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Arkadiusz Pluciński
Chair of COREPER I
Council of the European Union
Rue de la Loi 175
1048 Brussels

Subject: Council's position in view of the adoption for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL ON DRIVING LICENCES (2023/0053(COD)) - Early second reading agreement

Dear Mr PLUCIŃSKI,

I understand that at its meeting of 30 April 2025, COREPER decided to accept the outcome of the interinstitutional negotiations regarding the abovementioned Directive.

I would like to inform you that should the Council transmit formally to the Parliament its position in the form as it stands in the annex I will, in my capacity as Chair of the Committee for Transport and Tourism, recommend to the Plenary that the Council's position be accepted without amendment, subject to legal-linguistic verification, at Parliament's second reading.

At the same time, I would like to thank the Polish Presidency for the efforts made and the work accomplished to achieve an early second reading agreement on this file.

Yours sincerely,



Elissavet Vozemberg-Vrionidi

Annex: text agreed

Proposal for a

DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

on driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 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

(Text with EEA relevance)

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 Committee¹,

Having regard to the opinion of the Committee of the Regions²,

Acting in accordance with the ordinary legislative procedure,

Whereas:

- (-1) In 2017 the informal Transport Council in Malta agreed that the persistently high number of traffic fatalities and serious road traffic injuries is a major societal problem and set a target of halving the number of serious injuries in the EU by 2030. The Valletta declaration called upon the Commission to prepare a strengthened Union road safety policy and legal framework for the decade after 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 ones, who are most often the victims. The efforts previously undertaken by public authorities resulted in a reduction of road fatalities from 51 400 in 2001 to 19 800 in 2021, yet those figures fell below the Union target of a 75 % reduction in road fatalities between 2001 and 2020 and the progress made towards halving the number of road deaths during the first decade later stagnated. The Union is committed to get as close as possible to zero road victims by 2050. The Sustainable and Smart Mobility Strategy of 2020 sets out the "Vision Zero" strategy related to this goal.
- (1) 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 the one issuing the licence. Given the importance of individual means of transport, possession of a driving licence duly recognised by a host Member State promotes and facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully 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.
- (2) The framework established by Directive 2006/126/EC 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

¹ OJ C , , p. .

² OJ C , , p. .

of alternatively fuelled vehicles, digitalisation, the demographic trends and technological developments to reinforce the competitiveness of the European Economy. In particular, as regards alternatively fuelled vehicles, their increased weight 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 administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences in all categories, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.

- (3) The European Union has introduced the first “Community model” physical driving licence on 4 December 1980. Since then the rules relating to such a Community model have become the cornerstone of the most advanced licencing structures in the world, covering more than 250 million drivers. This Directive should therefore build on the accumulated experience and practice and lay down harmonized rules on the Union standards of physical driving licences. The physical driving licences issued within the Union should, in particular, provide for a high level of protection against fraud and forgery by means of anti-forgery measures and the possibility to include microchips or QR codes on them.
- (4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council³, Directive (EU) 2016/680 of the European Parliament and of the Council⁴ and Directive 2002/58/EC of the European Parliament and of the Council⁵.
- (5) This Directive establishes a legal basis for the storage of an obligatory set of personal data in the physical driving licences and their microchips or QR codes and the mobile driving licences, for the purposes of proving and verifying the person’s right to drive and his or her 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 this person and verify the person’s driving rights and identity. Storage and other processing of 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 the verifier during the verification process. In particular, the verifier may only retain such data if authorised to do so by Union or national law; for instance, a police officer may be authorised to include driving licence data into a police report, or a rental company may be authorised to fill in driving licence data into a vehicle rental contract.
- (6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on

³ 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).

⁴ 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).

⁵ 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).

driving licences⁶, Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. This Directive does not serve, however, as a legal basis for the inclusion of such additional data.

- (7) In contrast to this, the QR code established by this Directive, which allows for the verification of the authenticity of the information printed on the physical driving licence should not allow for more information to be stored than what is reported on the physical driving licence.
- (8) 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 that 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) The digital transformation is one of the Union's priorities. In the case of road transport, it will contribute to remove the remaining administrative barriers to the free movement of persons, such as those relating to the duration of issuing 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 from the date 54 months after the date of the adoption of implementing acts necessary for the introduction of mobile driving licences, without prejudice to the applicant's right to acquire either a physical driving licence or both formats at the same time. Member States have the possibility to issue mobile driving licences before the date when this format becomes the default format.
- (10a) In line with the goal of the digital transformation not to leave citizens behind, it is imperative that citizens continue to have the right to request the physical format in addition to the mobile format. Therefore, Member States should provide applicants with the physical driving licence format, upon their request, without undue delay and in general within 3 weeks, when they already hold the Member States' mobile driving licence format attesting the driving rights. Moreover, in urgent situations where the late reception of the physical document would lead to a disproportionate harm of the applicant, Member States are encouraged to provide for the possibility to make use of an emergency procedure, through which the physical driving licence is issued in a matter of days in exchange for a proportionate raise in the relevant administrative fees.
- (11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information enabling the authenticity of the data to be verified. However, it should be ensured that even in such cases 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 possible under Union or national legislation, the data necessary for the verification should not be retained. Member States should ensure that physical and mobile driving licences issued to the same person are fully equivalent between them as regards the rights and conditions under which that person is authorised to drive, and in the duration of the administrative validity of the licence as set out in Article 10(2).
- (11a) Member States are competent to establish their own national rules requiring a fee payment against issuance of a driving licence. However, Member States should pay due care not to influence the free choice of citizens between driving license formats by way of establishing disproportionate administrative fees unduly favouring one format over the other.

⁶ 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).

- (11b) Member States should work together in pursuit of the worldwide use and mutual recognition of mobile driving licences. This may entail amendments to the Geneva Convention on Road Traffic of September 19, 1949, the International Convention on Motor Transport of April 24, 1926 and the Vienna Convention on Road Traffic of November 8, 1968. The Commission is best placed to provide assistance to Member States in this regard, particularly regarding interoperability conditions enabling widespread recognition of Union mobile driving licences. As a first step to this process the Commission should take into account the relevant development in third countries when exercising its empowerment concerning the implementing act on mobile driving licences.
- (12) The Sustainable and Smart Mobility Strategy sets out a vision for the EU to significantly improve sustainability of mobility and transport. Emissions from the road transport sector include greenhouse gases emissions, air pollutants, noise and microplastics from tyre and road wear. Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving tests should guarantee that driver training equips drivers to reduce their impact on emissions, including through eco-driving, as well as to prepare them to drive zero or low-emission vehicles.
- (13) In order to allow citizens and residents to directly enjoy the benefits of the internal market without incurring an unnecessary additional administrative burden, Regulation (EU) 2018/1724 of the European Parliament and the Council⁷ provides for access to online procedures relevant for the functioning of the internal market, including for cross-border users. The information covered by this Directive is already covered in Annex I to Regulation (EU) 2018/1724. Annex II to that Regulation should be amended as to assure that any requester benefits from fully online procedures.
- (14) Driving licences should be categorised according to the types of vehicles they provide the right to drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned and the skills needed to drive them.
- (15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the EU 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 on fitness to drive and on driving skills set out in this Directive, to cater for the special needs of persons with disabilities and 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 Article 6 certain specific types of power-driven vehicles.
- (15a) Member States should be allowed to continue to exclude from the application of this Directive vehicles used by, or under the control of, the armed forces and civil defence given the exceptional nature of their vehicles and operations.
- (16) The minimum ages of applicants for the different categories of driving licences 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 further promote road safety. Member States should, for certain categories or on an exceptional basis, be allowed to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service, civil protection and rescue vehicles, as well as vehicles dedicated to maintaining public safety and order.

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)

- (16a) Emergency vehicles, dedicated to maintaining public safety and order or to providing immediate assistance during natural or man-made emergencies, including police vehicles, ambulances, civil protection and rescue vehicles as well as vehicles used in fire-fighting, might present particular characteristics, such as additional weight due to heavy equipment, and might need to be subject to certain derogations from the general rules on a B category licence in order to efficiently respond, notably to crisis situations and to the need of rescuing people. Moreover, in order to avoid potential obstacles to cross-border circulation of such vehicles while on mission for cross-border interventions in different regions within the Union, Member States should be able to, temporarily or indefinitely, authorise those emergency vehicles being driven on their territories with a B category licence. In this regard, the Member States are encouraged to mutually recognise national measures so that cross-border operations are not hindered or penalised.
- (16aa) In order to take into account the mobility needs of a 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 down to 15 years for issuing driving licence limited to their territory for certain types of category B1 vehicles driven. It is important that such a lowering of the minimum age would not negatively affect road safety. Therefore, the Commission should, before providing its agreement thereto, duly assess the impact of lowering the minimum age on road safety, taking into account any relevant information provided by Member States' experts.
- (16b) The combination of an adequate minimum age for 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. A minimum age should not be reduced at the expense of road safety.
- (17) A system of staging - namely 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 a minimum period of experience before such eligibility, where appropriate. Such system should be binding on all Member States, without prejudice to the possibility for Member States to apply certain equivalences between each other in their respective territories. Member States should also be allowed to establish certain equivalences limited to their own territory only.
- (17a) A greater presence of alternatively fuelled vehicles is key to the green transition. The possibility of new models of a greater weight being available in driving licence categories B and BE should be taken into consideration in this Directive. Therefore, holders of a category B or BE 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 as defined in Article 2 of Council Directive 96/53/EC, which carry a higher authorised mass than 3 500 kg.
- (16c) The right to a driving licence is a guarantee of freedom of movement and 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 tests. Decisions on the restriction, suspension, withdrawal or cancellation of driving licences should be taken on an individual basis and should not result in discrimination, in particular on the grounds of age.

- (18) On the grounds of road safety, it is necessary to update the harmonised minimum requirements to be met by the applicant before a driving licence could 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.
- (18a) 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 these systems into theory tests in order to ensure the driver's general knowledge of advantages, limitations and risks associated with automated systems. That knowledge requirement covers, in particular, the field of use of the automated driving systems, the existence of take-over requests by the automated driving systems and remaining obligations of the driver during the activation of automated driving systems.
- (19) 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 control in accordance with national rules of compliance with minimum standards contributes to the free movement of persons, avoid 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 renewal of a driving licence, which could be performed by general practitioners or any other competent medical authority or health sector professional as established within the legislation of each Member State.
- (18b) An adequate eyesight is an essential condition in ensuring physical fitness to drive. As such, all applicants for a driving licence shall undergo an appropriate investigation 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 could 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.
- (19a) For issuing or renewing certain driving licence categories Member States may, instead of requiring a medical examination, require the applicant or holder to provide in writing or by electronic means a self-assessment, which could further be risk-oriented. However, it would be most desirable that Member States include medical examinations at least as part of the first issuing procedure, to exhaustively assess compliance with the conditions set out in Annex III and national legislation.
- (19b) After a licence was issued, a Member States may, instead of requiring a medical examination or self-assessment at renewal, establish a system to ensure that changes in the physical or mental fitness are reacted upon. Acknowledging the diversity in the organisation of the national health systems and the practices with regard to their effective coordination with licencing authorities for issuing and renewal, such a system can take various forms, the main principle being that medical or licencing authorities connect medical conditions of licence holders with the ability and permission to drive. The reaction by medical or licencing authorities could also be based on the assessment of a licence holder's declarations on the basis of a general obligation placed on all 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 restriction, suspension or withdrawal of the driving licence.
- (19c) Member States should also be free to combine such measures in order to increase their efficiency and to apply stricter standards relating to the fitness to drive than the minimum standards set out in this Directive.
- (19d) Recent advancements in medical technology have enhanced road safety by addressing risks associated with driving with specific medical conditions. Innovations like continuous

glucose monitoring (CGM) systems for individuals with diabetes enable effective and real-time management of their condition, reducing driving-related risks. These technologies are rapidly evolving, ensuring better control of medical issues and further improving road safety.

- (19e) 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 Annex III dedicated to obstructive sleep apnoea syndrome, once an adequate number of studies is completed and available to the scientific community. Given the scientific advancement in the treatment of impaired vision, the Commission should also start a review of the provisions of Annex III dedicated to this condition.
- (20) 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 categories C, CE, C1, C1E, D, DE, D1 and D1E should have an administrative validity of five years. Notwithstanding, Member States should be allowed to apply a validity period of 10 years instead of 15 years when 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 defined by this Directive.
- (20a) Refresher courses for experienced drivers can improve road safety by raising awareness and requiring drivers to gain additional experience in new technologies such as advanced driver assistance systems and automated driving systems. In this context, and also in the context of driver training before granting a driving licence, the use of simulators could be useful to improve important driving skills, such as reacting to adverse conditions and emergency scenarios.
- (37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about new technologies, road safety and sustainability. Member States' promotion of lifelong training of drivers, for instance by offering attendance at safe driving courses with feedback, can contribute to more inclusive mobility. That can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, the evolving of mass of vehicle, which improves fuel efficiency and reduces emissions, and speed management.
- (21) 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 made possible to extend the administrative validity of such driving licences for the duration strictly necessary.
- (22) The principle of 'one holder - one licence' should prevent any person of 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 may request the issuance of a physical driving licence instead of, or together with, a mobile driving licence and may display a mobile driving licence on several mobile devices.
- (23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences to all licence holders having acquired normal residence in their territory.
- (24) Drivers who hold a driving licence issued by the Member State where they reside following an exchange with a driving licence issued by a third country should be entitled to drive across the Union as if they had originally obtained the licence within the Union. This right contributes to the free movement of persons within the Union.

- (25) The Commission should be empowered to adopt an implementing decision identifying third countries that ensure a comparable level of road safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. These conditions should be detailed and well-defined to all relevant driving licence categories.
- (26) As regards driving licences issued by third countries that are not the object of such a Commission decision, or for which such a decision does not explicitly authorise nor prohibit the exchange, Member States should be allowed to exchange them in accordance with their national rules, provided that they use the relevant Union code on the exchanged licence. In case the holder of such a 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 licence.
- (26a) The new framework established 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 new rules intend to facilitate the free movement of holders of driving licences in various categories. Given that the driving by nationals of third countries who are employed by or work under an undertaking established in a Member State engaged in road transport within the Union, may 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.
- (27) “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 restriction, suspension, withdrawal or cancellation of the driving licence or the right to drive imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers should not be exempted from requirements imposed on them to recover their right to drive or their driving licence, by changing their residence. At the same time it should be clarified that any conduct from the part of the citizens or lack of physical or mental fitness to drive should only lead to an indefinite ban from driving where it is duly justified. Conditions should be set out for other Member States than the one which has imposed such ban to be able to issue a driving licence to that person, should it be deemed appropriate based on an informed decision, and limited to the territory of the Member States which have not enacted an indefinite ban.
- (28) 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 system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit 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.
- (29) 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 categories C1, C1E and C driving licences in addition to the B category licences, and driving licences issued accordingly should be mutually recognised among those Member States applying that larger scope to the scheme.
- (29a) 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.

- (29aa) The conditions and requirements established in Directive (EU) 2022/2561 for driving a bus in category D and DE from a certain age following professional qualification should be simplified, without compromising road safety.
- (29b) 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 professional drivers' shortage in the Union. The development and support of apprenticeships, traineeships and similar educational offerings in these 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 EU programmes such as Erasmus+.
- (29bb) When taking stock of sources of revenues to facilitate road safety, Member States are recommended to use revenues generated from financial penalties for road-safety-related traffic offences in the scope of Directive (EU) 2015/413 to increase road safety and to ensure transparency on road-safety measures.
- (30) 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 for 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 the 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 could 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. In case sanctions are used, they should be effective, proportionate, dissuasive, non-discriminatory and could include driving disqualifications, as well as specific training for novice drivers in risk awareness, specifically targeted enforcement and campaign efforts. Member States should be allowed to freely implement additional rules in their territory to novice drivers to improve road safety, such as a second probationary period for an additional licence category to take account of the different risks and required skills associated with the new category.
- (30a) 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 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 these generally applied schemes in their national law, to which the scheme of probationary period is a complementary measure targeting the over-representation of novice drivers, mostly young people, in accidents related to drink-driving and drug use.
- (30b) Member States are encouraged to include age-appropriate training on road safety rules and traffic risk awareness as part of their elementary and secondary school curricula, reflecting also the increased popularity of personal mobility devices such as e-bikes and e-scooters. Learning the basic rules at a young age can help prevent 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 practice between Member States and their authorities, including through financial support.

- (31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners, including hazard perception testing, thereby ensuring a more objective evaluation of driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field, including advanced driver assistance systems and automated driving systems, where it becomes necessary.
- (32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or personal ties. The rule that driving licences may only be issued by the Member State of 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 latter take the theoretical or practical test in the Member State of citizenship. That derogation does 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 their mission requires them to live abroad for an extended period of time.
- (33) Member States should assist each other in the implementation of this Directive. To the extent possible they should use the EU driving licence network 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, combat document fraud and driving without authorisation to do so, avoid the issuance of multiple licences and 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 restrictions, suspensions, withdrawals or cancellations of a driving licence or the right to drive, have disappeared. The use of the network for the implementation of other acts of the Union should only be permitted as long as those uses are explicitly provided for by this Directive.
- (35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on a yearly basis 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 accidents of 17 year old motor vehicle drivers (accompanied driving scheme), within the broader data collection on accidents of professional drivers. In view of the preparation for 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 regularly share information among each other and with the Commission on their best practices as regards driver-related road safety measures, for instance risk awareness trainings, novice driver schemes, attention to vulnerable road users, lifelong training, or monitoring of the driver's fitness to drive. Those exchanges may be part of project work (such as European Road Safety Observatory, EU Road Safety Exchange) or regular expert group meetings. Differences in methods, practices and national characteristics between Member States are a valuable source for mutual learning and exchange of best practices.
- (35a) Technological developments and innovations in alternatively powered vehicles, affecting vehicle weight, continue to influence the regulatory framework governing driving licences. Whereas such legislation 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 of 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.

- (36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the minimum standards for examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters governed by these 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-Making⁸. 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.
- (36a) The Commission should establish a dedicated Expert Group on driving licences and related matters, in order to be able to call on a relevant wealth of expertise for the exercise of its empowerment to adopt delegated acts, whenever necessary, and also to facilitate and encourage exchange at the European level between stakeholders and experts of Member States of all matters related to driving licences, the licencing procedures, improving road safety and removing administrative barriers which constrain citizens or enterprises in this context. In particular, the Expert Group should be a place to exchange best practices on age and fitness requirements for driving licence applicants, on the benefits of graduated licencing 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 licences, such as the ones for Non Road Mobile Machinery, and on rules related to training and testing of new drivers.
- (38) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify interoperability features and security measures applicable to the QR codes introduced on physical driving licences; various organisational, operational, data protection and security features of the mobile driving licences; the extension of the period of administrative validity of driving licences across the Union in case of a crisis; the conditions of the exchange of driving licences from third countries for driving licences issued by Member States; as well as interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in that context. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council¹.

1. 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

⁸ OJ L 123, 12.5.2016, p. 1.

Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

- (39) For the sake of consistency, Directive (EU) 2022/2561 of the European Parliament and of the Council⁹, which addresses certain matters covered by this Directive, and Regulation (EU) 2018/1724 should be amended.
- (40) Directive 126/2006/EC and Commission Regulation (EU) No 383/2012¹⁰ should be repealed.
- (41) Since the objectives of this Directive cannot be sufficiently achieved by the Member States as the rules governing the issuance, renewal, replacement and exchange of driving licences would lead to so diverse requirements, that the level of road safety and free movement of citizens harmonized rules provide for, could not be achieved, such objectives are better achieved at Union level by way of laying down minimum requirements. Therefore the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 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.
- (42) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on 25 April 2023.
- (43) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents¹¹, 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. With regard to 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, withdrawal, restriction, suspension and cancelation of driving licences;
 - (d) certain aspects applicable to novice drivers.
- 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, 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

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).

¹⁰ 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).

¹¹ OJ C 369, 17.12.2011, p. 14.

connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or 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 that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive . It may have a physical or a digital format, or both;
- (2) 'physical driving licence' means a driving licence in its physical format;
- (3) 'mobile driving licence' means a driving licence in its digital format;
- (4) 'power-driven vehicle' means any self-propelled vehicle running on a road under its own power, other than a rail-borne vehicle;
- (5) 'two-wheel vehicle' means a vehicle referred to in Article 4(2), point (a), of Regulation (EU) No 168/2013 of the European Parliament and of the Council¹²;
- (6) 'three-wheel vehicle' means a vehicle 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), point (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. This term shall include trolleybuses, that is vehicles connected to an electric conductor and not track-based.
- (11) 'heavy quadricycle' means vehicles as referred to in Article 4(2), point (g), of Regulation (EU) No 168/2013;
- (12) 'Motor caravan' means a special purpose vehicle of category M referred to in Article 4 and Annex I point 5.1 of Regulation (EU) 2018/858.¹³

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 the provisions of this Directive and comply with the Union standard specifications 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 between them as regards the rights and conditions under which that person is authorised to drive, and in duration of validity.

¹² 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).

¹³ NOTE: definition on driving disqualification will be inserted by Directive on driving disqualifications

3. 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. This is without prejudice to the handling of existing licences in case of exchange or replacement in accordance with Article 11 (3) and (4).
4. As from the date 54 months after the date of the adoption of 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 physical format or both formats with the same application. After the issuance of a driving licence in one format, the holder shall continue to have the right to request the other format, including when his or her driving licences has not yet expired.
5. Member States may issue mobile driving licences already 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 after the date stipulated in paragraph 4.

Article 4

Physical driving licences

1. Member States shall issue physical driving licences based on the Union standard specifications laid down in Annex I, Part A1.
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 thereof.

The physical driving licence shall be made secure against forgery 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 without an administrative validity period takes up normal residence in a Member State other than that which issued that driving licence, the host Member State may, as of two years after the date on which the holder has taken up normal residence on its territory, apply the administrative validity periods 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 introduce a storage medium (microchip) as part of the physical driving licence. Where a Member State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip.

When Member States provide for the microchip as part of the physical driving licence, they shall apply technical requirements laid down in Annex I, Part B. Member States may introduce additional security features.

Member States shall inform the Commission in the event of a decision on including a microchip on their physical driving licences, or of any change concerning such a decision, within three months of its adoption. Member States that have already introduced a microchip on their physical driving licences shall inform the Commission accordingly within three months from the date of entry into force of this Directive.
6. Member States may decide to engrave, 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 allow the verification of the authenticity of the information reported on the physical driving licence.

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

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 engraved on physical driving licences. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).

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

8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Parts A, B 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. Member States shall ensure that the electronic retrieval of mobile driving licences is available to persons holding a mobile driving licence issued by them, free of charge. Mobile driving licences shall be issued to the European Digital Identity Wallets as electronic attestations of attributes in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council¹⁴.
3. Member States shall ensure that the mobile driving licences do not contain more data than referred to in Annex I, Part D, and that no personal data other than those necessary for the verification of the driving rights of the holder are processed by the verifier for this purpose.
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 is not retained by the verifier, unless retention is authorised by Union or national law.
5. Member States shall inform the Commission of a list of issuers of mobile driving licences which they shall keep up to date. The Commission shall make these 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 21, to amend Annex I, Part C, where necessary in order to take account of technical, operational or scientific developments.
7. By [date of entry into force + 12 months], the Commission shall adopt implementing acts laying down detailed provisions concerning the visual appearance, interoperability, data and record updating standards, security, and organisational measures for the processing and protection of personal data, testing and the technical and security standards for the exchange and the trusted lists of trusted issuers of mobile driving licences for verifying mobile driving licences, including verification features and the interface with national systems. It shall, to

¹⁴ 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 (OJ L 257, 28.8.2014, p. 73).

the extent possible, take into account the general framework and technical specifications necessary for 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 22(2).

Article 6

Licence categories

1. The driving licence shall authorise the driving of power-driven vehicles in the following categories:

(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 4kW (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 of more than 70 kW;

(iii) Category A:

- motorcycles;
- powered tricycles with a maximum net power exceeding 15 kW;

Motor vehicles in the categories referred to in points (a) and (b) may be combined with a trailer having a maximum authorised mass which does not exceed half the weight of the towing vehicle's unladen mass. Member States may apply additional conditions to the licences they have issued, 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 licence is issued, and that the licence for this category expires when the holder turns 21. Where a Member State decides to do so they shall mark this fact on the driving licence by the use of Union code 60.03.

(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 O1 referred to in Article 4 of Regulation (EU) 2018/858.

Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer of category O2 referred to in Article 4 of Regulation (EU) 2018/858, provided that the maximum authorised mass of this combination does not exceed 4 250 kg. Where such a combination exceeds 3 500 kg, Member States shall, in accordance with the provisions of Annex V, require that this combination only be driven after:

- a training has been completed, or
- a test of skills and behaviour has been passed.

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

Under the condition of such a training or test, or both, in accordance with the provisions of Annex V, and without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may consist of

(aa) a motor caravan with a maximum authorised mass exceeding 3 500 kg but not exceeding 4 250 kg, also in combination with a trailer when the maximum authorised mass of this combination does not exceed 5 000 kg;

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

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

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

(iii) category BE:

- without prejudice to the provisions of type-approval rules for the vehicles concerned, combination of vehicles consisting of a tractor vehicle in category B and a trailer or semi-trailer of categories O1 or O2 referred to in Article 4 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 O1 referred to in Article 4 of Regulation (EU) 2018/858;

- (v) category C1E:
 - without prejudice to the provisions of 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 of over 750 kg provided that the authorised mass of the combination does not exceed 12 000 kg;
 - without prejudice to the provisions of 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 an authorised mass of over 3 500 kg, provided that the authorised mass of the combination does not exceed 12 000 kg;
- (vi) category C:
 - motor vehicles other than those in categories D1 or D, whose maximum authorised mass is over 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 O1 referred to in Article 4 of Regulation (EU) 2018/858.
- (vii) category CE:
 - without prejudice to the provisions of 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 of over 750 kg;
- (viii) category D1:
 - motor vehicles designed and constructed for the carriage of more than 8 and 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 O1 referred to in Article 4 of Regulation (EU) 2018/858;
- (ix) category D1E:
 - without prejudice to the provisions of 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 of over 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 which may be driven with a category D licence may be combined with a trailer of category O1 referred to in Article 4 of Regulation (EU) 2018/858;
- (xi) category DE:
 - without prejudice to the provisions of 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 of over 750 kg.

2. With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities.

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. They shall inform the Commission thereof.

Article 7
Minimum ages

1. The minimum age for issuing a driving licence shall be the following:
 - (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, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. The two years' experience requirement may be waived if the candidate 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;
 - (da) 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;
 - (e) 24 years for categories D and DE;
 - (f) 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;
Notwithstanding this point, for category B1, Member States, after the prior agreement of the Commission, may lower the minimum age down to 15 years for issuing a driving licence limited to their territory, for the vehicles and under the conditions specified in the second subparagraph of Article 6(1) point (c)(i) and 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 two years difference 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 access to the driving of motorcycles for category A can be granted, 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 that Directive, or where the driver drives such vehicles without passengers;
 - (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 that Directive.
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 dedicated to maintaining public safety and order, for example by providing immediate assistance during natural or man-made emergencies,

such as police vehicles, ambulances, civil protection and rescue vehicles, or fire department vehicles;

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

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

Member States may recognise the validity on their territory of driving licences issued to drivers under the minimum ages set out in paragraph 1, except for driving licences issued using a derogation to lower the age stipulated in points (b), (e) and (f) of paragraph 2.

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

Article 8

Conditions and restrictions

1. Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes for conditions not covered by Annex I, Part E, and, where they do so, they shall inform the Commission in a timely manner, along with details of the codes and cases in which they are used, upon the entry into force of this Directive and in case of subsequent additions or modifications of existing codes.

If, due to a physical incapacity, driving is authorised only for certain types of vehicles or for vehicles adapted in order to compensate for such incapacities, 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 disability to have their test carried out in a vehicle adapted for their disability.

2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, 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 for 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) licences issued for categories C1E, CE, D1E or DE shall be valid for combinations of vehicles in category BE;
- (b) licences issued for category CE shall be valid for category DE as long as their holders are entitled to drive vehicles in category D;
- (c) licences issued for category C1E or CE shall be valid for category D1E as long as their holders are entitled to drive vehicles in category D1;
- (ca) licences issued for category CE and DE shall be valid for categories C and C1, and D and D1, respectively;
- (d) licences issued for category CE and DE shall be valid for combinations of vehicles in categories C1E and D1E respectively;
- (da) licences issued for category C1E and D1E shall be valid for categories C1 and D1, respectively;
- (e) licences issued for any category shall be valid for vehicles in category AM. However, for driving licences issued on its territory, a Member State may limit the equivalences

for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM;

- (f) licences issued for category A2 shall also be valid for category A1;
- (g) licences issued for categories A, B, C or D shall be valid for categories A1 and A2; B1; C1; D1, respectively;
- (h) 2 years after a driving licence, granted for category B, was issued for the first time, it shall be valid for driving motor vehicles, including power-driven vehicles dedicated to maintaining public safety and order, for example by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances, civil protection and rescue vehicles, or fire department vehicles, powered wholly or in part by alternative fuels as defined in Article 2 of Council Directive 96/53/EC, and which have been approved under the framework of Regulation (EU) 2018/858, with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg. Under the condition laid down in point (c) (ii) of Article 6(1), 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 this equivalence;
- (ha) 2 years after a driving licence, granted for category BE, was issued for the first time, it shall be valid for driving a combination of a motor vehicle powered wholly or in part by alternative fuels as defined in Article 2 of Council Directive 96/53/EC and which has been approved under the framework of Regulation (EU) 2018/858, with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg as tractor vehicle and a trailer or semi-trailer of categories O1 or O2 referred to in Article 4 of Regulation (EU) 2018/858.

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

- (a) powered tricycles under a licence for category B, for powered tricycles with a power exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old;
- (b) category A1 motorcycles under a 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 not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, except by means of the relevant Union codes specified 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 territory, including the national codes which may have been used before the entry into force of this Directive. The Commission shall make this information available to Member States for the purpose of facilitating the application of this paragraph.

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 driving licence granted for category B, at least two years after such a driving licence was issued for the first time and provided that the vehicles are being used by non-commercial bodies 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 over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time, provided that all of the following conditions are met:

- (i) those vehicles are intended to be used, when stationary, only as an instructional or recreational area;
 - (ii) that they are used by non-commercial bodies for social purposes;
 - (iii) they have been modified so that they may not be used either for the transport of more than nine persons or for the transport of any goods other than those strictly necessary for their purposes;
- (c) vehicles of category B with a maximum authorised mass not exceeding 2 500 kg and a maximum speed technically limited to 45 km/h by drivers below 21 years old holding a driving licence granted for category B1, which was issued subject to the conditions set out in the second subparagraph of Article 6(1), point (c)(i) and, if relevant, Article 7(2) point (b);
- (d) power-driven vehicles dedicated to maintaining public safety and order, for example by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances, civil protection and rescue vehicles, or fire department 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, hold a driving licence granted for category B, completed the training, testing, or both, prescribed under point (c) (ii) of Article 6(1), and are driving solely for the purpose that the emergency vehicle is intended for, including the necessary maintenance and test drives.

Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, points (a) and (b), except by means of relevant national codes.

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

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

5. Member States shall be entitled to authorise to drive vehicles of category D or D1, in their territory, to the holders of driving licence granted for category C, provided that no other persons are transported in the vehicle and the driver is a person executing the roadworthiness test in accordance with Directive 2014/45/EU, or a mechanic of the car-repair shop performing a test ride, both within 5 km radius from the workshop, once the vehicle has been repaired, or maintenance or inspection drive purposes. When leaving the test centre or shop, the holder of the category C driving licence shall be able to prove the purpose of test ride during roadside checks. The Member States shall inform the Commission on any authorisations granted in accordance with this paragraph.

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 theoretical test and who meet the minimum standards of physical and mental fitness for driving, in accordance with the provisions of Annexes II and III;
 - (b) as regards category AM they have passed a theory test only; Member States may require applicants to pass a test of skills and behaviour and apply the provisions of Article 10a for this category.

For three-wheel vehicles and quadricycles within this category, Member States may impose a distinctive 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 on a motorcycle in category A1 or in category A2 respectively, either:
 - (i) passed a test of skills and behaviour only, or
 - (ii) completed a training pursuant to Annex VI;
- (d) they have completed a training or passed a test of skills and behaviour, or completed a training and passed a test of skills and behaviour pursuant to Annex V as regards category B for driving a vehicle combination, motor caravan or emergency 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 licence, 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 case their national legislation allows the driving licence to be also 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 administrative validity period for another category or categories the licence holder is entitled to drive, insofar as this is in conformity with the conditions laid down in this Directive.

The presence of a microchip or QR code pursuant to Article 4(5) and Article 4(6) respectively shall not be a prerequisite for the validity of a driving licence. 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 limit the period of administrative validity of driving licences issued to novice drivers for any category in order to apply specific measures to such drivers, for the purpose of improving their road safety.

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

Member States shall limit the period of administrative validity in accordance with Article 6(1)(c)(i) second subparagraph. In respect of such a category the driving licences shall not be renewable.

Member States may reduce the periods of administrative validity set out in the first subparagraph, points (a) and (b), for driving licences of holders residing on their territory having reached an age of at least 65 years, in order to apply an increased frequency of medical checks, of medical self-assessments or other specific measures, including refresher courses. This reduced period of administrative validity shall only be applied upon renewal of the driving licence.

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

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

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

- (b) normal residence in the territory of the Member State issuing the licence, or evidence that the applicant has been studying there for at least the last preceding six months, at the time they submit their application.¹⁵
5. Without prejudice to national criminal and police laws, Member States may apply to the issuing of driving licences national provisions relating to conditions other than those referred to in this Directive. They shall inform the Commission thereof.
7. No person may hold more than one driving licence. A mobile driving licence may be displayed on several mobile devices.
- A Member State shall refuse to issue a driving licence where it establishes that the applicant already holds a driving licence issued by another Member State.
- Member States shall take the necessary measures for the purpose of applying the preceding subparagraph. The necessary measures as regards the issue, replacement, renewal or exchange of a driving licence shall be to verify with other Member States where there are reasonable grounds to suspect that the applicant is already the holder of another driving licence. To that end, Member States shall use the EU driving licence network referred to in Article 19.
- 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 licence has been issued without those requirements having been met.
8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annexes II, III, V and VI where necessary in order to take account of technical, operational or scientific developments.

Article 10a

Compliance with the minimum standards of physical and mental fitness

1. Before a driving licence is issued to them for the first time, applicants for any driving licence shall undergo a medical examination applying the minimum standards of physical and mental fitness covering all the medical conditions mentioned in Annex III. This applies to the issuance of driving licences in category AM only if so required by the Member States in accordance with Article 10(1), point (b). A medical examination is required when a driving licence for categories C, CE, C1, C1E, D, D1, DE or D1E is applied for, regardless of whether a medical examination was undertaken for another category.
2. Before a driving licence is renewed, holders shall undergo a medical examination covering all the medical conditions mentioned in Annex III. This applies to the renewal of driving licences in category AM only if so required by the Member States in accordance with Article 10(1), point (b).
3. Notwithstanding paragraphs 1 and 2, and to the extent not otherwise provided by Annex III, such as in case of the appropriate investigation of eyesight checks in accordance with Annex III, point 6, Member States may, for categories AM, A, A1, A2, B, B1 and BE, instead of requiring a medical examination, apply one or both of these alternative measures:
 - a) require the applicant or holder to fill in a self-assessment form covering all the medical conditions mentioned in Annex III when issuing or renewing a driving licence; or
 - b) establish a national system of assessment of fitness to drive to ensure that significant changes in the physical or mental fitness are reacted upon in order to comply with the

¹⁵ NOTE : text shifted to new Article 10b.

minimum standards of physical and mental fitness set out in Annex III, after the licence has been issued to the applicant after a medical examination or self-assessment.

4. Member States may lay down the consequences for non-compliance with the requirement to fill in a self-assessment or for knowingly providing information in the self-assessment that is incorrect or incomplete, or failing to meet any requirement established in accordance with paragraph 3, point (b).
5. Member States may organise the alternative measure under paragraph 3, point (b), in such a way that it allows a monitoring of the fitness to drive during renewal periods.
6. If, on the basis of information acquired under the different alternative measures set out in paragraph 3, it becomes apparent that the applicant or holder is likely to have one or more of the medical conditions mentioned in Annex III, Member States shall ensure that the applicant or holder undergoes a medical examination prior to obtaining or renewing a 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.
In case Member States adopt guidelines for medical practitioners to help identify 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 all other Member States.
In case Member States develop public awareness campaigns to inform citizens about mental or physical health conditions that may impair a person's fitness to drive, they shall inform the Commission thereof. The Commission shall make the information available to all 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 10b

Extension of validity in case of crisis

1. In case of a crisis Member 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 reasoned 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 whose period of administrative validity has been extended under this Article.
3. Where a crisis affects several Member States, the Commission may adopt 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 may not exceed six months and may be renewed where the crisis persists. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(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 referred to in the third paragraph, or has taken appropriate national measures to mitigate the crises' impact, that Member State may decide not to apply the extension introduced by the implementing act referred to in the third paragraph, after first informing the Commission. The Commission shall inform the other Member States thereof and publish a notice in the Official Journal of the European Union.

5. For the purposes of this Article, a 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, with significant direct or indirect impacts on the area of road transport and that 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.

Article 11

Exchange and replacement of driving licences issued by Member States

1. Where the holder of a valid driving licence issued by a Member State has taken up normal residence in another Member State, he or she may request that his or her driving licence be exchanged for an equivalent licence. The Member State performing the exchange shall check for which category the licence submitted is in fact still valid.
2. Subject to observance of the principle of territoriality of criminal and police laws, the Member State of normal residence may apply its national provisions on the restriction, suspension, withdrawal or cancellation of the right to drive to the holder of a driving licence issued by another Member State and, if necessary, exchange the licence for that purpose.
3. The Member State performing the exchange of a physical driving licence shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.

The Member State performing the exchange of a mobile driving licence shall inform the authorities of the Member State of issuance and give the reasons for doing so; the latter shall ensure that the previous mobile licence can no longer be displayed through the electronic device used for this purpose by the holder. The Member States shall use the EU driving licence network referred to in Article 19(1) for communication purposes.
4. A replacement for a physical driving licence which has been damaged, lost or stolen, and a replacement of a physical or mobile driving licence of which a fraudulent use was made, may only be obtained from the competent authorities of the Member State in which the holder has his or her normal residence. Those authorities shall provide the replacement on the basis of the information in their possession or, where appropriate, proof from the competent authorities of the Member State which issued the original licence. In case a driving licence was replaced by a Member State other than the one that issued it and the replaced driving licence is still in the possession of, or can be displayed by, the holder, the procedures set out in paragraph 3 shall apply.

Article 11a

Accrediting 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 competent authorities are able to verify the validity of the driving rights of the holder, in particular during road-side checks. To that end, the Member State shall provide the necessary information about the replacement or exchange without delay in the EU driving licence network referred to in Article 19 in case the duration of the exchange or replacement procedure makes it necessary. In such cases, the Member State shall provide the holder of the licence concerned with a document indicating that a request for the replacement or exchange of their driving licence has been made.

Article 12

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 that has taken up normal residence in its territory, that Member State shall exchange the driving licence in accordance with the provisions of this Article.
2. Where a Member State exchanges a driving licence issued by a third country that has not been the object of an implementing decision referred to in paragraph 7, such exchange shall be recorded on the driving licence issued by that member State by way of marking the relevant code from Annex I, Part E, as shall any subsequent renewal or replacement. If the holder of that licence transfers his or her normal residence to another Member State, the latter need not apply the principle of mutual recognition set out in Article 3(6). Member States shall apply, for such exchanges, the provisions of their national legislation, 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 object of an implementing decision referred to in paragraph 7, such exchange shall be recorded on the driving licence issued by the Member State concerned using the relevant code from 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 decision.
4. Where a driving licence issued by a Member State was exchanged for a driving licence issued by 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 driving licence for a driving licence issued by them, 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 he or she acquired the right to drive in a third country, the following rules shall apply:

 - (a) if the driving licence was issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, paragraph 3 shall apply;
 - (b) in the absence of such implementing decision, paragraph 2 shall apply.
5. The exchanges referred to in paragraphs 2, 3 and 4 shall only occur if the driving licence issued by the third country has been surrendered to the competent authorities of the Member State making the exchange.
6. The Commission may identify that a third country has a road transport framework guaranteeing, wholly or partially, a level of road safety that is comparable to the Union one, which allows for the driving licences issued by this third country to be exchanged in accordance with paragraph 3, if necessary after complying with certain pre-defined conditions.

Where the Commission identifies such a third country, it may assess the third country's road transport framework in cooperation with the Member States. Member States shall provide their opinion on the road transport framework in place in the identified third country within the period set by the Commission. That period shall be at least six 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 licence;

- (b) whether the third country issues mobile driving licences and if so, the applicable technical and structural details for operating the system;
- (c) the extent to which there are forged driving licences in circulation and what measures are taken to prevent 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 legal framework and practice in exchanging driving licences of the EU member states.

7. The Commission may, after conducting the assessment referred to in paragraph 6 and by means of implementing decisions, 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 the Union one for the driving licences issued by that third country to be exchanged in accordance with paragraph 3. The implementing decision shall contain at least:

- (a) the driving licence categories referred to in Article 6, regarding which an exchange may be made in accordance with paragraph 3;
- (b) the dates of issuance of the third country driving licences from 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 the applicant has to comply with to demonstrate compliance with the medical standards laid down in Annex III, prior to the exchange.

Where the driving licence of the applicant does not allow compliance with the second subparagraph, points (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 that the implementing decision may contain 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 decisions shall be adopted in accordance with the examination procedure referred to in Article 22(2).

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

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 object of an implementing decision in accordance with paragraph 7, and shall also publish accordingly any relevant changes made in accordance with paragraph 8.

10. To support the integration of foreign professional drivers in the internal market, 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 13

Effects of a restriction, suspension, withdrawal or cancellation of the right to drive or driving licence

1. A Member State shall refuse to issue a driving licence to an applicant whose driving licence is restricted, suspended, withdrawn or cancelled 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 driving licence or right to drive is restricted, suspended, withdrawn or cancelled in the former Member State's territory.
3. A driving licence or the right to drive shall be considered as restricted, suspended, withdrawn, or cancelled for the purposes of this Article as long as the person concerned is yet to fulfil any conditions, imposed by a Member State, with which he or she must comply with in order to be able to recover his or her right to drive or driving licence or to be able to apply for a new one.

Member States shall ensure that any conditions they impose in order for the holder to be able to recover his or her right to drive or driving licence or to be able to apply for a new one are proportionate, non-discriminatory to holders of driving licences issued by any other Member State and that they do not, by themselves, lead to an indefinite refusal to issue a driving licence or to recognise a driving licence issued by another Member State.
4. Where this is justified on the basis of a person's conduct or physical or mental fitness, Member States may ban that person from driving in their territory indefinitely without providing him or her the possibility to recover his or her right to drive or driving licence or to apply for a new one.

By way of derogation from paragraph 1 another Member States may, after consulting with the Member State imposing the indefinite driving ban referred to in this paragraph, issue a driving licence to such a person. However, the latter Member State may refuse to recognise the validity of any driving licence, issued by another Member State, in its respective territory indefinitely.

Article 14

Accompanied driving scheme

1. By way of derogation from Article 7(1), point (b), Member States shall issue driving licences, in accordance with Article 10(1), for category B marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.
- 1a. By way of derogation from Article 7(1), points (b) and (d), respectively, Member States may, for driving on their territory, issue driving licences for category C1, C1E or C, in accordance with Article 10(1), provided the driver holds a Certificate of Professional Competence awarded in accordance with Article 6 of Directive (EU) 2022/2561, marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years. Licences issued in accordance with the first subparagraph shall be mutually recognised by the Member States that issue such licences.
2. Holders of a driving licence marked with the Union code 98.02 who have not reached the age of 18 years shall only drive when accompanied by a person, in the front passenger seat, who is able to provide guidance during the driving. The accompanying person shall comply with the rules on driving under the influence of alcohol or drugs. The accompanying person shall meet the following conditions:
 - (a) has a minimum age of 24 years;
 - (b) holds an EU driving licence of the relevant category issued more than five years ago;
 - (c) has not been subject to a driving disqualification in the Member State of issuance over the last five years.

A Member State other than the Member State of issuance may provide for executing a driving disqualification within its territory, following an offence committed on its territory, which may imply the lack of aptitude to act as an accompanying person.

3. Member States may require the identification of the accompanying persons referred to in the paragraph 2 in order to ensure compliance with this Article. Member States may limit the number of possible accompanying persons. Member States may on their territory apply additional conditions, which shall be proportionate and suitable to achieve the aims of the accompanied driving scheme, to be fulfilled by the person accompanying the holder of a driving licence issued by them. They shall inform the Commission thereof. The Commission shall make this information available to the public.

Concerning the accompanying person of holders of driving licences of category C, C1E or C1, the requirements referred to in the first subparagraph may include in particular:

- (a)** the requirement that the accompanying person has the relevant qualification and training provided by Directive (EU) 2022/2561; or
- (b)** the requirement that the accompanying person has undergone a dedicated training course of 7 hours, which may be raised to 14 hours, to learn the necessary professional and pedagogical skills, as part of their periodic CPC training.

- 3a. The accompanied driving scheme does not restrict Member States' existing options to lower the minimum age for category B as set in Article 7(2) of this Directive and to apply related conditions at national level.

4. Member States may apply additional conditions for the issuance of a driving licence marked with the Union code 98.02 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 15

Probationary period

1. A holder of a driving licence issued after the passing of a driving test required under point (a) of Article 10(1) shall be considered a novice driver and shall be subject to a probationary period. If the holder of the driving license already has a valid driving license for another category, the probationary period shall in principle only include what may remain of the probationary period for the existing driving license. However, for drivers having a driving licence of category AM only, obtaining a new category shall generate a new probationary period, and Member States may introduce an additional or supplementary probationary period for other categories of driving licences issued by them, in particular to take account of the different risks and required skills associated with the new category.
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.
2. Member States shall lay down stricter rules or sanctions, or both, for driving under the influence of alcohol for novice drivers than for experienced drivers and take all measures necessary to ensure that they are implemented. In case Member State decide to lay down sanctions, those sanctions shall be effective, proportionate, dissuasive and non-discriminatory. 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 relating to the compulsory use of safety belts and child-restraint systems in vehicles.

- 2a. Nothing in this Article shall prevent Member States from introducing into their national legislation zero tolerance provisions banning the prior consumption of alcohol or drugs for all drivers. In case Member States introduce such provisions into their national legislation, they shall take all the necessary measures to align such legislation with the measures taken under paragraph 2.
- 3. Member States may establish additional rules applicable on their territory to novice drivers to improve road safety. They shall inform the Commission thereof.
- 3a. If a competent authority of the Member State of normal residence decides to prolong a probationary period on account of any unlawful conduct, it shall ensure that the new period is recorded on the driving licence.
- 4. Member States shall mark driving licences issued during a probationary period with the Union code 98.01 specified in Annex I, Part E.

Article 16

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.
- 2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex IV where necessary in order to take account of technical, operational or scientific developments.

Article 17

Normal residence

- 1. For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in the latest 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 he or she is living. However, the normal residence of a person whose occupational ties are in a different place from his or her 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 his or her personal ties, provided that such person returns there regularly. This last condition need not be met where the person 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 imply transfer of normal residence.
- 2. For the purposes of Article 10(3), point (b) and Article 11(4), the normal residence of the staff of diplomatic services of the Union or 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 States that issued the driving licences that are being renewed or replaced.
For the purposes of this Article “diplomatic services of the Union” shall include officials from relevant departments of the General Secretariat of the Council and of the Commission, as well as staff seconded from national diplomatic services of the Member States 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 EU.

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 that originally issued it.
4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence of category B, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may have his or her driving licence issued by the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical or practical tests in one of the official EU languages of the Member State of citizenship or with an interpreter.
In accordance with Regulation (EU) 2018/1724 of the European Parliament and of the Council¹⁶, Member States and the Commission shall give users access to information on the languages for which translation or interpretation of theoretical and practical tests is being provided in each Member State.

Article 18

Equivalences between non-Union standard model licences

1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945¹⁷ between entitlements obtained 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 in any way qualified by the provisions of this Directive.

Article 19

Mutual assistance

1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the licences they have issued, exchanged, replaced, renewed, restricted, suspended, withdrawn, cancelled or revoked, on the driving disqualifications they have imposed or, where relevant, plan to enact and 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 set up for those purposes.
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 road-side checks, investigations or as part of anti-forgery measures;
 - (b) to facilitate investigations in accordance with Directive (EU) 2015/413 of the European Parliament and of the Council¹⁸;

¹⁶ 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 (OJ L 295, 21.11.2018, p. 1).

¹⁷ Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences between categories of driving licences (OJ L 302, 9.11.2016, p. 62).

¹⁸ 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).

- (d) to enforce Directive (EU) 2022/2561 and to verify the validity and authenticity of a driving licence when enforcing Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014.
3. Access to the network shall be secured. The network shall provide for both synchronous (real time) and asynchronous exchange of information, and for the sending and receiving of secured messages, notifications and attachments.
Member States shall take all necessary steps to ensure that the information exchanged through the network is up-to-date.
Member States may grant access for the 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 the seamless interoperability between the applications and verification features referred to in Annex I, Part C.
5. In order to ensure interoperability between national systems connected to the EU driving licence network, the protection of personal data exchanged in this context and the adequate serving of all functionalities under this Directive, other acts of the Union and national legislation, 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 22(2).
6. Member States may cooperate in the enforcement of any partial restriction, suspension, withdrawal or cancellation of the right to drive or a driving licence, in particular where the respective 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 20

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. The data shall be provided separately for mobile driving licences and physical driving licences.
2. By [entry into force + 4 years], and every five years thereafter, as contribution to the preparation of the Commission's report referred to in Article 20a, Member States shall provide the Commission with statistics on road accidents in which a person is killed or injured, involving drivers in professional occupation, in particular drivers of 17 years of age (accompanied driving).
3. Member States may regularly share data with the Commission on national provisions on the handling of Non-Road Mobile Machinery and on related road safety considerations, and provide information when concerns related to the free movement of workers were observed.

Article 20a

Review and reporting by the Commission

1. 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. As part of the report, the Commission shall assess:
- (a) the Directive's impact on road safety, in particular:
- (i) any impact resulting from the equivalences granted under Article 9(2) (h) and (ha);
 - (ii) any impact resulting from the granting of equivalences under Article 9(4);

- (b) the effects of the implementation of the accompanied driving scheme for professional driving licence categories on road safety and on the shortage of drivers, based on the reports received from the Member States in accordance with Article 20(2).

The report shall be accompanied, if appropriate, by a proposal to the European Parliament and the Council for further revision of this Directive.

2. As a part of the report referred to in paragraph 1, the Commission shall assess new technologies of alternatively fuelled vehicle affecting the weight of those vehicles. To this end, the Commission shall use information collected in accordance with Article 7 of Regulation (EU) 2019/631 setting CO₂ emission performance standards for new passenger cars and for new light commercial vehicles, and may request additional information from vehicle manufacturers on the possible impact of such new technological developments on the weight of vehicles, to support its assessment. Vehicle manufacturers shall provide such data within a reasonable timeframe and in compliance with applicable Union law.
3. Without prejudice to paragraphs 1 and 2, 12 months after the date of entry into force of this Directive or immediately after the adoption of the implementing act as referred to in Article 5(7), whichever is earlier, the Commission shall assess the feasibility of moving the date stipulated in Article 3(4) forward, and provide a report on the findings. Member States may provide the Commission with information they deem relevant for the purpose of this assessment, which shall take into account the information provided in this context. The report may be accompanied, if appropriate, by a proposal to the European Parliament and the Council for a revision of this Directive.

Article 21

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(8) and Article 16(2) shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no 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(8) and Article 16(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(8) and Article 16(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.

Article 22

Committee procedure

1. The Commission shall be assisted by the committee on driving licences. That 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 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 23

Amendments to Directive (EU) 2022/2561

1. In Article 5(2) of Directive (EU) 2022/2561, the following point (c) is added:
‘(c) from the age of 17, a vehicle in licence category C1, C1E or C, provided they hold a CPC as referred to in Article 6(1) and only under the conditions laid down in Article 14(1a) and (2) of Directive [REFERENCE-TO-THIS-DIRECTIVE].’;
2. In Article 5, 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 and 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). In case they require attendance of periodic training courses on road-safety-related subjects before the drivers concerned turn 23 to deepen and confirm their competence in those subjects, this 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 categories D1 and D1 + E to drive such vehicles within its territory from the age of 18, provided that they hold a CPC as referred to in Article 6(1).
Any Member State may authorise drivers of vehicles in categories D and D+E to drive such vehicles within its territory from the age of 20, provided that they hold 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.’

Article 24

Amendments to Regulation (EU) 2018/1724

In Annex II of Regulation (EU) 2018/1724, is amended as follows:

- (a) in the second column, belonging to the row ‘Moving’, the following cell is added: ‘Acquiring and renewing a driving licence’;
- (b) in the third column, belonging to the row ‘Moving’, the following cell is added: ‘Issuance, exchange and replacement of EU driving licences’.

Article 25

Transposition

1. Without prejudice to paragraph 1a, Member States shall adopt and publish, by [date of entry into force + 3 years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions, and subsequent changes to them.
Without prejudice to paragraph 1a, they shall apply those provisions as from [date-of-entry into force + 4 years].
When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official publication. Member States shall determine how such reference is to be made.
- 1a. Member States shall adopt and publish, by [date of adoption + 2 years] at the latest, the laws, regulations and administrative provisions necessary to comply with points (h) and (ha) of Article 9(2) of this Directive, and shall apply those provisions from [date of adoption + 2 years]. Member States shall adopt and publish, by [date of adoption + 3 years] at the latest, the laws, regulations and administrative provisions necessary to comply with Article 14 of this Directive, and shall apply those provisions from [date of adoption + 3 years].
2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.

Article 26

Repeal

1. Directive 2006/126/EC is repealed with effect from [date of entry into force + 4 years], except for point (c) of its Article 6(3), which is repealed with effect from [date of entry into force + 2 years].
References made to Directive 2006/126/EC shall be construed as references to this Directive and be read in accordance with the correlation table in Annex VII.
2. Regulation (EU) No 383/2012 is repealed with effect from [date of entry into force + 4 years].
3. References made Regulation (EU) No 383/2012 shall be construed as references to Annex I, Part B, to this Directive, and be read in accordance with the correlation table in Annex VII.

Article 27

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 28

Addressees

This Directive is addressed to the Member States.

Done at

ANNEX I

PROVISIONS CONCERNING DRIVING LICENCES ISSUED BY MEMBER STATES

PART A1: GENERAL SPECIFICATIONS FOR THE PHYSICAL DRIVING LICENCE

The physical characteristics of the card of the Union model driving licence shall be in accordance with ISO 7810 and ISO 7816-1.

The card shall be made of polycarbonate.

Methods for testing the characteristics of driving licences for the purpose of confirming their compliance with the international standards shall be in accordance with ISO 10373.

The licence shall have two sides and comply with the model in figure 1.

Side 1

Side 2

Figure 1: Model of the EU driving licence

The licence shall contain the information specified in Part D as follows:

Side 1 shall contain:

- the words ‘Driving Licence’ printed in large type in the language or languages of the Member State issuing the licence;
- the name of the Member State issuing the licence (optional);
- the distinguishing sign of the Member State issuing the licence, printed in negative in a blue rectangle and encircled by 12 yellow stars, as laid down in Part D, point 1;
- information specific to the licence issued (fields 1 to 9), as laid down in Part D, point 3;
- the words ‘European Union model’ in the language(s) of the Member State issuing the licence and the words ‘Driving Licence’ in the other languages of the European Union, printed in pink to form the background of the licence, as laid down in Part D, point 2.

Side 2 shall contain:

- information specific to the categories of the licence issued (fields 9 to 12), as laid down in Part D, point 4;
- information specific to the administration of the licence (fields 13 and 14), as laid down in of Part D, point 5;
- an explanation of the following numbered fields which appear on sides 1 and 2 of the 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 licence using one of the aforementioned languages, without prejudice to the other provisions of this Annex.

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

The colour references shall be as follows:

- blue: Pantone Reflex Blue;
- yellow: Pantone Yellow.

Special provisions

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

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

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

- Information contained in the front and reverse side of the card shall be legible with the eye, 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

The threats to the physical security of driving licences are:

- production of false cards: creating a new object which bears great resemblance to the document, either by making it from scratch or by copying an original document;
- material alteration: changing a property of an original document, for instance modifying some of the data printed on the document.

The overall security shall lie in the system in its entirety, consisting of the application process, the transmission of data, the card body material, the printing technique, a minimum set of different security features and the personalisation process.

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

- card bodies shall be UV dull;
- a security background pattern designed to be resistant to counterfeit 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 (CMYK), shall contain complex pattern designs in a minimum of two special colours and shall include micro lettering;

- optical variable elements providing adequate protection against copying and tampering of the photograph;
- laser engraving;
- in the area of the photograph the security design background and photograph shall overlap on at least its border (weakening pattern).

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):

- colour-shifting inks*;
- thermochromic ink*;
- custom holograms*;
- variable laser images*;
- ultraviolet fluorescent ink, visible and transparent;
- iridescent printing;
- digital watermark in the background;
- infrared or phosphorescent pigments;
- tactile characters, symbols or patterns*.

Member States may introduce additional security features. As a basis, the techniques indicated with an asterisk shall be preferred as they enable the law enforcement officers to check the validity of the card without any special means.

PART B: SPECIFICATIONS FOR THE MICROCHIP INTRODUCED AS PART OF THE PHYSICAL DRIVING LICENCE

The microchip and the data contained in the microchip, including additional information provided for by the national laws related to driving licences, shall comply with the provisions of Part B1.

The list of applicable standards for driving licences which include a microchip is set out in Part B2. Driving licences which include a microchip shall be subject to an EU type-approval procedure in accordance with the provisions laid down in Part B3.

Where all relevant provisions of the EU type-approval have been met with respect to a driving licence which includes a microchip in accordance with paragraphs 1 to 3, Member States shall issue an EU type-approval certificate to the manufacturer or its representative.

Where necessary, in particular to ensure that the provisions of this Part are complied with, a Member State may withdraw an EU type-approval that it has issued.

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

The Commission shall be informed of all issued or withdrawn EU type-approval certificates. In case of a withdrawal a detailed reason shall be provided.

The Commission shall inform the Member States of any withdrawal of an EU-type approval.

EU type-approval certificates issued by Member States shall be mutually recognised.

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 Annex I, that Member State shall communicate this to the Commission. The relevant EU type-approval certificate number connected to those driving licences as well as a description of the non-compliance shall be indicated.

The Commission shall without undue delay inform all other Member States on the facts communicated to it under this paragraph.

The Member State which issued those driving licences shall investigate the problem without delay and take appropriate corrective action, including withdrawal of the EU type-approval certificate where necessary.

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:
the specifications for the microchip and the logical data structure on the microchip;
the specifications for harmonised and additional data to be stored;
the specifications relating to data protection mechanisms for the digitally stored data on the microchip.

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 Standard Organisation
LDS	Logical Data Structure
PICC	Proximity Integrated Circuit Card
PIX	Proprietary Application Identifier Extension
RID	Registered Application Identifier
SOd	Document Security Object

DATA STORED ON THE MICROCHIP

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 be stored in the microchip.

Additional data

Member States may store additional data on the microchip which their national laws related to driving licences provide for. They shall inform the Commission thereof.

MICROCHIP

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.

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 Application Identifier (AID) as specified in part B2, item 2.

EU Driving Licence Application

Mandatory and optional driving licence data, as referred to in Annex I, part D, shall be stored in the dedicated EU Driving Licence application. The AID for the EU 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 EU 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 EU Driving Licence application, and shall be protected in accordance with part B2, item 3.

Other Applications

Other additional data shall be stored in one or more dedicated applications apart from the EU Driving Licence Application. Each such application shall be identified by a unique AID.

LOGICAL DATA STRUCTURE OF THE EU DRIVING LICENCE APPLICATION FOR MICROCHIPS

Logical Data Structure

Driving Licence Data shall be stored on the microchip in a Logical Data Structure (LDS) 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 EU Driving Licence Application shall be identified with the Elementary File Identifiers (EFIDs) and Short EF identifiers as specified in part B2, item 5.

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 printed on the document, except face image and signature image;

DG 5: image of the licence holder’s signature;

DG 6: image of the licence holder’s face.

DG 1 data shall be structured as specified in point 6 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.

Additional Data Groups

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

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

DG 3: details on issuing authority;

DG 4: portrait image;

DG 7: biometric data regarding fingerprint of the licence holder;

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

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

DATA SECURITY MECHANISMS

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

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

Authenticity Verification

Mandatory Passive Authentication

All DGs stored in the EU 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.

Optional Active Authentication

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

Access Restriction

Mandatory Basic Access Protection

The Basic Access Protection mechanism (BAP) shall be applied for all data in the EU Driving Licence application. In the interest of interoperability with existing systems such as that 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 chip is generated from the one-line MRZ, which can be entered either manually or 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.

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.

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 of ISO standard 18013_3.

DATA PRESENTATION

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
				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 licence (ddmmyyyy)	n8	M
				5F 0B	4	Date of expiry of the 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

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
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where:

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

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;

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;

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 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 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 10373 series	Part B3, point 3.

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

GENERAL PROVISIONS

Manufacturers applying for an EU 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 software, shall be subject to a prior notification to the authority which granted type-approval. The authority may require further information and tests before accepting the modification.

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

SECURITY CERTIFICATE

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

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

FUNCTIONAL CERTIFICATE

A functional evaluation of driving licences including a microchip shall be laboratory- tested in accordance with the criteria specified in part B2, item 14.

Member States implementing a microchip on 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 where all of the following conditions are met:

- there is a valid security certificate for the microchip;
- compliance with requirements of part B2 has been demonstrated;
- 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.

EU TYPE-APPROVAL CERTIFICATE

Model certificate

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

Numbering system

The EU type-approval numbering system shall consist of:

- the letter ‘e’ followed by a distinguishing number for the Member State which has granted the EU 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 the Czech Republic;
- 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;

- the letters DL preceded by a hyphen and followed by the two figures indicating the sequence number assigned to this Annex or latest major technical amendment to this Annex. The sequence number for this Annex is 00;
- a unique identification number of the EU type-approval attributed by the issuing Member State.

Example of the EU 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 EU type-approval certificate concerning driving licences which include a microchip

Name of the competent authority: ...

Notification concerning (*):

— approval ☐

— withdrawal of approval ☐

of an EU 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

In accordance with Regulation (EU) 910/2014, European Digital Identity Wallets shall provide to authorised persons at least the following features:

- retrieval and storage of data allowing to prove the driving rights of a person;
- display and transfer of this data

The mobile driving licences and other relevant systems shall comply with the ISO/IEC 18013-5 standard on mobile driving licences and Regulation (EU) 910/2014.

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

The Member States shall allow the holder of the driving licence to retrieve a mobile driving licence to their 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.

The European Digital Identity Wallets shall allow the holder of the 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 the mobile driving licences in order to be able to ascertain the driving rights of the holder of the driving licence (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 when it has expired or when it has been revoked. Where a Member decides to revoke a mobile driving licence, it shall enter information about this decision into a revocation list managed by that Member State, or make it accessible to other Member States for the purpose of verification in a different way, free of charge and in an operable manner. A Member State, other than the one issuing a driving licence, imposing a driving disqualification shall immediately notify the Member State which issued the driving licence.

PART D: DATA TO BE INTRODUCED IN THE EU DRIVING LICENCE

The distinguishing signs of the Member States issuing the licence shall be as follows:

B : Belgium
BG : Bulgaria
CZ : Czech Republic
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

The words “driving licence” to be printed on the driving licences in the language(s) of the Member States shall be the following ones:

Свидетелство за управление на МПС
Permiso de Conducción
Řidičský průkaz
Kørekort
Führerschein
Juhiluba
Άδεια Οδήγησης
Driving Licence
Permis de conduire
Ceadúas Tiomána
Vozačka dozvola
Patente di guida
Vadītāja apliecība
Vairuotojo pažymėjimas
Vezetői engedély
Ličenzja tas-Sewqan

Rijbewijs
Prawo Jazdy
Carta de Condução
Permis de conduire
Vodičský preukaz
Vozniško dovoljenje
Ajokortti
Körkort;

Information specific to the 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 licence
4b	date of expiry of the licence
4c	the name of the issuing authority
4d	a different number from the one under field 5, for administrative purposes (optional)
5	number of the licence
6	photograph of the holder
7	signature of the holder
8	permanent place of residence, or postal address (optional)
9	category of vehicle(s) the holder is entitled to drive (national categories shall be printed, or, in the case of mobile driving licences, displayed in a different type from harmonised categories)

Information specific to the categories of the licence issued shall be as follows:

Field	Information
9	category of vehicle(s) the holder is entitled to drive (national categories shall be printed, or, in the case of mobile driving licences, displayed in a different type from harmonised categories)
10	date of first issue of each category, except if not available (this date must be repeated on the new 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 licence is issued, it may be printed under fields 9, 10 and 11.

Information specific to the administration of the licence issued shall be as follows:

Field	Information
13	a possible entry by the host Member State of information essential for administering the licence when implementing paragraph (4)(a) of part A1;
14	a possible entry by the Member State which issues the licence of information essential for administering the licence or related to road safety

	(optional); this information may in particular include any partial restriction, suspension, withdrawal or cancellation of the right to drive or the 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 road safety may also be added in this field; such addition shall not alter in any way the use of the model as a driving licence.
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PART E: UNION AND NATIONAL CODES

Codes 01 to 99 shall be harmonised European Union codes

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

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 ¹⁹ (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

¹⁹ This force indicates the driver's capability for operating the system.

	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
	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 service brake, accelerator 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 and the accelerator and braking mechanisms
40		Modified steering
	40.01.	Steering with maximum operation force of ... N ¹ (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
	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.

¹ This force indicates the driver's capability for operating the system.

	44.09.	Maximum operation force of front wheel brake ... N ² (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
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		

LIMITED USE CODES

60		Optional equivalences (sub-code use obligatory)
	60.01.	The holder of B licence of at least 21 years may drive powered tricycles exceeding 15 kW
	60.02.	The holder of B licence may drive category A1 motorcycles
	60.03.	The holder of B1 licence may only drive vehicles with a maximum mass not exceeding 2 500 kg and a maximum speed technically limited to 45 km/h
61		Limited to day time journeys (for example: one hour after sunrise and one hour before sunset)
62		Limited to journeys within a radius of ... km from holder's place of residence or only inside city/region
63		Driving without passengers
64		Limited to journeys with a speed not greater than ... 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

² This force indicates the driver's capability for operating the system.

³ This force indicates the driver's capability for operating the system.

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)')

ADMINISTRATIVE MATTERS

70		Exchange of licence No ... issued by ... (EU/UN distinguishing sign in the case of a third country; for example '70.0123456789.NL')
71		Duplicate of licence No ... (EU/UN distinguishing sign in the case of a third country; for example '71.987654321.HR')
72		Exchange of licence No ... issued by ... (UN distinguishing sign third country subject to implementing decision under Article 12(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 sub-code, for the application of Article 18 of this Directive
	79.01.	Restricted to two-wheel vehicles with or without 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 of a driving licence for a category A vehicle of the powered tricycle type not having reached the age of 24 years
81		Restricted to holders of a driving licence for a category A vehicle of the two-wheel motorcycle type not having reached the age of 21 years
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 licence where the maximum authorised mass exceeds 3500 kg, but does not exceed 5000 kg, including the weight of a trailer if used as a vehicle combination

96.02		Motor caravan with a category B licence where the maximum authorised mass exceeds 3500 kg, but does not exceed 4250 kg, or combined with a trailer does not exceed 5000 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 of the European Parliament and of the Council ⁴ .
98		Codes used for the purposes of Articles 14 and 15 (sub-code use obligatory)
	98.01	The driver is considered a novice driver and is subject to the conditions for the probationary period. In case the 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 he or she 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 which issued the driving licence.

⁴ 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 060 28.2.2014, p. 1).

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 theory test;
- 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.

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 licence in one category who has passed a theory test for a licence in a different category may be exempt 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 (e) of point 2, in case the applicant has completed a certified first aid practical training, including 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:
 - importance of alertness and of attitude towards other road users, including micro mobility users;
 - general perception, including hazard perception, judgement and decision-taking, especially reaction time, as well as changes in driving behaviour due to the influence of alcohol, drugs and medicinal products, state of mind and fatigue;
 - impacts on the risk of distraction due to the use of GSM or other electronic devices while driving and safety consequences;
- (c) the road:
 - 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;
 - driving risk factors related to various road conditions including perception and anticipation of hazards, in particular as they change with the weather and the time of day or night;
 - characteristics of various types of road and the related statutory requirements;
 - 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;
 - detection of blind spots;
- (d) other road users:

- specific risk factors related to the lack of experience of other road users, especially on vulnerable road users that enjoy a lesser degree of protection in traffic compared to users of motor vehicles such as cars, buses and lorries 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 and orientation.
- risks involved in the movement, interaction with and driving of various types of vehicles that differ with regard to their weight, their dimensions and the field of view of their drivers, including vehicles with advanced driver assistance systems and automated driving systems;
- proper and timely use of direction indicators;
- (e) general rules and regulations and other matters:
 - rules concerning the administrative documents required for the use of vehicles;
 - 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 he can take to assist road accident victims where necessary, including basic knowledge of first aid, in particular cardiopulmonary resuscitation;
 - safety factors relating to the vehicle, the load and persons carried;
 - 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 this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility users;
- (g) mechanical aspects with a bearing on 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 ;
- (ha) charging of electrical vehicles;
- (i) rules and aspects regarding vehicle use in relation to the environment, including as regards electrical vehicles: appropriate use of audible warning devices, moderate fuel/energy consumption, limitation of emissions (greenhouse gas emissions, air pollutants, noise and microparticles from tyre, brake and road wear etc.);
- (j) 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 existence of take-over requests generated by the systems, and remaining obligations of the driver during the systems' activation.

3. Specific provisions concerning categories A1, A2 and A

Compulsory check of general knowledge on:

- (a) use of protective outfit such as gloves, boots, clothes and safety helmet;
- (b) visibility of motorcycle riders for other road users;
- (c) risk factors related to various road conditions as laid down above 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 above 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 of the European Parliament and of the Council⁵; use of the recording equipment as 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;
 - (fa) purpose and use of endurance braking systems;
 - (g) 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;
 - (h) reading a road map, route planning, including the use of electronic navigation systems (optional);
 - (i) safety factors relating to vehicle loading: controlling the load (stowing and fastening), difficulties with different kinds of load (for instance liquids, hanging loads, ...), loading and unloading goods and the use of loading equipment (categories C, CE, C1, C1E only);
 - (j) the driver's responsibility in respect to the carriage of passengers; comfort and safety of passengers, and in particular persons with disabilities and reduced mobility; transport of children; necessary checks before driving away; all sorts of buses shall be part of the theory test (public service buses and coaches, buses with special dimensions, ...) (categories D, DE, D1, D1E only).
 - (k) Member States may exempt applicants to a 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 points 4.(1) point (a) to 4.(1) point (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 these coupling mechanisms (categories CE, DE only);
 - (f) methods of locating causes of breakdowns;

⁵ 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).

- (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).

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 licence issued on the basis of such a test with the relevant Union code provided for in Annex I, Part E. Licences with this indication shall be used only for driving vehicles with automatic transmission.

The Union code described in the first paragraph shall not be recorded on, or shall subsequently be removed from, a licence of category A1, A2, A, B1, B or BE 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 for.

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 point 6 or 7 of this Annex with particular attention paid to the operation of the vehicle transmission.

The training shall contain all aspects covered in point 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.

- (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 given below. Member States may make provisions for more stringent criteria or add others. Member States may apply to vehicles of category A1, A2 and A, used in the test of skills and behaviour, a tolerance of 5 cm³ 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 cm³.
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 cubic capacity of the engine shall be at least 250 cm³.
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, whose unladen mass 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 cubic capacity of the engine shall be at least 600 cm³.
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 also be slightly less wide than the motor vehicle 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;
- (f) Category B1:
A motor-powered quadricycle capable of a speed of at least 60 km/h; or, if the driving licence shall authorise 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 paragraph.
- (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 cab; 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 cab; 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 subcategory 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 cab; When the person is not going to be tested on his or her ability to use recording equipment, the vehicle does not need to be equipped with recording equipment;

(j) Category C1E:

A combination made up of a subcategory 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 cab; the closed box body may also be slightly less wide than the cab 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 subcategory 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 subcategory 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 at a minimum speed of 30 km/h and one manoeuvre 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 brake 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 round 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/exit of 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 foreseeing blind spots of other vehicles (if appropriate);
- (h) special road features (if available): roundabouts; railway level crossings, tram/bus stops, pedestrian crossings, bike 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 only be performed 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 round 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 round 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/exit of 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, foreseeing blind spots (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);
 - (ga) independent driving following road signs (if possible);
 - (h) special road features (if available): roundabouts; railway level crossings , tram/bus stops , pedestrian crossings, bike lanes (paying due attention); driving up-/downhill on long slopes; tunnels;
 - (i) entering and alighting from the vehicle, including ensuring that it is safe to open the vehicle door and that this 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;
 - (j) reacting and anticipating to hazardous situations; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall only be performed 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 the 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) reading a road map, route planning, including the use of electronic navigation systems (optional);
- (1a) Driving the towing vehicle without trailer (only C1E, CE, D1E and DE).

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

- (2) 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;
 - (ba) making a U turn (if possible);
 - (c) parking safely for loading/unloading at a loading ramp/platform or similar installation (categories C, CE, C1, C1E only);
 - (d) parking to let passengers on or off the bus safely (categories D, DE, D1, D1E only).

(3) 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 round bends;
- (d) crossroads: approaching and crossing of intersections and junctions;
- (e) changing direction: left and right turns; changing lanes;
- (f) approach/exit of 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, foreseeing 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-/downhill on long slopes; tunnels
- (ha) reacting and anticipating to hazardous situations; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall only be performed where the hazardous situation is encountered accidentally; alternatively, simulators may be used for the testing of these skills;
- (i) entering and alighting from the vehicle, including ensuring that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility users.
- (4) Safe and energy-efficient driving:
Driving in such a way as to ensure safety and to reduce fuel/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 abovementioned driving situations in points 6, 7 and 8, the assessment shall reflect the degree of ease with which the applicant handles the vehicle controls and his or her 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. Nonetheless, the examiner shall be free to decide whether or not 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 part 4 point 1(e) of Annex IV, 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 a defensive and social driving behaviour. This shall reflect the overall style of driving and the driving examiner shall take this into account in the overall picture of the applicant. It includes adapted and determined (safe) driving, taking into account road and weather conditions, taking into account other traffic, taking into account the interests of other road users (particularly the vulnerable road users) and anticipation.
- (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 of clutch, gearbox, accelerator, braking systems (including third braking system, if available), steering; controlling the vehicle under different circumstances, at different 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, smoothly driving and no 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, near distance vision;
- (d) respects priority/giving way: priority at crossroads, intersections and junctions; giving way at other occasions (for instance changing direction, changing lanes, special manoeuvres);
- (e) has a correct position on the road: proper position on the road, in lanes, on roundabouts, round 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 vulnerable road users;
- (g) respects speed limits and recommendations: not exceeding the maximum allowed speed; adapting speed to weather/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 general speed of same kind of road users;
- (h) respects 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); take appropriate action at road markings;
- (i) respects signalling: give 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 and 45 minutes for the other categories. This 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(1a) and the announcement of the outcome of the practical test.

11. Location of the test

The part of the test to assess the 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 and 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 any moment have the knowledge, skills and behaviour described under points 1 to 9, with a view to being able to:

- recognise and anticipate traffic dangers and hazards and assess their seriousness;
- have sufficient command of their vehicle not to create dangerous situations and to react appropriately should such situations occur;
- comply with road traffic regulations, and in particular those intended to prevent road accidents and to maintain the flow of traffic;
- detect any major technical faults in their vehicles, in particular those posing a safety hazard, and have them remedied in an appropriate fashion;
- take account of all the factors affecting driving behaviour (for instance alcohol, fatigue, poor eyesight, use of electronic device etc.) so as to retain full use of the faculties needed to drive safely;
- help ensure the safety of all road users, and in particular of the vulnerable road users, by showing due respect for others;
- have sufficient knowledge of risk factors related to cyclists, pedestrians and micro mobility users;
- have sufficient knowledge of safety related to the usage of alternatively fuelled vehicles;
- have sufficient knowledge on the usage of advanced driver assistance systems and automated driving systems.

Member States may implement the appropriate measures to ensure that drivers who have lost the knowledge, skills and behaviour as described under points 1 to 9 can recover this knowledge and those skills and will continue to exhibit such 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 legislation may provide for the provisions set out in this Annex for Group 2 drivers to apply to drivers of Category B vehicles using their driving licence for professional purposes (taxis, ambulances, etc.).
2. Similarly, applicants for a first driving licence or for the renewal of a driving licence are classified in the group to which they will belong once the licence has been issued or renewed.

EYESIGHT

6. All applicants for a driving licence shall undergo an appropriate investigation to ensure that they have adequate visual acuity for driving power-driven vehicles and to assess if further examination of the field of vision is needed. Where there is reason to doubt that the applicant's vision is adequate, he/she should be examined by a competent professional authorised by national law. At this 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 the issuance of a driving licence for the applicant would not impair road safety; in such cases the driver shall undergo examination by a competent professional authorised by national law 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 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 professional authorised by national law.
 - (2) Applicants for a driving licence, or for the renewal of such a 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 professional authorised by national law shall certify that this condition of monocular vision has existed for a sufficiently long time to allow adaptation and that the field of vision in this eye meets the requirement laid down in point 6.(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 this period, driving shall only be allowed 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 such a 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 dioptries, 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 only be allowed after a favourable opinion from vision and driving experts and may be subject to certain requirements or restrictions.

HEARING

7. Driving licences may be issued to or renewed for applicants or drivers in group 2 subject to the opinion of the competent medical authorities; particular account will be taken in medical examinations of the scope for compensation.

PERSONS WITH A PHYSICAL DISABILITY

8. 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 the issuing of an opinion by a competent medical authority. This 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 the test of skills and behaviour demonstrates that with such a device driving would not to 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 is regularly examined to check 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.

CARDIOVASCULAR DISEASES

9. 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 competent medical authorisation and if appropriate, regular medical assessment:
 - (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 group 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
 - structural heart disease and especially sustained ventricular tachycardia (VT) (applies to group 1 and 2), or
 - polymorphic nonsustained VT or with an indication for a defibrillator (applies to group 2 only);
 - (d) symptomatic of angina (applies to group 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 group 1 and 2);
 - (h) acute coronary syndrome (applies to group 1 and 2);
 - (i) stable angina if symptoms do not occur with mild exercise (applies to group 1 and 2);
 - (j) percutaneous coronary intervention (PCI) (applies to group 1 and 2);
 - (k) coronary artery bypass graft surgery (CABG) (applies to group 1 and 2);
 - (l) stroke/transient ischemic attack (TIA) (applies to group 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:
 - New York Heart Association (NYHA) I, II, III (applies to group 1 only);
 - NYHA I and II provided that the left ventricular ejection fraction is at least 35 % (applies to group 2 only);
 - (p) heart transplantation (applies to group 1 and 2);
 - (q) cardiac assist device (applies to group 1 only);
 - (r) valvular heart surgery (applies to group 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 group 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 group 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 group 1 and 2);
 - (c) heart failure:
 - NYHA IV (applies to group 1 only);
 - NYHA 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 IV or if there have been syncopal episodes (applies to group 1 only);

- (f) valvular heart disease in NYHA 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 group 1 and 2).

Driving licences may be issued or renewed in exceptional cases, provided that it is duly justified by competent medical opinion and subject to regular medical assessment 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.

DIABETES MELLITUS

10. For the purpose of the following points, the following definitions apply:

‘severe hypoglycaemia’ means where the assistance of another person is needed;

‘recurrent hypoglycaemia’ means a second 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, appropriate to each case. When treated with medication with a high hypoglycaemia risk which can have consequences for the fitness to drive, they shall be subject to authorised medical opinion 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 competent medical opinion and regular medical assessment. For recurrent severe hypoglycaemias during waking hours a licence shall not be issued or renewed until 3 months after the most recent episode.

Driving licences may be issued or renewed in exceptional cases, provided that it is duly justified by competent medical opinion and subject to regular medical assessment, 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/renewal of group 2 licences to 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 licences shall be issued or renewed subject to the positive opinion of a competent medical authority and to regular medical review, 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.

NEUROLOGICAL DISEASES AND OBSTRUCTIVE SLEEP APNOEA SYNDROME

11. The following rules apply to applicants with neurological diseases and obstructive sleep apnoea syndrome.

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 authorised medical opinion.

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 accordingly be taken into account in relation to their functional effects on driving. The risks of progression of impairment and compliance with treatment needs to be taken into account. In such cases, the issue or renewal of the licence may be subject to periodic assessment in the event of risk of deterioration.

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 authorised medical advice 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 authorised medical opinion.
- (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 establish the level of compliance with the treatment, the need for continuing the treatment and continued good vigilance.

EPILEPSY

12. 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 where 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 are 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 licence review until they have been seizure-free for at least five years.
If the person has epilepsy and until he/she has been seizure-free for at least five years, the criteria for an unconditional 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 (the assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol or other co-morbidity)).
- (3) First or single unprovoked seizure: the applicant 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 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: drivers or applicants 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/seizure arising while awake, a one-year period free of further event before licensing is required (see ‘Epilepsy’, in point 12.(5)).
- (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 cause any functional impairment may be declared fit to drive so long as 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/seizures a one-year period free of further event before licensing is required (see ‘Epilepsy’ in point 12(5)).
- (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: see ‘Epilepsy’ in point 12.(5).

Group 2:

- (10) The applicant 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 sections of this Annex 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 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 a 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 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.

MENTAL IMPAIRMENTS

- 13. 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;
 - (c) personality impairments leading to seriously impaired judgment, behaviour or adaptability,
unless their application is supported by authorised medical opinion 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.

ALCOHOL

- 14. 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 unable to refrain from drinking and driving.
After a proven period of abstinence, driving licences may be issued or renewed if the applicant or drivers are subject to a positive authorised medical opinion and a period of regular medical check-ups.

- (1a) 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, through the mandatory use of an alcohol interlock) are used and 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 authorised medical opinion 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:

- (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.
- (3) The competent medical authority may establish temporary requirements and, where appropriate, restrictions on driving.

DRUGS AND MEDICINAL PRODUCTS

15. 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 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.

RENAL DISORDERS

16. The following rules apply to applicants with renal disorders.

Group 1:

- (1) Driving licences may be issued or renewed for applicants and drivers with serious renal insufficiency and resulting significant limitation of physical capacity subject to authorised medical opinion and regular medical check-ups.

Group 2:

- (2) Save in exceptional cases duly justified by authorised medical opinion, 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.

MISCELLANEOUS PROVISIONS

17. The following provisions are considered miscellaneous.

Group 1:

- (1) Subject to authorised medical opinion and, if necessary, regular medical check-ups, driving licences may be issued to or renewed for applications 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 the points of this Annex but is liable to be, or to result in, a functional incapacity affecting safety at the wheel, driving licences shall not be issued or renewed unless the application is supported by authorised medical opinion and, if necessary, subject to regular medical check-ups.

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 1.(2) to 1.(6).
- (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 to understand and to pay 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 legislation, including relevant Union and national legislation and interpretative guidelines;
 - (f) assessment theory and techniques;
 - (g) defensive driving.
- (4) Assessment skills:
 - (a) ability to observe accurately, monitor, and evaluate the candidate's overall performance, in particular:
 - (b) correct and comprehensive recognition of dangerous situations;
 - (c) accurate determination of cause and likely effect of such situations;
 - (d) achievement of competence and recognition of errors;
 - (e) uniformity and consistency in assessment;
 - (f) assimilate information quickly and extract key points;
 - (g) look ahead, identify potential problems, and develop strategies to deal with them;
 - (h) provide timely and constructive feedback.
- (5) Personal driving skills:
 A person authorised to conduct a practical test for a category of driving licence must be able to drive to a consistently high standard that type of power-driven vehicle.
- (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 indiscriminately.
- (7) Knowledge about vehicle technique and physics:
 - (a) knowledge about vehicle technique such as steering, tyres, brakes, lights, specially for motorcycles and heavy vehicles;
 - (b) loading safety;
 - (c) knowledge about vehicle physics such as speed, friction, dynamics, energy.
- (8) Driving in a fuel/energy efficient and environmentally friendly way.

2. General conditions

- (1) A category B driving examiner:
 - (a) shall have held a category B licence for at least 3 years;
 - (b) shall be at least 23 years old;
 - (c) shall have successfully completed the initial qualification provided for in point 3 of this Annex and subsequently followed the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex;
 - (d) shall have terminated a vocational education that leads at least to a completion of level 3 as set out in the International Standard Classification of Education (ISCED)¹;
 - (e) shall not be active as a commercial driving instructor in a driving school simultaneously.
- (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 of this Annex and subsequently followed the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex;
 - (c) shall have been a qualified category B driving examiner for at least 3 years; this period may be waived provided that the examiner in question can provide evidence of:
 - (i) at least 5 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 a vocational education that leads at least to a completion of level 3 as set out in the International Standard Classification of Education (ISCED);
 - (e) shall not be active as a commercial driving instructor in a driving school simultaneously.
- (2a) 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.
- (3) Equivalences
 - (a) Member States may authorise an examiner to conduct driving tests for categories AM, A1, A2 and A upon passing the initial qualification prescribed in 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 prescribed in 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 prescribed in point 3 for one of those categories.

¹ [https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_\(ISCED\)#Implementation_of_ISCED_2011_.28levels_of_education.29](https://ec.europa.eu/eurostat/statistics-explained/index.php?title=International_Standard_Classification_of_Education_(ISCED)#Implementation_of_ISCED_2011_.28levels_of_education.29)

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 be accessible² and include both a theoretical 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 by 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).(b). Moreover, the Member States shall provide that each examiner is observed conducting tests once every 5 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 person undertaking the supervision 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 supervision requirement in relation to tests for one category satisfies the requirement for more than one category.
 - (e) The work of driving examination shall be monitored and supervised by a body authorised by the Member State, to ensure correct and consistent application of

² In accordance with the accessibility requirements set out in the European Accessibility Act, Directive (EU) 2019/882 of the European Parliament and of the Council of 17 April 2019 on the accessibility requirements for products and services.

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.

(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 that have found to be seriously malfunctioning by the quality assurance system in place.
- (c) The nature of 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), MOTOR CARAVANS, 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).

A. COMBINATIONS

1. The duration of driver training shall be at least 7 hours;

2. Content of driver training

The driver training shall cover the knowledge, skills and behaviour as described in points 2 and 7 of Annex II. 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/evasive action, trailer swing, uncoupling from and re-coupling a trailer to its motor vehicle, 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 driving licence participants have applied for.

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 laid down in point 2.

B. MOTOR CARAVANS AND EMERGENCY VEHICLES

1. The duration of driver training shall be at least 7 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 as described in point A. 2 and, as far as applying to category C1, point 8 of Annex II. 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 from and re-coupling a trailer to its motor vehicle, braking/evasive action, 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 driving licence participants have applied for.

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 laid down in the previous subparagraph.

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 7 hours.
 3. Content of driver training

The driver training shall contain all aspects covered in point 6 of Annex II.

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 driving licence participants have applied for.
 4. Duration and contents of the test of skills and behaviour

The length of the test and the distance travelled must be sufficient to assess the skills and behaviour laid down in point 3 of this Annex.
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