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PROPOSAL

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date of receipt:	1 March 2023
To:	Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union
No. Cion doc.:	COM(2023) 127 final
Subject:	ANNEXES to the 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

Delegations will find attached document COM(2023) 127 final.

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ANNEXES 1 to 7

ANNEXES

to the

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

{SEC(2023) 350 final} - {SWD(2023) 128 final} - {SWD(2023) 129 final}

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

Side 1 *Side 2*

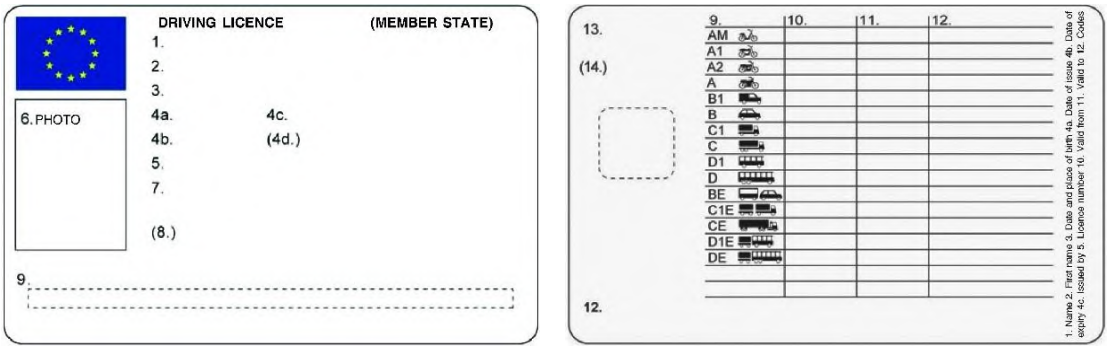


Figure 1: Model of the EU driving licence

(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) termochromic 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

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

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 18013-2:2008, 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	ISO/IEC 18013-2:2008, Annex C	Part B1, point 4.(3)

	data presentation		
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

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

Liċenzja tas-Sewqan

Rijbewijs

Prawo Jazdy

Carta de Condução

Permis de conducere

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	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. 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.

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[1] (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
	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

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

	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[2] (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

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

	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[3] (for example '44.09(140N)')
	44.10.	Maximum operation force of rear wheel brake … N[4] (for example '44.10(240N)')
	44.11.	Adapted foot-rest
	44.12.	Adapted hand grip
45		Motorcycle with side-car only
46		Tricycles only

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

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
	60.01.	The holder is granted the optional equivalence specified under Article 9, paragraph 3, point a)
	60.02.	The holder is granted the optional equivalence specified under Article 9, paragraph 3, point b)
	60.03.	The 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
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’)
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, for the application of Article 19 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(01.01.12)’)

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[5].
98		
	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 (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.

[5] 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

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 motor 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.

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;

(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;

– 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;

– safe driving in road tunnels;

(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 pedestrians, cyclists, users of powered two-wheeled vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.

– risks involved in the movement and driving of various types of vehicles and of the different fields of view of their drivers, including vehicles with advanced driving assistance systems and other automation features;

(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) and the measures which he can take to assist road accident victims where necessary;

– safety factors relating to the vehicle, the load and persons carried;

– knowledge safety aspects related to alternatively fuelled vehicles;

(f) precautions necessary when alighting from the vehicle;

(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 and 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 microplastics from tyre and road wear etc.).

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 and 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 Council[1]; 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;

(g) obstruction of the field of view caused by the characteristics of their vehicles;

(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; 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;

[1] 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).

(e) the principles of the types, operation, main parts, connection, use and day-to-day maintenance of coupling systems (categories CE, DE only);

(f) methods of locating causes of breakdowns;

(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.

(c) The Union code marked on a driving licence of category A1, A2, A, B1, B and BE issued on the basis of a test of skills and behaviour taken on a vehicle with automatic transmission shall be removed if the holder passes a dedicated test of skills and behaviour or completes a dedicated training.

Member States shall take the necessary measures to:

(i) approve and supervise the dedicated 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.

(d) 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 obtained on a vehicle with manual transmission 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 90 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;

(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;

(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;

(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 a random check 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 clutch in combination with the brake, balance, vision direction and position on the motorcycle and the position of the feet on the foot rests;

(d) at least two manoeuvres to be executed at higher speed, of which one manoeuvre in second or third gear, at least 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, steering technique and 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.

(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: 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 traffic (if possible); riding 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; riding up-/downhill on long slopes; tunnels;

(i) reacting and anticipating to hazardous situations using simulators;

(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 a random check 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: 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 traffic (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; riding up-/downhill on long slopes; tunnels;

(i) taking the necessary precautions when alighting from the vehicle;

(j) reacting and anticipating to hazardous situations using simulators.

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).

(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;

(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 must 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 traffic (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; riding up-/downhill on long slopes; tunnels;

(i) taking the necessary precautions when alighting from the vehicle.

(4) Safe and energy-efficient driving:

(a) driving in such a way as to ensure safety and to reduce fuel/energy consumption and emissions during acceleration, deceleration, uphill and downhill driving;

(b) reacting and anticipating to hazardous situations using simulators

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, 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, 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 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.

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, 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 micro mobility means;

– have sufficient knowledge of safety related to the usage of alternatively fuelled vehicles;

– have sufficient knowledge on the usage of advanced driving assistance systems and of other automation aspects of a vehicle.

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 motor vehicle.

ANNEX III

MINIMUM STANDARDS OF PHYSICAL AND MENTAL FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE

DEFINITIONS

1. For the purpose of this Annex, drivers shall be classified in two groups:

(1) group 1:

drivers of vehicles of categories A, A1, A2, AM, B, B1 and BE;

(2) group 2:

drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E.

(3) 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.

MEDICAL EXAMINATIONS

3. Group 1:

Applicants shall perform a self-assessment of their physical and mental fitness for driving a power-driven vehicle.

The applicants shall be required to undergo a medical examination if it becomes apparent, from the self-assessment of their physical and mental fitness, when the necessary formalities are being completed or during the tests which they have to undergo prior to obtaining a driving licence that they likely have one or more of the medical incapacities mentioned in this Annex.

Drivers shall be subject to the same procedure when their driving licences are renewed.

4. Group 2:

Applicants shall undergo medical examinations before a driving licence is first issued to them and thereafter drivers shall be checked in accordance with the national system in place in the Member State of normal residence whenever their driving licence is renewed

5. The standards set by Member States for the issuance or any subsequent renewal of driving licences may be stricter than those set out in this Annex.

EYESIGHT

6. All applicants for a driving licence shall undergo an appropriate investigation to ensure that they have adequate visual acuity and field of vision for driving power-driven vehicles. Where there is reason to doubt that the applicant's vision is adequate, he/she should be examined by a competent medical authority. 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 medical authority to demonstrate that there is no other impairment of visual function, including glare, contrast sensitivity and twilight vision. The driver or applicant shall 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 a competent medical authority.

(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 competent medical authority 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.

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 dioptres, 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 from 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.

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 sustained ventricular tachycardia (VT) (applies to group 1 and 2), or

– polymorphic nonsustained VT, sustained ventricular tachycardia 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, 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 show adequate control of the condition by blood glucose sensors, insulin pump, insulin pen and/or hybrid close loop, 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 subject to the 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 authorised medical opinion.

Neurological disturbances associated with diseases or surgical intervention affecting the central or peripheral nervous system, which lead to sensory or motor impairments and affect balance and coordination, shall accordingly be taken into account in relation to their functional effects and the risks of progression. 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, the criteria for an unconditional licence shall not be deemed to be met. Notification shall be given to the licensing authority.

(2) Provoked epileptic seizure: the applicant having such a condition 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) Provoked epileptic seizure: the applicant who has had a provoked epileptic seizure 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. An EEG and an appropriate neurological assessment shall be performed after the acute episode.

A person with a structural intra-cerebral lesion who has increased risk of seizures shall not be able to drive vehicles of group 2 until the epilepsy risk has fallen to at least 2 % per annum. The assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol).

(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. National authorities may allow drivers 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. The risk of recurrence shall be 2 % per annum or less.

(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; the risk of having a seizure shall be 2 % per annum or less to allow licensing.

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 impairment , whether congenital or due to disease, trauma or neurosurgical operations;

(b) severe intellectual impairment;

(c) severe behavioural problems, ageing-linked behavioural; or 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.

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.

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 unless appropriate restrictions are applied through the use of technologies enabling to offset the dependency (for example, through the mandatory use of an alcohol interlock).

After a proven period of abstinence and subject to authorised medical opinion and regular medical check-ups, driving licences may be issued to, or renewed for, applicant or drivers who have in the past been dependent on alcohol with no further restrictions.

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.

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 who are not dependent on such substances but regularly abuse them, 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, 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 affect the ability to drive.

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.

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 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.

ANNEX IV

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 motor 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;

(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 overall candidate 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 motor 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.

[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

(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.

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 accessible[2] 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.

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[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.

(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 assessment.

(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:

(ii) maintain and refresh the necessary knowledge and examining skills;

(iii) to develop new competences that have become essential for the exercise of their profession;

(iv) ensure that an examiner continues to conduct tests to a fair and uniform standard;

(v) a minimum periodic training of at least five days in total per period of five years;

(vi) 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 the provisions of Directive 2006/126/EC came into force 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 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).

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 its 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.

ANNEX VII

CORRELATION TABLE

Directive 2006/126/EC	**Regulation (EU) No 383/2012**	**New Directive**
-		Article 1
-		Article 2 (1), (2), (3) and (12)
-		Article 3(1), (2), (3), (4), (5) and (7)
Article 1(1)		Article 4(1)
Article 1(2)		Article 4(5) 1st subparagraph
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-		Article 4(6) and 4(7) 1st and 2nd subparagraphs
-		Article 5
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Article 4(4) introductory text		Article 6(1)(c) introductory text
Article 4(4) 1st indent		Article 2(10)
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Article 4(4) point a) 1st indent		Article 6(1) point a) 2nd indent Article 2(7) Article 6(1) point c) (i) Article 2(11)
Article 4(4) point a) 3rd indent		Article 6(c) (i) 2nd subparagraph
-		Article 6(c) (i) 3rd subparagraph
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Article 4(4) point c) introductory text Article 4(4) point c) 1st indent		Article 6(1) point c) (iii) Article 6(1) point c) (iii) 1st indent
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-		Article 9(2) point h)
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