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From:	General Secretariat of the Council
To:	Delegations
No. Cion doc.:	6795/23 + ADD 1
Subject:	<p>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</p> <ul style="list-style-type: none">– Presidency Compromise on:– Block 1 : Articles 3-5 + Annex I– Block 2 : Articles 6, 7, 9 + Annexes V and VI

In view of the meeting of the Working Party on Land Transport on 11 September 2023, delegations find attached a first Presidency compromise for blocks 1 and 2.

Block 1 starts on page 2, block 2 starts on page 41. The sections on mobile driving licence (Article 3 (2), (4) and (7), Article 5, and Annex I Part C) will mostly be dealt with in a second step, after the focused discussion on this part of the proposal, and its background, on 11 September 2023.

Changes compared to the Commission proposal are highlighted in **bold underlined**- and ~~strikethrough~~.

Proposal on Driving Licences Directive

Presidency suggestions

BLOCKS 1 and 2

Block 1 : Articles 3-5 + Annex I

Block 2 : Articles 6, 7, 9 + Annexes V and VI

Block 1

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, ~~and state the exact same set of~~ **as regards the** rights and conditions under which that person is authorised to drive.
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 **mobile** 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. By [date-of-adoption+4 years], Member States shall ensure that only mobile driving licences are issued by default. Until that date, Member States may decide to issue mobile driving licences.
5. By way of derogation from paragraph 4, upon request of the applicant, Member States shall provide the opportunity for a physical driving licence to be issued instead of, or together with, a mobile driving licence.
6. Driving licences issued by Member States shall be mutually recognised.
7. By way of derogation from paragraph 6, Member States shall only mutually recognise mobile driving licences that were issued after [date-of-adoption+3 years] in accordance with Article 5. Mobile driving licences that were issued before that date but meet the requirements of Article 5 shall be mutually recognised after that date.

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 that of model driving licences issued before the entry into force of this Directive. 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 2030, 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 driving licences shall inform the Commission accordingly within three months from the date of entry into force of this Directive.

6. Where the microchip is not introduced as part of the physical driving licence, Member States may ~~also~~ decide to print engrave, in the space reserved for the microchip that purpose, a QR code on the physical driving licences that are issued by them 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 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 printed 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 electronic applications established for mobile driving licences, in order to enable verification of the existence of the driving rights of the holder of the driving licence, are available to persons having their normal residence in their territory, or to persons who are otherwise entitled to hold mobile driving licences issued by them, free of charge.

These applications shall be based on the European Digital Identity Wallets issued in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council¹.

3. Member States shall publish and regularly update the list of available electronic applications which are established and maintained for the purposes of this Article.

Member States shall ensure that the electronic applications do not contain or, in the case of applying a pointer, do not make available more data than referred to in Annex I, Part D.

4. Member States shall make available and regularly update each other on the information required to access the national systems referred to in Annex I, Part C, that are used for the verification of mobile driving licences.

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 and

¹ 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).

that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request.

5. Member States shall inform the Commission of the list of relevant national systems authorised to issue data and pointers for mobile driving licences. The Commission shall make available to the public, through a secure channel, the list of such national systems of the Member States, 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-adoption+18 months], the Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability, security, ~~and~~ testing **and exchange**² of mobile driving licences, including verification features and the interface with national systems. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).

ANNEX I

PROVISIONS CONCERNING DRIVING LICENCES ISSUED BY MEMBER STATES

PART A1: GENERAL SPECIFICATIONS FOR THE PHYSICAL DRIVING LICENCE

- (1) 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.

² **NOTE : This addition was discussed in relation with Article 11(3), block 3.**

- (2) The licence shall have two sides and comply with the model in figure 1.

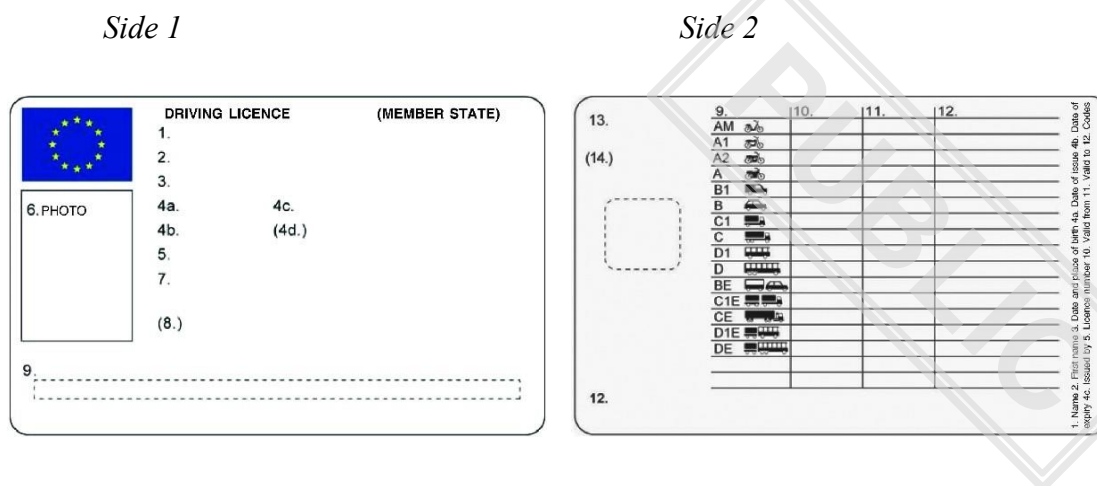


Figure 1: Model of the EU driving licence

- (3) The licence shall contain the information specified in Part D as follows:

Side 1 shall contain:

- (a) the words 'Driving Licence' printed in large type in the language or languages of the Member State issuing the licence;
- (b) the name of the Member State issuing the licence (optional);
- (c) 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;
- (d) information specific to the licence issued (fields 1 to 9), as laid down in Part D, point 3;
- (e) 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:

- (f) information specific to the categories of the licence issued (fields 9 to 12), as laid down in Part D, point 4;
- (g) information specific to the administration of the licence (fields 13 and 14), as laid down in of Part D, point 5;
- (h) an explanation of the following numbered fields which appear on sides 1 and 2 of the licence: 1, 2, 3, 4(a), 4(b), 4(c), 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, 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.

(4) Special provisions

- (a) 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.
- (b) 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.

- (c) 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

(1) The threats to the physical security of driving licences are:

- (a) 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;
- (b) material alteration: changing a property of an original document, for instance modifying some of the data printed on the document.

- (2) 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.
- (3) The material used for driving licences shall be made secure against forgery by using the following techniques (mandatory security features):
- (a) card bodies shall be UV dull;
 - (b) 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;
 - (c) optical variable elements providing adequate protection against copying and tampering of the photograph;
 - (d) laser engraving;
 - (e) in the area of the photograph the security design background and photograph shall overlap on at least its border (weakening pattern).
- (4) 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):
- (a) colour-shifting inks*;
 - (b) thermochromic ink*;
 - (c) custom holograms*;
 - (d) variable laser images*;
 - (e) ultraviolet fluorescent ink, visible and transparent;
 - (f) iridescent printing;
 - (g) digital watermark in the background;
 - (h) infrared or phosphorescent pigments;
 - (i) tactile characters, symbols or patterns*.
- (5) 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

- (1) The microchip and the data contained in the microchip, including additional information provided for by the national laws of a Member State related to driving licences, shall comply with the provisions of Part B1.
- (2) The list of applicable standards for driving licences which include a microchip is set out in Part B2.
- (3) 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.
- (4) 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.
- (5) 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.
- (6) EU type-approval certificates and their notification of their withdrawal shall comply with the model set out in part B4.
- (7) 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.

- (8) EU type-approval certificates issued by Member States shall be mutually recognised.
- (9) 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.
- (10) 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:

- (a) the specifications for the microchip and the logical data structure on the microchip;
- (b) the specifications for harmonised and additional data to be stored;
- (c) the specifications relating to data protection mechanisms for the digitally stored data on the microchip.

1. 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
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2. DATA STORED ON THE MICROCHIP

(1) 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.

(2) Additional data

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

3. MICROCHIP

(1) 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.

(2) 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.

(a) 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.

(b) 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.

4. LOGICAL DATA STRUCTURE OF THE EU DRIVING LICENCE APPLICATION

(1) 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 section 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.

(2) Mandatory Data Groups

The mandatory and optional data elements shall be stored in the following DGs:

- (a) DG 1: all mandatory and optional data elements as printed on the document, except face image and signature image;
- (b) DG 5: image of the licence holder’s signature;
- (c) 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.

(3) 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:

- (a) DG 2: details on the licence holder, except for biometric data;
- (b) DG 3: details on issuing authority;
- (c) DG 4: portrait image;
- (d) DG 7: biometric data regarding fingerprint of the licence holder;
- (e) DG 8: biometric data regarding iris of the licence holder;
- (f) 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.

5. **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.

(1) Authenticity Verification

(a) 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.

(b) Optional Active Authentication

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

(2) Access Restriction

(a) 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.

(b) 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.

(3) Public Key Infrastructure (PKI) for driving licences including a microchip

The single contact point defined in point 11 of part B1 shall establish the necessary national arrangements for Public Key management, in accordance with Annex A of ISO standard 18013_3.

6. **DATA PRESENTATION**

(1) 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

(2) 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:

- (a) vehicle category codes shall be presented as defined in Article 6 (such as AM, A1, A2, A, B1, B, etc.);
- (b) 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;
- (c) 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;
- (d) 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-	Part B1, point 3.(1)

		2:2008, Annex C	
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	Technical Guideline TR-03110,	Part B1, point 5.(2)

	restriction	Advanced Security Mechanisms for Machine Readable Travel Documents – Extended Access Control (EAC), Version 1.11	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

1. 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.

2. 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.

3. 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.

4. EU TYPE-APPROVAL CERTIFICATE

(1) Model certificate

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

(2) Numbering system

The EU type-approval numbering system shall consist of:

- (a) 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;

- (b) 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;
- (c) 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

- (1) Applications for mobile driving licences shall be available for the most common mobile operating systems and shall provide to authorised persons at least the following features:
 - (a) retrieval and storage of data or pointer allowing to prove the driving rights of a person;
 - (b) display and transfer of this data or pointer.
- (2) The application and other relevant systems shall comply with the ISO/IEC 18013-5 standard on mobile driving licences and Regulation (EU) 910/2014.
- (3) For the purposes of this Annex the holder of a mobile driving licence issued in accordance with this Directive shall only be considered its authorized user where he or she is identified as such. The primary means for identification shall be electronic identification. For the electronic identification of such persons, at least all of the electronic identification means referred to in Regulation (EU) 910/2014 shall be accepted.
- (4) The relevant national system shall be the competent registry of driving licences of the Member States where the holder of the driving licence has established its normal residence.
- (5) The application shall allow the holder of the driving licence to retrieve from the relevant national system verifiable data containing the information listed in part D and a single-use token. When part of the information listed in part D is not available in the national system, the holder of the driving licence may retrieve his or her missing data elements by other secure means (for example the photography of a driver from his/her biometric passport by Near Field Communication).

The application shall allow to update automatically or manually the verifiable data (the data the driving licence contains on the holder under part D) from the relevant national system of their Member State of normal residence. The application shall not allow for any other means to modify the data retrieved.

The application 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 retrieve 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 application shall allow the holder of the driving licence to transmit to a third party a single-use token retrieved from a national system. This token may be used by the receiving party to retrieve the information listed in part D from the relevant national system if the

receiving party has been authorised by the Member State concerned. Competent authorities of the Member States shall be authorised to access national systems of other Member States. Member States shall ensure that once the data of the licence holder is verified the transmitted data is not retained.

The information transmitted directly from the application or retrieved with the single-use token 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 data valid when it has been retrieved more than 7 days before the time of verification or when the number of the driving licence is included in the revocation list managed by the Member States which issued the mobile driving licence. A revocation list shall contain information on all driving licences which no longer entitles their holders to exercise the right to drive.

- (6) By way of derogation from Regulation (EU) No 910/2014 and for the sole purpose of providing the possibility of the holder of the mobile driving licence to be able to prove his or her right to drive in such situations, the features to display and transmit data or single-use token shall remain available in the event the person identification data associated with European Digital Identity Wallets, as referred to in Article 3 of that Regulation, is invalid.
- (7) The national systems shall not store or process a request based on the above-mentioned single-use token for a purpose other than implementing the provision of this Directive. For that purpose, the EU driving licence network referred to in Article 19 may be used.
- (8) Holders of mobile driving licences shall have the possibility to renew, replace or exchange their driving licences in the Union through the application or a dedicated digital services portal provided by the Member States.

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

(1) 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



- (2) The words “driving licences” 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;



(3) 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
4 (a)	date of issue of the licence
4 (b)	date of expiry of the licence or a dash if the licence is valid indefinitely under the provision of Article 10(2), second subparagraph

4 (c)	the name of the issuing authority
4 (d)	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 in a different type from harmonised categories)

(4) 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 in a different type from harmonised categories)
10	date of first issue of each category (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.

(5) 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 (3)(a) of part A1 ;
14	<p>a possible entry by the Member State which issues the licence of information essential for administering the licence or related to road safety (optional). If the information relates to one of the headings defined in this Annex, it shall be preceded by the number of the heading in question.</p> <p>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.</p>

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 ³ (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
	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

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

	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 ⁴ (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

⁴ This force indicates the driver's capability for operating the system.

	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.
	44.09.	Maximum operation force of front wheel brake ... N ⁵ (for example '44.09(140N)')
	44.10.	Maximum operation force of rear wheel brake ... N ⁶ (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

⁵ This force indicates the driver's capability for operating the system.

⁶ This force indicates the driver's capability for operating the system.

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 (<u>sub-code use obligatory</u>)
	60.01.	The holder <u>of B licence of at least 21 years may drive powered tricycles exceeding 15 kW</u> is granted the optional equivalence specified under Article 9, paragraph 3, point a)
	60.02.	The holder <u>of B licence may drive category A1 motorcycles</u> is granted the optional equivalence specified under Article 9, paragraph 3, point b)
	60.03.	The <u>holder of B1 licence below 21 years may only drive vehicles with a maximum mass of 2 500 kg and a maximum speed technically limited to 45 km/h</u> rights to drive entitled by category B1 are limited to the vehicles specified under Article 9, paragraph 4, point c)

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, <u>unless condition is covered by code 98.02</u>
66		Without trailer
67		No driving on motorways
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')
<u>72</u>		<u>Exchange of licence No ... issued by ... (UN distinguishing sign third country subject to implementing decision under Article 12(7); for example '72.0123456789.USA')</u>

73		Restricted to category B vehicles of the motor quadricycle type (B1)
78		Restricted to vehicles with automatic transmission
79		<u>Restricted to vehicles specified in Article 18 of this Directive which comply with the specifications indicated in brackets, for the application of Article 19 of this Directive (sub-code use obligatory)</u>
	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. <u>2028</u> 42)')

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
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 ⁷ .
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.

⁷ 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).

Block 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 (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 power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg;
 - powered tricycles with a power not exceeding 15 kW;
 - (ii) category A2:
 - motorcycles of a 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 power exceeding 15 kW;
 - (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), and under the conditions provided for in that paragraph. 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 having a maximum authorised mass which does not exceed 750 kg.

Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer with a maximum authorised mass exceeding 750 kg, 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.

Member States shall indicate the entitlement to drive such a combination 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 where the maximum authorised mass of the trailer or semi-trailer does not exceed 3 500 kg;
- (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 having a maximum authorised mass not exceeding 750 kg;
- (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 having a maximum authorised mass which does not exceed 750 kg.
- (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 having a maximum authorised mass not exceeding 750 kg;

- (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 having a maximum authorised mass which does not exceed 750 kg;
- (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;

(e) 24 years for categories D and DE.

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;

(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.

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) vehicles used by the fire service and vehicles used for maintaining public order;

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

4. Driving licences issued to persons 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.

5. By way of derogation from paragraph 1, points (d) and (e), of this Article, where the candidate holds a certificate of professional competence referred to in Article 6 of Directive (EU) 2022/2561, the minimum age for issuing a driving licence shall be as follows:
- (a) for categories C and CE, the minimum ages provided for in Article 5(2), point (a)(i) of Directive (EU) 2022/2561;
 - (b) for categories D1 and D1E, the minimum age provided for in Article 5(3) point (a)(i), second subparagraph, of that Directive;
 - (c) for categories D and DE, the minimum ages provided for in **point (a) (i) first subparagraph, point (a) (ii) first subparagraph, and point (b) of** Article 5(3) ~~point (a) (i) first subparagraph, Article 5(3) point (a) and (b),~~ of that Directive.

Where, in accordance with Article 5(3), point (a)(i), second subparagraph, or Article 5(3), point (a)(ii), second subparagraph of Directive (EU) 2022/2561, a Member State authorises driving within its territory from a lower age, the validity of the driving licence shall be limited to the territory of the issuing Member State until such time as the licence holder has reached the relevant minimum age referred to in the first subparagraph of this paragraph and holds a certificate of professional competence.

[...]

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.⁸
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;
 - (d) licences issued for category CE and DE shall be valid for combinations of vehicles in categories C1E and D1E 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, A2, B1, C1, or D1~~ **A1 and A2; B1; C1; D1**, respectively;
 - (h) two years after a driving licence, granted for category B, was issued for the first time it shall be valid for driving the alternatively fuelled vehicles referred to in Article 2

⁸ **NOTE : In case that it is intended that category C, C1, D, D1 should be included in passing test for the respective category of tractor/trailer combination (E), the training requirements in Annex II part B. (block 3) should be reviewed.**

of Council Directive 96/53/EC⁹ with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg without a trailer.

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;

⁹ Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59).

- (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 of 2 500 kg and a maximum speed ~~physically~~ **technically** limited to 45 km/h by drivers below 21 years old holding a driving licence granted for category B1.

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

ANNEX V

MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR COMBINATIONS AS DEFINED IN ARTICLE 6(1), POINT (C), SECOND INDENT, SECOND SUBPARAGRAPH

1. 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).

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

3. 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 its skills and behaviour on public roads.

Vehicle combinations 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 shall be sufficient to assess the skills and behaviour laid down in point 3.

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).

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

2. 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 its skills and behaviour on public roads.

Motorcycles 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 must be sufficient to assess the skills and behaviour laid down in point 3 of this Annex.
