
MOVING Summary:

Current status of the EU driving licence directive

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On May 14, 2025, the European Parliament's Transport Committee (TRAN) approved a provisional agreement on the reform of the EU Driving Licences Directive, with 36 votes in favour and 6 against. This agreement marks a significant step toward modernising European driving licence law. Its key objectives are to improve road safety across Europe, make the driving profession more attractive, and advance the digital transformation of the transport sector.

The agreement must now be approved by the EU Council before it can be adopted by the full Parliament. The provisional date for the plenary session (2nd reading) is set for autumn 2025.

Once adopted, the directive will have a direct impact on all Member States. Member States will have four years to transpose the general provisions, and three years for the specific implementation of the accompanied driving scheme and alternative fuel vehicle rules.

The following summary presents the main contents of the agreement based on the published text of the directive and is intended to provide an initial overview of the planned regulations.

Important contents and changes - EU driving license directive. Information is based on the text of the agreement.

1. Digital driver's licence:

- The European Commission has one year to adopt the implementing act laying down the framework for mobile driving licences.
- Member States are required to issue digital driving licences in addition to physical ones for all categories.
- Drivers will have the right to request a physical driving licence in addition to the mobile format.

- Introduction of a mobile driving license via the EU Digital Identity Wallet (standard format in future).
- Equivalence of digital and physical driver's licenses (same rights & validity period).
- Technical requirements for QR code and microchip on physical driving licenses are regulated.

2. Period of validity of driving licenses:

- 15 years: AM, A1, A2, A, B, B1, BE.
- 5 years: C, CE, C1, C1E, D, DE, D1, D1E.
- Reduction possible to 10 years if driver's license also serves as ID.
- Member States may shorten validity based on objective factors (e.g. age, physical/mental condition).
- Shorter validity periods possible in defined exceptional cases.
- Automatic extension for up to 6 months in crisis situations.
- Validity may be reduced for holders of temporary residence or protection status.
- Renewal requires residence permit or student status issued within six months before application.

3. Accompanied driving:

- An EU-wide accompanied driving model will be introduced for 17-year-olds (Code 98.02) in category B. Member States may also apply this scheme to categories C1, C1E, and C, provided the young driver holds a Certificate of Professional Competence (CPC). These licenses will be marked with Code 98.01. Accompanying drivers for these categories must complete a CPC-based training module (7–14 hours) covering pedagogical and professional skills.
- Accompanying persons must be at least 24 years old, have five years of driving experience, and no record of serious traffic offenses. Member States may apply additional requirements or limit the number of accompanying persons, with a duty to inform the European Commission and publish the conditions.
- Member States implementing the scheme will mutually recognize each other's models, allowing accompanied driving across borders until the driver turns 18.
- Member States are permitted to impose stricter national rules where deemed necessary.

4. Probationary period:

- A probationary period of at least two years will apply EU-wide to all novice drivers, including professional drivers in categories C/CE and D/DE. During this period, stricter

rules and sanctions (e.g. for drink-driving) will apply. These sanctions must be effective, proportionate, dissuasive, and non-discriminatory.

- Member States may introduce additional or supplementary probationary periods. Such measures may include:
 - o A second probationary period when acquiring an additional license category,
 - o Mandatory training on risk perception,
 - o Targeted enforcement measures and awareness campaigns.
- The EU recommends that Member States adopt zero-tolerance policies on alcohol and drug use during the probationary period, especially due to the high accident risk among young drivers.
- It is further recommended that road safety education be included in school curricula in an age-appropriate manner, including newer topics such as e-bikes and e-scooters.
- For drivers obtaining a new license category, the probationary period may be shortened if a prior probationary period has already been completed—except for the AM category, which always requires a full new probationary period.

5. Driving simulators:

- Refresher courses for experienced drivers can improve road safety by raising awareness and requiring drivers to gain additional experience with new technologies such as driver assistance systems and automated driving systems.
- In this context, and also as part of driver training before a driver's license is issued, the use of simulators could be useful to improve important driving skills such as reacting to adverse conditions and emergency scenarios.

Across all classes: Reacting to and anticipating dangerous situations; deviating from the obligation to carry out the actions in normal traffic situations, the actions are only to be carried out if the dangerous situation occurs by chance; alternatively, these skills can be tested using simulators.

6. Minimum age and professional drivers:

- The minimum professional driving age was clearly added to the EU Driving Licence Directive and is now stipulated as a general rule rather than as a derogation.
- For trucks (categories C and CE), the minimum age is 18, provided the driver holds a Certificate of Professional Competence (CPC).
- For buses (categories D and DE), the minimum age is 21, also subject to possession of a CPC.
- Accompanied driving is foreseen for professional drivers.
- Special national regulations may apply until the regular minimum age is reached.
- Member States may introduce additional training requirements to refresh and/or deepen relevant knowledge and skills before drivers turn 23. Such training can count towards the 35 hours of periodic training required every five years.

7. Compliance with minimum physical and mental fitness standard:

- It is specified that medical examinations are mandatory for obtaining and renewing driving licences above the AM category, even if a medical examination was already completed for another category.
- For AM, A, A1, A2, B, B1, and BE categories, Member States may fulfil the medical requirement by implementing a self-assessment system covering the medical conditions listed in Annex III.
- A compulsory medical examination is required upon first issue of a licence and must include checks on visual and heart health.
- On renewal, self-disclosure systems or ongoing medical monitoring are permitted.
- Modern technologies—such as glucose sensors or sleep apnea monitoring—may be taken into consideration in assessing fitness to drive.
- Member States may determine the consequences for failure to complete a required self-assessment or for providing false or incomplete information.

8. Exchange and replacement of driving licences issued by Member States:

- Driving bans and restrictions are enforced throughout the EU.
- The aim is to prevent driving license tourism.
Driving license tourism - i.e. changing residence to circumvent driving bans or withdrawals - is widespread and endangers road safety. A change of residence must not exempt drivers from the requirements to regain their driving license. Driving bans for an indefinite period should only be imposed if there is good reason. Other member states may issue a new driving license, but this may be geographically restricted - only valid in the issuing state and those that have not imposed an indefinite ban.

9. Further changes:

- Stronger networking of authorities via an EU-wide register.
- Promotion of training partnerships (e.g. with Erasmus+).
The EU member states should cooperate more closely with educational institutions and transport companies to counteract the shortage of drivers in freight and passenger transport. Through training, internships and similar programs, prospective professional drivers should gain practical experience, learn about modern technologies and improve their skills. The EU Commission is encouraged to promote such public-private partnerships, e.g. via Erasmus+.
- More flexible recognition of third-country driving licenses.

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Contact: Jörg-Michael Satz, President
E-Mail: info@moving-roadsafety.com
Phone: +49 30 25741670