiekaart bestuurder

karta kwalifikacji kierowcy

carta de qualificação do motorista

↓ 2006/103/EC Art. 1 and Annex .A(6)

cartela de pregătire profesională a conducătorului auto

↓ 2003/59/EC (adapted)
→1 2018/645 Art. 1.7 and Annex .2(b)

preukaz o kvalifikácii vodiča

kartica o usposobljenosti voznika

kuljettajan ammattipätevyyskortti

yrkeskompetensbevis för förare;

(f) the reference colours:

– blue: Pantone Reflex blue,

– yellow: Pantone yellow;

side 2 contains:

(a) →1 9. the categories of vehicles for which the driver satisfies the initial qualification and periodic training requirements;

10. the harmonised Union code, '95', provided for in Annex I to Directive 2006/126/EC; ←

11. a space reserved for the possible entry by the Member State issuing the ⌦ driver qualification ⌫ card of essential administrative details or details relating to road safety (optional). If the details relate to a heading set out in this Annex, such details must be preceded by the corresponding heading number;

(b) an explanation of the numbered entries appearing on sides 1 and 2 of the ⌦ driver qualification ⌫ card (at least headings 1, 2, 3, 4(a), 4(b), 4(c), 5(a), 5(b) and 10).

↓ 2013/22/EU Art. 1 and Annex (adapted)

If a Member State wishes to word these entries in a national language other than Bulgarian, Croatian, Czech, Danish, Dutch, English, Estonian, Finnish, French, German, Greek, Hungarian, Italian, Latvian, Lithuanian, Maltese, Polish, Portuguese, Romanian, Slovak, Slovenian, Spanish and Swedish, it shall draw up a bilingual version of the ⌦ driver qualification ⌫ card using one of ⌦ those ⌫ languages, without prejudice to the other provisions of this Annex.

↓ 2003/59/EC (adapted)

3. SECURITY, INCLUDING DATA PROTECTION

The aim of the various constituent parts of the ⌦ driver qualification ⌫ card is to rule out any forgery or tampering and to detect any attempts to do so.

The Member State must ensure that the level of security of the ⌦ driver qualification ⌫ card is at least comparable to the level of security of the driving licence.

4. PARTICULAR ARRANGEMENTS

After consulting the Commission, Member States may add colours or markings, such as a bar code, national symbols and security features, without prejudice to the other provisions of this Annex.

In connection with the mutual recognition of ⌦ driver qualification ⌫ cards, the bar code may not contain any information other than that already legibly appearing on the driver qualification card or which is essential for the card-issuing process.

↓ 2018/645 Art. 1.7 and Annex .2(d)

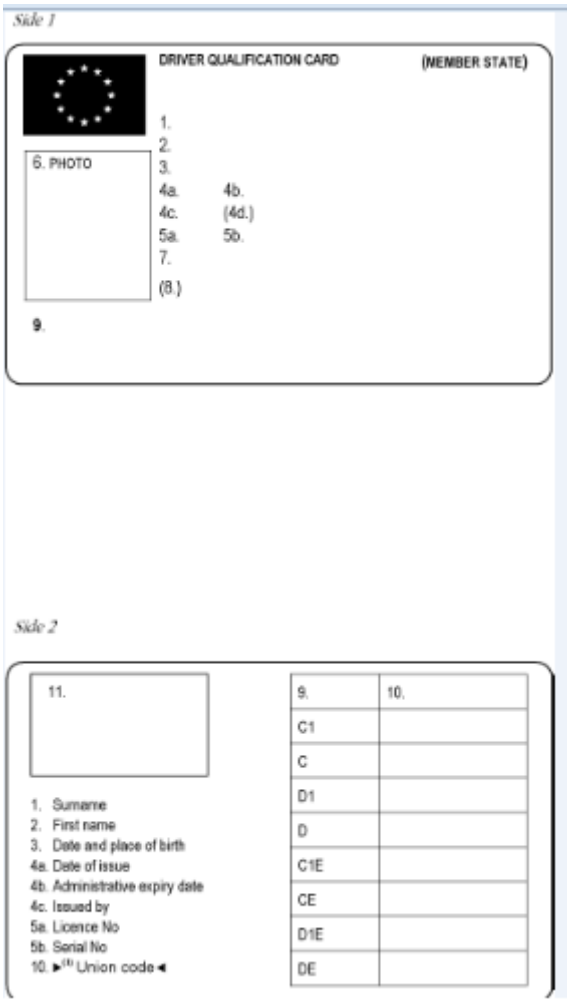
5. TRANSITIONAL PROVISIONS

Driver qualification cards issued before 23 May 2020 shall be valid until their date of expiry.

↓ 2018/645 Art. 1.7 and Annex .2(c)

EUROPEAN UNION MODEL FOR A DRIVER QUALIFICATION CARD

↓ 2003/59/EC
→1 2018/645 Art. 1.7 and Annex .2(c)



→1 ←

↓ 2018/645 Art. 1.7 and Annex .3

ANNEX III

CORRESPONDENCE TABLE FOR THE REFERENCES TO CERTAIN CATEGORIES OF DRIVING LICENCES

Reference in this Directive	Reference in Directive 2006/126/EC
C + E	CE
C1 + E	C1E
D + E	DE
D1 + E	D1E

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ANNEX IV

Part A

Repealed Directive with list of the successive amendments thereto (referred to in Article 14)

Directive 2003/59/EC of the European Parliament and of the Council (OJ L 226, 10.9.2003, p. 4)	
Council Directive 2004/66/EC (OJ L 168, 1.5.2004, p. 35)	only point IV.2 of the Annex
Council Directive 2006/103/EC (OJ L 363, 20.12.2006, p. 344)	only point A.6 of the Annex
Regulation (EC) No 1137/2008 of the European Parliament and of the Council (OJ L 311, 21.11.2008, p. 1)	only point 9.11 of the Annex
Council Directive 2013/22/EU (OJ L 158, 10.6.2013, p. 356)	only point A.4 of the Annex
Directive (EU) 2018/645 of the European Parliament and of the Council (OJ L 112, 2.5.2018, p. 29)	only Article 1 and Annex
Regulation (EU) 2019/1243 of the European Parliament and of the Council (OJ L 198, 25.7.2019, p. 241)	only point IX.5 of the Annex

Part B

Time-limits for transposition into national law and dates of application (referred to in Article 14)

Directive	Time-limit for transposition	Date of application
2003/59/EC	10 September 2006	10 September 2008 as regards the initial qualification required to drive vehicles in driving licence categories D1, D1+E, D and D+E 10 September 2009 as regards the initial qualification required to drive vehicles in driving licence categories C1, C1+E, C and C+E
(EU) 2018/645	23 May 2020, with the exception of point 6 of Article 1 23 May 2021 as regards point 6 of Article 1	

ANNEX V

CORRELATION TABLE

Directive 2003/59/EC	This Directive
Articles 1 to 7	Articles 1 to 7
Article 8(1)	Article 8(1)
Article 8(2), first subparagraph, introductory wording and point (a)	Article 8(2), first subparagraph
Article 8(2), first subparagraph, point (b)	–
Article 8(2), second subparagraph	Article 8(2), second subparagraph
Article 8(3), (4) and (5)	Article 8(3), (4) and (5)
Articles 9 and 10	Articles 9 and 10
Article 10a	Article 11
Article 11	Article 12
Article 11a	Article 13
Article 13	–
Article 14	–
Article 15	Article 14
Article 16	Article 15
Article 17	Article 16
Annex I	Annex I
Annex II	Annex II
Annex III	Annex III
–	Annex IV
–	Annex V