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NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
No. prev. doc.:	5895/25 ADD 1
No. Cion doc.:	6795/23 REV 1 + ADD1 REV1
Subject:	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 – Preparation for the trilogue – Revised four column document - Articles and Annexes II to VI

This addendum contains the 4 column-document in respect of the **Articles and Annexes II to VI**.

Annex I is published in separate document ST 7022/25 ADD 2.

Changes compared to the latest document on the 4 column table (ST 15686/24 REV 6 + ADD 1 REV 6), including comments, concern the following lines:

– **Recitals**: lines 18a, 39b.

– **Articles**: no changes.

– **Annexes II to VI**: lines 635, 636.

ANNEX

Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 of the European Parliament and of the Council and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012 (Text with EEA relevance) 2023/0053(COD)

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Formula				
1	2023/0053 (COD)		2023/0053 (COD)	Text Origin: Commission Proposal
Proposal Title				
2	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 of the European Parliament and of the Council and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012 (Text with EEA relevance)		Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 of the European Parliament and of the Council and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012 (Text with EEA relevance)	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 of the European Parliament and of the Council and repealing Directive 2006/126/EC of the European Parliament and of the Council and Commission Regulation (EU) No 383/2012 (Text with EEA relevance)

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Formula				
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,		THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION, Text Origin: Commission Proposal
Citation 1				
4	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,		Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof, Text Origin: Commission Proposal
Citation 2				
5	Having regard to the proposal from the European Commission,		Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission, Text Origin: Commission Proposal
Citation 3				
6	After transmission of the draft legislative act to the national parliaments,		After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments, Text Origin: Commission Proposal
Citation 4				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
7	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .		Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. . Text Origin: Commission Proposal
Citation 5				
8	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .		Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. . Text Origin: Commission Proposal
Citation 6				
9	Acting in accordance with the ordinary legislative procedure,		Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure, Text Origin: Commission Proposal
Formula				
10	Whereas:		Whereas:	Whereas: Text Origin: Commission Proposal
Formula				
10a		***(1) The Union is committed with its "Vision Zero" goal to no road traffic related fatalities by 2050, as reiterated in the***		C

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		Sustainable and Smart Mobility Strategy of 2020. In 2017 the Valletta informal Transport Council agreed that the persistently high number of traffic fatalities and serious road traffic injuries is a major societal problem and issued a declaration calling upon the Commission, among others, to prepare a strengthened Union road safety policy and legal framework for the decade after 2020, ensuring fewer deaths, and enhancing the protection of road users, in particular vulnerable ones, who are most often the victims.		
Formula				
10b		***(2) The efforts undertaken so far by public authorities have resulted in a reduction of road fatalities from 51 400 in 2001 to 19 800 in 2021. Those figures fell below the Union target of a 75 % reduction in road fatalities between 2001 and 2020. Moreover, the progress made towards halving the number of road deaths during the first decade later stagnated.***		C
Recital 1				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
11	(1) The rules on driving licences are essential elements of the common transport policy, contribute to improving road safety, and facilitate the free movement of persons taking up residence in a Member State other than the one issuing the licence. Given the importance of individual means of transport, possession of a driving licence duly recognised by a host Member State promotes and facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully gained driving licence by way of unlawful conduct, affects not only the Member State in which such violations were committed but also road safety throughout the Union.		(1) The rules on driving licences are essential elements of the common transport policy, contribute to improving road safety, and facilitate the free movement of persons taking up residence in a Member State other than the one issuing the licence. Given the importance of individual means of transport, possession of a driving licence duly recognised by a host Member State promotes and facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully gained driving licence by way of unlawful conduct, affects not only the Member State in which such violations were committed but also road safety throughout the Union.	(1) The rules on driving licences are essential elements of the common transport policy, contribute to improving road safety, and facilitate the free movement of persons taking up residence in a Member State other than the one issuing the licence. Given the importance of individual means of transport, possession of a driving licence duly recognised by a host Member State promotes and facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully gained driving licence by way of unlawful conduct, affects not only the Member State in which such violations were committed but also road safety throughout the Union. Text Origin: Commission Proposal
Recital 2				
12	(2) The current framework, should be updated to be fit for the new era, sustainable, inclusive, smart and resilient. It should take into account the need to reduce emissions from transport,	(2) The current framework, should be updated to be fit for the new era, sustainable, inclusive, smart and resilient. It should take into account the need to reduce emissions ***and energy***	(2) The current framework, should be updated to be fit for the new era, sustainable, inclusive, smart and resilient. It should take into account the need to reduce emissions from transport,	(2) The current framework, should be updated to be fit for the new era, sustainable, inclusive, smart and resilient. It should take into account the need to reduce emissions ***and energy***

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	digitalisation, the demographic trends and technological developments to reinforce the competitiveness of the European Economy. It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.	***consumption*** from transport, ***including through a greater uptake of alternatively powered vehicles***, digitalisation, the demographic trends and technological developments to reinforce the competitiveness of the European Economy. It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences ***of all categories***, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.	digitalisation, the demographic trends and technological developments to reinforce the competitiveness of the European Economy. It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.	***consumption*** from transport, ***including through a greater uptake of alternatively fueled vehicles***, digitalisation, the demographic trends and technological developments to reinforce the competitiveness of the European Economy. ***In particular, as regards alternatively fueled vehicles, their increased weight should be reflected in the scope of driving licence categories.*** It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences ***in all categories***, and provide for their mutual recognition, where they were duly issued in accordance with this Directive. B Possible compromise. The middle part is shifted and reformulated from EP amendment line 22.

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Depends on agreement on lines 74c, 74d Text Origin: EP vote P9_TA(2024)0095
Recital 3				
13	(3) The European Union has introduced the first "Community model" physical driving licence on 4 December 1980. Since then the rules relating to such a Community model have become the cornerstone of the most advanced licencing structures in the world, covering more than 250 million drivers. This Directive should therefore build on the accumulated experience and practice and lay down harmonized rules on the Union standards of physical driving licences. The physical driving licences issued within the Union should, in particular, provide for a high level of protection against fraud and forgery by means of anti-forgery measures and the possibility to include microchips or QR codes on them.		(3) The European Union has introduced the first "Community model" physical driving licence on 4 December 1980. Since then the rules relating to such a Community model have become the cornerstone of the most advanced licencing structures in the world, covering more than 250 million drivers. This Directive should therefore build on the accumulated experience and practice and lay down harmonized rules on the Union standards of physical driving licences. The physical driving licences issued within the Union should, in particular, provide for a high level of protection against fraud and forgery by means of anti-forgery measures and the possibility to include microchips or QR codes on them.	(3) The European Union has introduced the first "Community model" physical driving licence on 4 December 1980. Since then the rules relating to such a Community model have become the cornerstone of the most advanced licencing structures in the world, covering more than 250 million drivers. This Directive should therefore build on the accumulated experience and practice and lay down harmonized rules on the Union standards of physical driving licences. The physical driving licences issued within the Union should, in particular, provide for a high level of protection against fraud and forgery by means of anti-forgery measures and the possibility to include microchips or QR codes on them. Text Origin: Commission Proposal
Recital 4				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
14	(4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1]. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1).	(4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1] ***and the Directive 2002/58/EC of the European Parliament and of the Council***[2]. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1). ***2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (OJ L 201, 31.7.2002, p. 37).***	(4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1], **Directive (EU) 2016/680 of the European Parliament and of the Council[2] and Directive 2002/58/EC of the European Parliament and of the Council[3].** _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1). **2. Directive (EU) 2016/680 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data by competent authorities for the purposes of the prevention, investigation, detection or prosecution of criminal offences or the execution of criminal penalties, and on the free movement of such data, and repealing Council Framework Decision 2008/977/JHA (OJ L 119, 4.5.2016, p. 89).** **3. Directive 2002/58/EC of the European Parliament and of the**	(4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1], ***Directive (EU) 2016/680 of the European Parliament and of the Council[2] and Directive 2002/58/EC of the European Parliament and of the Council[3]***. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1). ***2. Directive (EU) 2016/680 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data by competent authorities for the purposes of the prevention, investigation, detection or prosecution of criminal offences or the execution of criminal penalties, and on the free movement of such data, and repealing Council Framework Decision 2008/977/JHA (OJ L 119, 4.5.2016, p. 89).*** ***3. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (OJ L 201, 31.7.2002, p. 37).	***personal data and the protection of privacy in the electronic communications sector (OJ L 201, 31.7.2002, p. 37).*** B Text Origin: Council General Approach
Recital 5				
15	(5) This Directive establishes a legal basis for the storage of an obligatory set of personal data in the physical driving licences and their microchips or QR codes and the mobile driving licences in order to guarantee a high level of road safety throughout the Union, and in compliance with Article 6(1)(e) and, where applicable, Article 9(2)(g) of Regulation (EU) 2016/679. Such data should be limited to what is necessary to prove a person's right to drive, identify this person and verify the person's driving rights and identity. This Directive also provides for additional safeguards to ensure the protection of personal data disclosed during the verification process.	(5) This Directive establishes a legal basis for the storage of an obligatory set of personal data in the physical driving licences and their microchips or QR codes and the mobile driving licences***, for the purposes of proving and verifying the person's right to drive and his or her identity,*** in order to guarantee a high level of road safety throughout the Union, and in compliance with Article ~~6(1)(e)~~***6(1), point (e)*** and, where applicable, Article ~~9(2)(g)~~***9(2), point (g)*** of Regulation (EU) 2016/679. Such data should be limited to what is necessary to prove a person's right to drive, identify this person and verify the person's driving rights and identity. This Directive also provides for additional safeguards to ensure the protection of personal data disclosed during the verification process.	(5) This Directive establishes a legal basis for the storage of an obligatory set of personal data in the physical driving licences and their microchips or QR codes and the mobile driving licences in order to guarantee a high level of road safety throughout the Union, and in compliance with Article 6(1)(e) and, where applicable, Article 9(2)(g) of Regulation (EU) 2016/679. Such data should be limited to what is necessary to prove a person's right to drive, identify this person and verify the person's driving rights and identity. This Directive also provides for additional safeguards to ensure the protection of personal data disclosed **to and retained by the verifyer** during the verification process.	(5) This Directive establishes a legal basis for the storage of an obligatory set of personal data in the physical driving licences and their microchips or QR codes and the mobile driving licences***, for the purposes of proving and verifying the person's right to drive and his or her identity,*** in order to guarantee a high level of road safety throughout the Union, and in compliance with Article ~~6(1)(e)~~***6(1), point (e)*** and, where applicable, Article ~~9(2)(g)~~***9(2), point (g)*** of Regulation (EU) 2016/679. Such data should be limited to what is necessary to prove a person's right to drive, identify this person and verify the person's driving rights and identity. This Directive also provides for additional safeguards to ensure the protection of personal data disclosed ***to and retained by the verifier*** during the

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				verification process. ***In particular, the verifier may only retain such data if authorised to do so by Union or national law; for instance, a police officer may be authorised to include driving licence data into a police report, or a rental company may be authorised to fill in driving licence data into a vehicle rental contract.*** B Compromise proposal from Council after 3rd trilogue, reflecting tentative agreement on lines 96 and 107 Text Origin: EP vote P9_TA(2024)0095
Recital 6				
G 16	(6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences[1], Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. This Directive does not serve, however, as a legal	(6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences[1], Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. ***In any event, any data stored on such a microchip***	(6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences[1], Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. This Directive does not serve, however, as a legal	(6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences[1], Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. This Directive does not serve, however, as a legal

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	basis for the inclusion of such additional data. _____ 1. Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).	***should only be kept until the end of driving licence's validity period.*** This Directive does not serve, however, as a legal basis for the inclusion of such additional data. _____ 1. Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).	basis for the inclusion of such additional data. _____ 1. Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18).	basis for the inclusion of such additional data. _____ 1. Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (OJ L 403, 30.12.2006, p. 18). B Commission proposal text, reflecting tentative agreement on line 92 during 3rd trilogue Text Origin: Commission Proposal
Recital 7				
G 17	(7) In contrast to this, the QR code established by this Directive, which allows for the verification of the authenticity of the information printed on the physical driving licence should not allow for more information to be stored than what is reported on the physical driving licence.		(7) In contrast to this, the QR code established by this Directive, which allows for the verification of the authenticity of the information printed on the physical driving licence should not allow for more information to be stored than what is reported on the physical driving licence.	(7) In contrast to this, the QR code established by this Directive, which allows for the verification of the authenticity of the information printed on the physical driving licence should not allow for more information to be stored than what is reported on the physical driving licence. Text Origin: Commission Proposal
Recital 8				
G 18	(8) This Directive does not provide a legal basis for setting up or maintaining databases at national level for the storage of biometric data in Member States,		(8) This Directive does not provide a legal basis for setting up or maintaining databases at national level for the storage of biometric data in Member States,	(8) This Directive does not provide a legal basis for setting up or maintaining databases at national level for the storage of biometric data in Member States,

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	which is a matter of national law that needs to comply with Union law regarding data protection. Moreover, this Directive does not provide a legal basis for setting up or maintaining a centralised database of biometric data at Union level.		which is a matter of national law that needs to comply with Union law regarding data protection. Moreover, this Directive does not provide a legal basis for setting up or maintaining a centralised database of biometric data at Union level.	which is a matter of national law that needs to comply with Union law regarding data protection. Moreover, this Directive does not provide a legal basis for setting up or maintaining a centralised database of biometric data at Union level. Text Origin: Commission Proposal
Recital 8a				
18a		***(8a) The mobile driving licence should ensure the highest level of security for the personal data used for identification and authentication irrespective of whether such data is stored locally, in decentralised ledgers or on cloud-based solutions, and taking into account the different levels of risk. Despite the need for strong user authentication, the use of biometrics to identify and authenticate personal data should not be made a precondition for the use of the mobile driving licence. Biometric data used for the purpose of authentication of a natural person pursuant to the Regulation (EU) 2016/679 should not be stored using cloud-based solutions without the explicit***		***(8a) The mobile driving licence should ensure the highest level of security for the personal data used for identification and authentication, and taking into account the different levels of risk. The use of biometrics to identify and authenticate personal data should not be made a precondition for the use of the mobile driving licence, while any use of biometric data should be limited pursuant to Article 9 of Regulation (EU) 2016/679.*** C 3rd trilogue 25: EP presents shortened proposal. Council needs to check if it is too restrictive compared to standards for the EU Wallet under eIDAS.

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		consent of the user. The use of biometric data should be limited to specific scenarios set out in Article 9 of this Regulation, and requires organisational and security measures, commensurate to the risk that such processing may entail to the rights and freedoms of natural persons and in accordance with Regulation 2016/679.		
	Recital 9			
G	19	(9) Further commitments are needed to accelerate the fight against forgery and fraud concerning driving licences. Therefore, it is desirable for the date originally set by Directive 2006/126/EC for all physical driving licences issued or in circulation to fulfil all the requirements laid down in Union law to be moved forward.	*deleted*	*deleted* *A* *See line 91, Art 4(4)*
	Recital 10			
Y	*20*	*(10)* The digital transformation is one of the Union's priorities. In the case of road transport, it will contribute to remove the remaining administrative barriers, such as the ones relating to the duration of issuing physical driving licences, to free movement	(10) The digital transformation is one of the Union's priorities. In the case of road transport, it will contribute to remove the remaining administrative barriers, such as the ones relating to the duration of issuing physical driving licences, to free movement	(10) The digital transformation is one of the Union's priorities. In the case of road transport, it will contribute to remove the remaining administrative barriers, such as the ones relating to the duration of issuing physical driving licences, to free movement	(10) The digital transformation is one of the Union's priorities. In the case of road transport, it will contribute to remove the remaining administrative barriers ***to the free movement of persons***, such as ~~*the ones*~~***those*** relating to the duration

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	of persons. Therefore, a separate Union standard should be established for the mobile driving licences issued within the Union. In order to facilitate digital transformation mobile driving licences should be issued as default from [date-of-adoption+4years], without prejudice to the applicant's right to acquire either a physical one or both at the same time.	of persons. Therefore, a separate Union standard should be established for the mobile driving licences issued within the Union. In order to facilitate digital transformation mobile driving licences should be issued ~~*as default from*~~***in addition to the physical driving licence from …*** [date-of-adoption+~~*4years*~~***4 years***], without prejudice to the applicant's right to ~~*acquire*~~***renounce*** either a physical one or ~~*both at the same time*~~***a digital one. The applicant should have the right to acquire at any time the format of the driving licence, which he or she initially renounced****. A discretionary approach should remain the rule, while ensuring that applicants have equal access to the physical and mobile format from an economic and operational perspective. Opting for a physical driving licence should therefore be in no way discouraged, and in particular, applicants who are unable or unwilling to acquire a mobile driving licence should continue to have access to a physical driving licence. Member States should ensure that the*	of persons. Therefore, a separate Union standard should be established for the mobile driving licences issued within the Union. In order to facilitate digital transformation mobile driving licences should be issued ~~as~~by default ~~from [date-of-adoption+4years]~~**five years after the adoption of implementing acts for the introduction of mobile driving licences**, without prejudice to the applicant's right to acquire either a physical one or both at the same time **and Member States' possibilities to issue mobile driving licences before that date**.	of issuing physical driving licences~~, *to free movement of persons*~~. Therefore, a separate Union standard should be established for ~~*the*~~ mobile driving licences issued within the Union. In order to facilitate ~~*digital transformation*~~***digitalisation,*** mobile driving licences should be ~~*issued as*~~***the*** default ***format issued to applicants from the date 54 months after the date of the adoption of implementing acts necessary for the introduction of mobile driving licences***~~*from [date-of-adoption+4years]*~~, without prejudice to the applicant's right to acquire either a physical ~~*one*~~***driving licence*** or both ***formats*** at the same time. ***Member States have the possibility to issue mobile driving licences before the date when this format becomes the default format.*** C linked to lines 82-83a 3rd trilogue

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		physical driving licence is issued or reissued without undue delay and no later than within 2 weeks from the date it was requested.		
Recital 10a				
20a				***(10a) In line with the goal of the digital transformation not to leave citizens behind, it must also be ensured that citizens continue to have the right to request the physical format in addition to the mobile format. Therefore, Member States should provide applicants with the physical driving licence format, upon their request, without undue delay and in general within 3 weeks, when they already hold the Member States' mobile driving licence format attesting the driving rights. Moreover, in urgent situations where the late reception of the physical document would lead to a disproportionate harm of the applicant, Member States are encouraged to provide for the possibility to make use of an emergency procedure, through which the physical driving licence is issued in a matter of days in exchange for a proportionate***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				raise in the relevant administrative fees. Compromise proposal responding to EP requests linked to its amendment line 82, following 3rd trilogue
Recital 11				
21	(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information allowing to verify the authenticity of the data and a single-use pointer. However it should be ensured that even in such cases the amount of personal data made available is restricted to what would be reported on the physical driving licence and what is strictly necessary for the verification of the authenticity of such data. That additional data should be different in case a person holds several mobile driving licences, which is possible provided that they are issued by the same Member State.	(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information ~~*allowing to verify*~~***enabling*** the authenticity of the data and a single-use pointer ***to be verified***. However it should be ensured that even in such cases the amount of personal data made available is restricted to what would be reported on the physical driving licence and what is strictly necessary for the verification of the authenticity of such data***, in particular the electronic signature of the issuing authority***. That additional data should be different in case a person holds several mobile driving licences, which is possible provided that they are issued by the same Member State.	(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information allowing to verify the authenticity of the data ~~and a single-use pointer~~. However**,** it should be ensured that even in such cases the amount of personal data made available is restricted to what would be reported on the physical driving licence and what is strictly necessary for the verification of the authenticity of such data. That additional data ~~should~~ **could** be different in case a person ~~holds~~**displays his or her mobile driving licence on** several **electronic devices. Member States should ensure that physical and** mobile driving licences~~, which is possible provided that they are~~ issued ~~by~~**to** the same ~~Member State~~**person are fully equivalent between them as regards the rights and**	(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information ~~*allowing to verify*~~***enabling*** the authenticity of the data ~~*and a single-use pointer*~~***to be verified***. However***,*** it should be ensured that even in such cases the amount of personal data made available is restricted to what would be reported on the physical driving licence and what is strictly necessary for the verification of the authenticity of such data. ~~*That additional data*~~***Moreover, unless possible under Union or national legislation, the data necessary for the verification*** should ***not be retained. Member States should ensure that physical and***~~*be different in case a person holds several*~~ mobile driving licences~~*, which is possible provided that they are*~~ issued ~~*by*~~***to*** the same ***person are fully equivalent***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			conditions under which that person is authorised to drive, and in the duration of the administrative validity of the licence as set out in Article 10(2).	***between them as regards the rights and conditions under which that person is authorised to drive, and in the duration of the administrative validity of the licence as set out in Article 10(2).*** ***(11a)*** Member ~~*State*~~***States are competent to establish their own national rules requiring a fee payment against issuance of a driving licence. However, Member States should pay due care not to influence the free choice of citizens between driving license formats by way of establishing unproportionate administrative fees unduly favoring one format over the other.*** B Presidency alternative compromise proposals for new recital 11a linked to lines 102/110/110a. Text Origin: Council General Approach
Recital 11a				
21a				***(11b) Member states should work together in pursuit of the worldwide use and mutual recognition of mobile driving***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				licences. This may entail amendments to the Geneva Convention on Road Traffic of September 19, 1949, the International Convention on Motor Transport of April 24, 1926 and the Vienna Convention on Road Traffic of November 8, 1968. The Commission is best placed to provide assistance to Member States in this regard, particularly regarding interoperability conditions enabling widespread recognition of Union mobile driving licences. As a first step to this process the Commission should take into account the relevant development in third countries when exercising its empowerment concerning the implementing act on mobile driving licences. ITM 6.3.25: EP wording tentatively accepted by Council as a replacement of line 110a
Recital 12				
G 22	(12) The Sustainable and Smart Mobility Strategy sets out a vision for the EU to significantly improve sustainability of mobility and transport. Emissions from the road transport sector include	(12) The Sustainable and Smart Mobility Strategy sets out a vision for the EU to significantly improve sustainability of mobility and transport. Emissions from the road transport sector include	(12) The Sustainable and Smart Mobility Strategy sets out a vision for the EU to significantly improve sustainability of mobility and transport. Emissions from the road transport sector include	(12) The Sustainable and Smart Mobility Strategy sets out a vision for the EU to significantly improve sustainability of mobility and transport. Emissions from the road transport sector include G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	greenhouse gases emissions, air pollutants, noise and microplastics from tyre and road wear. Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving training should equip drivers to reduce their impact on emissions as well as to prepare them to drive zero-emission vehicles.	greenhouse gases emissions, air pollutants, noise and microplastics from tyre and road wear. ***A greater presence of alternatively fuelled vehicles is key to the green transition. The possibility of new models of a greater weight being available in driving licence categories B, C or D should be taken into consideration in this Directive.*** Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving training ***and testing*** should equip drivers to reduce their impact on emissions***, including through eco-driving,*** as well as to prepare them to drive ~~*zero-emission*~~***zero or low-emission*** vehicles.	greenhouse gases emissions, air pollutants, noise and microplastics from tyre and road wear. Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving **test requirements should guarantee that driver** training ~~should equip~~**equips** drivers to reduce their impact on emissions as well as to prepare them to drive zero-emission vehicles.	greenhouse gases emissions, air pollutants, noise and microplastics from tyre and road wear. Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving ***tests should guarantee that driver*** training ~~*should equip*~~***equips*** drivers to reduce their impact on emissions***, including through eco-driving,*** as well as to prepare them to drive ~~*zero-emission*~~***zero or low-emission*** vehicles. C See recital line 12 3rd trilogue 18 Feb 25 Text Origin: Commission Proposal
Recital 13				
G 23	(13) In order to allow citizens and residents to directly enjoy the benefits of the internal market without incurring an unnecessary additional administrative burden, Regulation (EU) 2018/1724 of the European Parliament and the Council[1] provides for access to online procedures relevant for the functioning of the internal market, including for cross-border users.		(13) In order to allow citizens and residents to directly enjoy the benefits of the internal market without incurring an unnecessary additional administrative burden, Regulation (EU) 2018/1724 of the European Parliament and the Council[1] provides for access to online procedures relevant for the functioning of the internal market, including for cross-border users.	(13) In order to allow citizens and residents to directly enjoy the benefits of the internal market without incurring an unnecessary additional administrative burden, Regulation (EU) 2018/1724 of the European Parliament and the Council[1] provides for access to online procedures relevant for the functioning of the internal market, including for cross-border users. G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	The information covered by this Directive is already covered in Annex I to Regulation (EU) 2018/1724. Annex II to that Regulation should be amended as to assure that any requester benefits from fully online procedures. _____ 1. Regulation (EU) 2018/1724 of the European Parliament and of the Council of 2 October 2018 establishing a single digital gateway to provide access to information, to procedures and to assistance and problem-solving services and amending Regulation (EU) No 1024/2012 (OJ L 295, 21.11.2018, p. 1)		The information covered by this Directive is already covered in Annex I to Regulation (EU) 2018/1724. Annex II to that Regulation should be amended as to assure that any requester benefits from fully online procedures. _____ 1. Regulation (EU) 2018/1724 of the European Parliament and of the Council of 2 October 2018 establishing a single digital gateway to provide access to information, to procedures and to assistance and problem-solving services and amending Regulation (EU) No 1024/2012 (OJ L 295, 21.11.2018, p. 1)	The information covered by this Directive is already covered in Annex I to Regulation (EU) 2018/1724. Annex II to that Regulation should be amended as to assure that any requester benefits from fully online procedures. _____ 1. Regulation (EU) 2018/1724 of the European Parliament and of the Council of 2 October 2018 establishing a single digital gateway to provide access to information, to procedures and to assistance and problem-solving services and amending Regulation (EU) No 1024/2012 (OJ L 295, 21.11.2018, p. 1) Text Origin: Commission Proposal
Recital 13a				
23a		***(13a) The national or regional differences regarding the categorisation of ambulances and the categories of licences needed to drive such vehicles pose the risk of disrupting cross-border circulation or circulation within the same Member State. Ambulances should therefore be subject to a special treatment under this Directive. It should therefore be allowed to drive ambulances with driving licence of category B throughout the***		C linked to lines 74a, 134, 137a, 138, Annex V

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		Union, provided the authorised mass of the ambulance does not exceed 4 250 kg, 2 years after a driving licence for category B was issued for the first time.		
Recital 14				
24	(14) Driving licences should be categorised according to the types of vehicles they provide the right to drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned and the skills needed to drive them.		(14) Driving licences should be categorised according to the types of vehicles they provide the right to drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned and the skills needed to drive them.	(14) Driving licences should be categorised according to the types of vehicles they provide the right to drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned and the skills needed to drive them. Text Origin: Commission Proposal
Recital 14a				
24a		***(14a) Individual means of transport play a key role in fulfilling the mobility needs of millions of European citizens, particularly in rural areas and for persons with reduced mobility. Nevertheless, in some instances the affordability of a driving licence is a barrier. Member States should consider developing appropriate infrastructure in urban, peri-urban and rural areas necessary to reduce road***		C

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		accidents and traffic congestion, as well as targeted policies and support schemes for those at risk of transport poverty.		
Recital 15				
25	(15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the EU has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. As such, with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles.	(15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the EU has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. ***Moreover, persons with reduced mobility, regardless of their ability to drive a vehicle need to enjoy their mobility rights in order to prevent transport poverty. Giving effect to those mobility rights could entail the use of adapted individual or collective vehicles, including special features or equipment, and appropriate infrastructure, including in rural areas.*** As such, with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles.	(15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the EU has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. ~~As such~~**Therefore** , with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles.	(15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the EU has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. ***Furthermore, Member States are encouraged, without lowering the minimum standards on fitness to drive and on driving skills set out in this Directive, to cater for the special needs of persons with disabilities and facilitate their opportunities to acquire and hold a driving licence.*** As such, with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles. After 2nd trilogue: The above compromise text could be acceptable to Council, instead of text in line 228a

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				C linked to line and 228a
Recital 16				
26	(16) The minimum ages of applicants for the different categories of driving licences should be set at Union level. Nevertheless, Member States should be allowed to set a higher age limit for the driving of certain categories of vehicles in order to further promote road safety. Member States should in exceptional circumstances be allowed to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service and public order maintenance related vehicles or pilot projects related to new vehicle technologies.	(16) The minimum ages of applicants for the different categories of driving licences should be set at Union level. Nevertheless, Member States should be allowed to set a higher age limit for the driving of certain categories of vehicles in order to further promote road safety. Member States should ~~in~~ ***be allowed on*** exceptional ~~circumstances be allowed~~ ***basis*** to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service***,*** ***civil protection*** and public order maintenance related vehicles or pilot projects related to new vehicle technologies.	(16) The minimum ages of applicants for the different categories of driving licences should be set at Union level. Nevertheless, Member States should be allowed to set a higher age limit for the driving of certain categories of vehicles in order to further promote road safety. Member States should ~~in exceptional circumstances~~ **, for certain categories or under specific conditions,** be allowed to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service and public order maintenance related vehicles ~~or pilot projects related to new vehicle technologies~~.	(16) The minimum ages of applicants for the different categories of driving licences should be set at Union level. Nevertheless, Member States should ***, for certain categories or on an*** ~~in~~ exceptional ~~circumstances~~***basis,*** be allowed to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service***,*** ***civil protection*** and public order maintenance related vehicles ~~or pilot projects related to new vehicle technologies~~. C linked to lines 179 to 181a Text Origin: Council General Approach
Recital 16a				
26a		***(16a) Active mobility, which includes walking and the use of***		***(16a) Member States are encouraged to include training on***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		bicycles or electric bikes and other light means of transport such as e-scooters, is becoming increasingly popular given the green transition. Their users are more frequently entering the European roads and sharing them with other individual means of transport. Youngest users, who are increasingly using particularly e-scooters often use them without a proper knowledge of the applicable norms as they have not yet acquired a driving licence for any category. This is resulting in increasing numbers of accidents in which e-scooters are involved, with both pedestrians and users of e-scooters as main victims. Given overall road safety challenges, Member States should introduce in their school curricula age-appropriate traffic rules and risk awareness training, with a view to improve road safety. That should ensure widespread comprehensive knowledge of safety measures, such as seat belts and helmet use, and in particular the traffic participation of vulnerable road users, such as pedestrians, cyclists or e-scooters,		***road safety rules and traffic risk awareness into their education curricula, reflecting also the increased popularity of personal mobility devices such as e-bikes and e-scooters. The Commission is encouraged to enable and support exchanges of best practice between Member States and their authorities, including through financial support.*** C ITM 27.11. Reformulation suggestion by the Commission, covering also amendment in line 312b

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		and the safe interaction with motorised vehicles. Member States could introduce further measures and schemes for users of personal mobility vehicles with a view to decrease traffic accidents, improve road safety rules and risk awareness.		
Recital 16b				
26b		***(16b) The combination of an adequate minimum age for licences in each category, that facilitates both mobility independence of young drivers and their timely access to professional driving, and stricter conditions for novice drivers regarding inter alia alcohol limits, can benefit road safety.***		***(16b) The combination of an adequate minimum age for licences in each category, that facilitates both mobility independence of young drivers and their timely access to professional driving, and stricter conditions for novice drivers regarding inter alia alcohol consumption associated with driving, can benefit road safety.*** C linked to lines 165-188, 298-312, 357-359c 3rd trilogue 18 February 25: possible compromise
Recital 16c				
26c		***(16c) The assessment of a driver's fitness to drive safely should be made on the basis of specific criteria, taking into account in particular driver's***		C linked to lines 235, 236, 239, 248a-b, 294a

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		medical condition. Decisions on the restriction, suspension, withdrawal or cancellation of driving licences should be taken on an individual basis and should be based on the objective results of examinations and tests. Any form of discrimination against licensed drivers solely on the grounds of age should be unacceptable.		
Recital 16d				
26d		***(16d) The right to a driving licence is a guarantee of freedom of movement and participation in economic and social life, especially in rural and less urbanised areas with a limited public transport network. Particularly for the elderly, the lonely, persons with reduced mobility or persons with disabilities, individual transport is an important element in supporting their independent and autonomous functioning. Restrictions on the right to hold a driving licence should be based on objective criteria determined on an individual basis and should not entail the risk of discrimination.***		C ITM 21.11.24 EP considers it might be possible to combine recitals lines 26c and 26d

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Recital 17				
27	(17) A system of staging - namely establishing the entitlement for a category B driving licence as a prerequisite for the applicant to become eligible to hold certain other categories - and equivalences between categories should be established. Such system should be partially binding on all Member States, but should also grant Member States the possibility to apply it between each other in their respective territories. Member States should also be allowed to establish certain equivalences limited to their own territory only.	(17) A system of staging - namely establishing the entitlement for a category B driving licence as a prerequisite for the applicant to become eligible to hold certain other categories ~~–~~ **,** and equivalences between categories should be established ***, including a minimum period of experience before such eligibility, where appropriate***. Such system should be ~~partially~~ binding on all Member States, but should also grant Member States the possibility to apply it between each other in their respective territories. Member States should also be allowed to establish certain equivalences limited to their own territory only.	(17) A system of staging - namely establishing the entitlement for a category B driving licence as a prerequisite for the applicant to become eligible to hold certain other categories - and equivalences between categories should be established. Such system should be ~~partially~~ binding on all Member States, ~~but should also grant Member States~~ **without prejudice to** the possibility **for Member States** to apply ~~it~~**certain equivalences** between each other in their respective territories. Member States should also be allowed to establish certain equivalences limited to their own territory only.	(17) A system of staging - namely establishing the entitlement for a category B driving licence as a prerequisite for the applicant to become eligible to hold certain other categories ~~–~~ **,** and equivalences between categories should be established ***, including a minimum period of experience before such eligibility, where appropriate***. Such system should be ~~partially~~ binding on all Member States, ~~*but should also grant Member States*~~ ***without prejudice to*** the possibility ***for Member States*** to apply ~~*it*~~***certain equivalences*** between each other in their respective territories. Member States should also be allowed to establish certain equivalences limited to their own territory only. B linked to lines 193-218a ITM 2.12.24: EP and Council amendment may be combined Text Origin: EP vote P9_TA(2024)0095
Recital 18				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
28	(18) On the grounds of road safety, it is necessary to lay down the minimum requirements for the issue of a driving licence. Standards for driving tests and licensing should be harmonised. To that end, the knowledge, skills and behaviour connected with driving power-driven vehicles should be specified, the driving test should be based on these concepts and the minimum standards of physical and mental fitness for driving such vehicles should be specified.	(18) On the grounds of road safety, it is necessary to lay down the minimum requirements for the issue of a driving licence. Standards for driving tests and licensing should be harmonised. To that end, the knowledge, skills and behaviour connected with driving power-driven vehicles should be specified, the driving test should be based on these concepts and the minimum standards of ~~*physical and mental*~~ fitness for driving such vehicles should be specified. ***Such requirements should take into account the different practices in use in all Member States.***	(18) On the grounds of road safety, it is necessary to ~~lay down the~~**update the harmonised** minimum requirements ~~for the issue of~~ **to be met by the applicant before** a driving licence **could be issued. This**~~. Standards for driving tests and licensing~~ should ~~be harmonised. To that end,~~**include** the knowledge, skills and behaviour connected with driving power-driven vehicles~~ should be specified~~, the driving test~~ should be based on these concepts~~ and the minimum standards of physical and mental fitness for driving such ~~vehicles should be specified~~.	B linked to lines 220-228, Annex II ITM 21.11.24: EP could consider to separate the aspect from recital line 28. Council open-minded, but it should not give impression that it goes against the establishment of minimum harmonised requirements
Recital 18a				
G 28a			**(18a) In view of the growing availability and use of advanced driver assistance systems and automated driving systems, it is necessary to include requirements relating to these systems into theory tests in order to ensure the driver's general knowledge of advantages, limitations and risks associated with automated systems. That knowledge requirement covers, in particular, the field of use of the**	***(18a) In view of the growing availability and use of advanced driver assistance systems and automated driving systems, it is necessary to include requirements relating to these systems into theory tests in order to ensure the driver's general knowledge of advantages, limitations and risks associated with automated systems. That knowledge requirement covers, in particular, the field of use of the automated driving systems, the existence of*** G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			automated driving systems, the existence of take-over requests by the automated driving systems and remaining obligations of the driver during the activation of automated driving systems.	***take-over requests by the automated driving systems and remaining obligations of the driver during the activation of automated driving systems.*** B linked to Annex II line 417b ITM 21.11.24 Text Origin: Council General Approach
Recital 18b				
28b		***(18a) Currently, when issuing driving licences for group 1, namely for drivers of vehicles of categories A, A1, A2, AM, B, B1 and BE, most Member States have established some form of fitness check to drive, beyond the eyesight test. Such a check may vary from a self-assessment form to a medical examination, carried out by general practitioner or a specialist doctor or a testing centre. When renewing driving licences for group 1, few Member States require a medical examination. There are also few Member States that have established a national mechanism for reporting significant changes in the fitness to drive. In general,***		C linked to lines 248a-b, Annex III lines 621-628

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		when issuing and renewing driving licences for group 2, namely for drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E, the requirements are more stringent and detailed, by mandating a medical examination.		
Recital 19				
29	(19) Proof of compliance with minimum standards of physical and mental fitness for driving by drivers of vehicles used for the transport of persons or goods should be provided when the driving licence is issued and periodically thereafter. Such regular control in accordance with national rules of compliance with minimum standards would contribute to the free movement of persons, avoid distortions of competition and better take into account the specific responsibility of drivers of such vehicles. Member States should be allowed to impose medical examinations as a guarantee of compliance with the minimum standards of physical and mental fitness for driving other power-driven vehicles. For reasons of transparency, such	(19) Proof of compliance with minimum standards of physical and mental fitness for driving by drivers of vehicles used for the transport of persons or goods should be provided when the driving licence is issued and periodically thereafter. Such regular control in accordance with national rules of compliance with minimum standards would contribute to the free movement of persons, avoid distortions of competition and better take into account the specific responsibility of drivers of such vehicles. Member States should ~~*be allowed to*~~ impose medical examinations as a guarantee of compliance with the minimum standards of physical and mental fitness for driving other power-driven vehicles. For reasons of transparency, such	(19) Proof of compliance with minimum standards of physical and mental fitness ~~for driving by drivers of vehicles used for the transport of persons or goods~~ should be provided when the driving licence is issued and periodically thereafter. Such regular control in accordance with national rules of compliance with minimum standards would contribute to the free movement of persons, avoid distortions of competition and better take into account the specific responsibility of drivers of such vehicles. **The national rules of compliance with minimum standards should consist of a medical examination at issuance and renewal of a driving licence. However, for certain driving licence categories Member States may, instead of requiring a medical**	C linked to lines 254b-h and Annex III lines 627, 627a

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	examinations should coincide with a renewal of driving licences.	examinations should coincide with a renewal of driving licences.	**examination, require the applicant or holder to provide in writing or by electronic means a self-assessment, which should be risk-oriented or of a general nature, or Member States may establish a mechanism to ensure that changes in the physical or mental fitness are reacted upon.** Member States should **also be free to combine such measures in order to increase their efficiency**~~be allowed to impose medical examinations as a guarantee of compliance with the minimum standards of physical and mental fitness for driving other power-driven vehicles. For reasons of transparency, such examinations should coincide with a renewal of driving licences~~.	
Recital 19a				
Y	29a		**(19a) In view of studies being carried out on various pathologies that carry a risk of excessive sleepiness and drowsiness, the Commission should start a review of the chapter of Annex III dedicated to obstructive sleep apnoea syndrome, once an adequate number of studies is completed**	***(19a) In view of studies being carried out on various pathologies that carry a risk of excessive sleepiness and drowsiness, the Commission should start a review of the provisions of Annex III dedicated to obstructive sleep apnoea syndrome, once an adequate number of studies is completed and available to the scientific*** Y

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			and available to the scientific community.	***community. Given the scientific advancement in the treatment of impaired vision, the Commission should also start a review of the provisions of Annex III dedicated to this condition.*** B ITM 6.3.29 linked to Annex III lines 723-729 and 630-642 Text Origin: Council General Approach
Recital 19b				
29b		***(19a) Recent new medical technologies have contributed to improve road safety. Technologies which minimize or eliminate the risk connected to driving with specific medical conditions have been introduced to the market and implemented among patients. Monitoring technologies, such as continuous glucose monitoring (CGM) systems for people with diabetes mellitus, allows persons to effectively and continuously control their medical conditions thus eliminating the risk of driving connected to their disease. Furthermore technologies like***		B linked to Annex III lines 699-719

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		CGM systems are currently being developed and improved at a rapid pace ensuring a continuously improved control of medical conditions and thereby increasing the road safety.		
Recital 19c				
29c		***(19b) The European Parliament in its resolution of 23 November 2022 on prevention, management and better care of diabetes in the EU on the occasion of World Diabetes Day[1a] has called on the Commission to review the relevant occupational health and safety legal framework and the road safety legislation to avoid further discrimination of people living with diabetes.*** ***[1a] OJ C 167, 11.5.2023, p. 36.***		B linked to Annex III lines 699-719
Recital 20				
30	(20) In order to ensure uniform rights across the Union, taking into account also considerations of road safety, driving licences of categories AM, A1, A2, A, B1 and B should have an administrative validity of 15 years, while categories C, CE, C1, C1E, D, DE, D1 and D1E shall have an		(20) In order to ensure uniform rights across the Union, taking into account also considerations of road safety, driving licences of categories AM, A1, A2, A, B1**, B and BE** ~~and B~~ should have an administrative validity of 15 years, while categories C, CE, C1, C1E, D, DE, D1 and D1E ~~shall~~**should**	C linked to lines 229, 230

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	administrative validity of five years. Member States should be allowed to define shorter period in exceptional cases, as defined by this Directive.		have an administrative validity of five years. Member States should be allowed to **apply a validity period of 10 years instead of 15 years when the driving licence is also used as a personal identification document, and to** define shorter ~~period~~**periods than those provided for in this Directive** in exceptional cases, as defined by this Directive.	
Recital 20a				
30a		***(20a) Refresher courses for experienced drivers can improve road safety by raising awareness and requiring drivers to gain additional experience in new technological solutions such as advanced driver-assistance systems, semi-automated and automated. For that purpose, the use of simulators could be key to update skills of experienced drivers. In addition, driving simulators could also recreate adverse conditions and emergency scenarios and consequently improve the driver's ability to respond and make decisions in critical situations.***		***(20a) Refresher courses for experienced drivers can improve road safety by raising awareness and requiring drivers to gain additional experience in new technologies such as advanced driver assistance systems and automated driving systems. In this context, and also in driver training before granting a driving licence, the use of simulators could be useful to improve important driving skills, such as reacting to adverse conditions and emergency scenarios.*** B Council compromise Annex II lines 518, 550, 577a, 612

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: EP vote P9_TA(2024)0095
Recital 20b				
30b		***(20b) Lifelong training is key to keeping experienced drivers' skills up to date, especially with regard to eco-driving, the increase in the mass of vehicles, the constant technological advances in driver assistance systems and other automated devices, and alternative vehicle power sources. Member States should therefore be encouraged to develop training modules for experienced drivers.*** See also recital 37 line 47		***General approach*** B Council: sufficiently covered in compromise on line 47
Recital 21				
G 31	(21) In order to allow the Member States and, in duly justified cases the Union as a whole, to react to crises that make it impossible for national authorities to renew driving licences the validity of which would otherwise expire it should be made possible to extend the administrative validity of such driving licences for the duration strictly necessary.		(21) In order to allow the Member States and, in duly justified cases the Union as a whole, to react to crises that make it impossible for national authorities to renew driving licences the validity of which would otherwise expire it should be made possible to extend the administrative validity of such driving licences for the duration strictly necessary.	(21) In order to allow the Member States and, in duly justified cases the Union as a whole, to react to crises that make it impossible for national authorities to renew driving licences the validity of which would otherwise expire it should be made possible to extend the administrative validity of such driving licences for the duration strictly necessary. G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Recital 22				
32	(22) The principle of 'one holder - one licence' should prevents any person of holding more than one physical driving licence. Nevertheless, the principle should also be extended to take into account the technical specificities of mobile driving licences.		(22) The principle of 'one holder - one licence' should ~~prevents~~**prevent** any person of holding more than one ~~physical~~ driving licence. ~~Nevertheless,~~ The principle should also be extended to take into account the technical specificities of mobile driving licences**, as a holder may request the issuance of a physical driving licence instead of, or together with, a mobile driving licence and may display a mobile drving licence on several mobile devices**.	(22) The principle of 'one holder - one licence' should ~~*prevents*~~***prevent*** any person of holding more than one ~~*physical*~~ driving licence. ~~*Nevertheless,*~~ The principle should also be extended to take into account the technical specificities of mobile driving licences***, as a holder may request the issuance of a physical driving licence instead of, or together with, a mobile driving licence and may display a mobile drving licence on several mobile devices***. B lines 249-252 Text Origin: Council General Approach
Recital 23				
33	(23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences to all licence holders		(23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences to all licence holders	(23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences to all licence holders

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	having acquired normal residence in their territory.		having acquired normal residence in their territory.	having acquired normal residence in their territory. Text Origin: Commission Proposal
Recital 24				
G 34	(24) Drivers who hold a driving licence issued by the Member State where they reside following an exchange with a driving licence issued by a third country should be entitled to drive across the Union as if they had originally obtained the licence within the Union. Such an exchange could have diverse effects on road safety and the free movement of persons.		(24) Drivers who hold a driving licence issued by the Member State where they reside following an exchange with a driving licence issued by a third country should be entitled to drive across the Union as if they had originally obtained the licence within the Union. ~~Such an exchange could have diverse effects on road safety and the free movement of persons.~~	(24) Drivers who hold a driving licence issued by the Member State where they reside following an exchange with a driving licence issued by a third country should be entitled to drive across the Union as if they had originally obtained the licence within the Union. ~~*Such an exchange could have diverse effects on road safety and*~~***This right contributes to*** the free movement of persons ***within the Union***. B linked to line 265, linked to Article 12 Commission reformulation after ITM 11.11.24. EP and Council can agree Text Origin: Council General Approach
Recital 25				
35	(25) The Commission should be empowered to adopt a decision identifying third countries that ensure a comparable level of road	(25) The Commission should be empowered to adopt a decision identifying third countries that ensure a comparable level of road	(25) The Commission should be empowered to adopt ~~a~~**an implementing** decision identifying third countries that	(25) The Commission should be empowered to adopt ~~*a*~~***an implementing*** decision identifying third countries that ensure a

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. These conditions should be detailed and well-defined to all relevant driving licence categories.	safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. ***The Commission should in this regard be allowed to assess if a third country has a professional driver training, certification rules and examination procedures, that are wholly or partly comparable to the level in the Union, in order to ultimately issue a certificate comparable to the Certificate of Professional Competence (CPC). This could allow the holders of those third-country certificates to exchange them with a European CPC, provided that they undertake an additional competence training. Such certificate could, in addition to the driving licence, be the second mandatory requirement for professional drivers to be able to carry out transport operations for a Union based transport undertaking.*** These conditions should be detailed and well-defined to all relevant driving licence categories.	ensure a comparable level of road safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. These conditions should be detailed and well-defined to all relevant driving licence categories.	comparable level of road safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. These conditions should be detailed and well-defined to all relevant driving licence categories. C linked to lines 270 to 286 and line 287a For EP amendment, see Commission proposal line 36a replacing this amendment Text Origin: Council General Approach
Recital 26				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
36	(26) As regards driving licences issued by third countries that are not the object of such a Commission decision, or for which such a decision does not explicitly authorise nor prohibit the exchange, Member States should be allowed to exchange them in accordance with their national rules, provided that they use the relevant Union code on the exchanged licence. In case the holder of such a licence changes his or her residence to a new Member State, the latter should not be required to apply the principle of mutual recognition to such licence.		(26) As regards driving licences issued by third countries that are not the object of such a Commission decision, or for which such a decision does not explicitly authorise nor prohibit the exchange, Member States should be allowed to exchange them in accordance with their national rules, provided that they use the relevant Union code on the exchanged licence. In case the holder of such a licence changes his or her residence to a new Member State, the latter should not be required to apply the principle of mutual recognition to such licence.	(26) As regards driving licences issued by third countries that are not the object of such a Commission decision, or for which such a decision does not explicitly authorise nor prohibit the exchange, Member States should be allowed to exchange them in accordance with their national rules, provided that they use the relevant Union code on the exchanged licence. In case the holder of such a licence changes his or her residence to a new Member State, the latter should not be required to apply the principle of mutual recognition to such licence. Text Origin: Commission Proposal
Recital 26a				
36a				***(26a) The new framework established for the exchange of driving licences issued by third countries is relevant for the problem of professional driver shortage, considering that the new rules intend to facilitate the free movement of holders of driving licences in various categories. Given that the driving by nationals of third countries***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				who are employed or used by an undertaking established in a Member State engaged in road transport within the Union, may be subject to the further requirement of qualifications attested by a Certificate of Professional Competence (CPC), the Commission should assess how the expected positive effects of the new framework could be supported further in relation to other driving documents, without prejudice to the overall goal of improving road safety in the Union. Commission compromise text after 3rd trilogue, replacing line 287a
Recital 27				
37	(27) "Driving licence tourism", namely the practice of changing residence for the purpose of acquiring a new driving licence, in order to circumvent the effects of a driving disqualification imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers should not be exempted from requirements imposed on them to recover their right to drive or their driving licence, by		(27) "Driving licence tourism", namely the practice of changing residence for the purpose of acquiring a new driving licence, **inter alia** in order to circumvent the effects of a **restriction, suspension, withdrawal or cancellation of the** driving ~~disqualification~~ **licence or the right to drive** imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers	(27) ***[*** "Driving licence tourism", namely the practice of changing residence for the purpose of acquiring a new driving licence, ***inter alia*** in order to circumvent the effects of a ***restriction, suspension, withdrawal or cancellation of the*** driving ~~***disqualification***~~ ***licence or the right to drive*** imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	changing their residence. At the same time it should be clarified that any conduct from the part of the citizens should only lead to an indefinite ban from driving where it is duly justified, and that such a decision should only have an effect limited to the territory of the Member State that issued it.		should not be exempted from requirements imposed on them to recover their right to drive or their driving licence, by changing their residence. At the same time it should be clarified that any conduct from the part of the citizens **or lack of physical or mental fitness to drive** should only lead to an indefinite ban from driving where it is duly justified~~, and that such a~~**; conditions should be set out for other Member States than the one which has imposed the ban to issue a driving licence to that person, should it be deemed appropriate based on an informed** decision ~~should only have an effect~~**, and** limited to the territory of the Member ~~State that issued it~~**States which have not enacted an indefinite ban**.	should not be exempted from requirements imposed on them to recover their right to drive or their driving licence, by changing their residence. At the same time it should be clarified that any conduct from the part of the citizens ***or lack of physical or mental fitness to drive*** should only lead to an indefinite ban from driving where it is duly justified~~,~~ ~~*and that such a*~~***; conditions should be set out for other Member States than the one which has imposed the ban to issue a driving licence to that person, should it be deemed appropriate based on an informed*** decision ~~*should only have an effect*~~***, and*** limited to the territory of the Member ~~*State that issued it*~~***States which have not enacted an indefinite ban***. ***]*** B ITM 6.2.25: GA tentatively acceptable, but the final wording needs to be revisited after result of the negotiation on driving disqualification proposal Text Origin: Council General Approach
Recital 27a				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
37a		***(27a) Non-Road Mobile Machinery (NRMM) covers a wide variety of machinery typically used off the road in many ways. It comprises, for example construction and forestry machinery (excavators, loaders, bulldozers, etc.), agricultural and farming machinery (harvesters, cultivators, etc.). The existing Directive does not apply to such a machinery. It is, however, a subject to a patchwork of national provisions as regards the required driving licence and particular training requirements since it may circulate on public roads. Member States should collaborate with the view to facilitate usage of Non-Road Mobile Machinery across the Union, in particular in cross border context, seasonal work or work provided by posted workers. The Commission should establish a platform for cooperation by inviting national authorities and the relevant stakeholders with the view to aggregate, process and disseminate knowledge and information on best practices for drivers of special use vehicles***		C linked to lines 61, 161, 289b

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		such as Non Road Mobile Machinery in all Member States. The deliberations of the platform for cooperation should serve as a base for the Commission's report on the effects of use of national provisions on Non Road Mobile Machinery and its implication on internal market and road safety. This report might be accompanied, if appropriate, by a legislative proposal to the European Parliament and the Council with the view to facilitating use of Non Road Mobile Machinery across the Union.		
Recital 28				
G 38	(28) A Union-wide accompanied driving scheme should be introduced for certain driving licence categories, in order to improve road safety. The rules of such a system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit is reached. However the use of those driving licences should be subject to being accompanied by an experienced driver. In such situations, Member States should	(28) A Union-wide accompanied driving scheme should be introduced for ~~certain~~ driving licence categories ***B, C and C1***, in order to improve road safety. The rules of such a system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit is reached. However the use of those driving licences should be subject to being accompanied by an experienced driver. In such situations, Member States should	(28) A Union-wide accompanied driving scheme should be introduced for certain driving licence categories, in order to improve road safety. The rules of such a system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit is reached. However the use of those driving licences should be subject to being accompanied by an experienced driver**, for instance a family member**. In such	(28) A Union-wide accompanied driving scheme should be introduced for certain driving licence categories, in order to improve road safety. The rules of such a system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit is reached. However the use of those driving licences should be subject to being accompanied by an experienced driver***, for instance a family member***. In such situations, G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	be allowed, for reasons of road safety, to define stricter conditions and rules within their territory concerning the driving licences they have issued.	be allowed, for reasons of road safety, to define stricter conditions and rules within their territory concerning the driving licences they have issued.	situations, Member States should be allowed, for reasons of road safety, to define stricter conditions and rules within their territory concerning the driving licences they have issued.	Member States should be allowed, for reasons of road safety, to define stricter conditions and rules within their territory concerning the driving licences they have issued. C 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Recital 29				
39	(29) The accompanied driving scheme should, without prejudice to its overall goal of improving road safety, make the profession of truck driver more accessible and appealing to younger generations, in order to broaden their occupational possibilities, and to help tackle the driver shortage within the Union. Therefore, it should cover category C driving licences and their prerequisite B category licences.	(29) The accompanied driving scheme should, without prejudice to its overall goal of improving road safety, make the profession of truck driver more accessible and appealing to younger generations, in order to broaden their occupational possibilities, and to help tackle the driver shortage within the Union. Therefore, it should cover ~~*category C*~~***categories C and C1*** driving licences and their prerequisite B category licences.	(29) The accompanied driving scheme ~~should~~**could**, without prejudice to its overall goal of improving road safety, ~~make~~**contribute to making** the profession of truck driver more accessible and appealing to younger generations, in order to broaden their occupational possibilities, and to help tackle the driver shortage within the Union. Therefore, ~~it~~**Member States** should ~~cover category~~**have the possibility to apply that scheme to categories C1 and** C driving licences ~~and their prerequisite~~**in addition to the** B category licences**, and driving licences issued accordingly should be mutually recognised among**	C linked to lines 298-306

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			those Member States applying that larger scope to the scheme.	
Recital 29a				
G 39a			**(29a) The accompanied driving scheme does not restrict Member States' existing options to lower the minimum age for category B and to apply related conditions nationally.**	***(29a) The accompanied driving scheme does not restrict Member States' existing options to lower the minimum age for category B and to apply related conditions nationally.*** B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Recital 29b				
Y 39b		***(29a) The partnership between vocational schools and transport and logistics companies should be incentivised, including through specific Union budget support and use of revenues earmarked under Directive 2015/413 of the European Parliament and of the Council[1a], in order to tackle professional drivers' shortage in the Union. Such partnership should offer to future professional drivers an opportunity to become more familiar with the benefits and the challenges of the profession, to***		***(29a) Member States are encouraged to intensify partnerships between educational and training bodies, including universities and vocational schools, and transport and logistics companies, in order to tackle professional drivers' shortage in the Union. The development and support of apprenticeships, traineeships and similar educational offerings in these partnerships should offer to future professional drivers an opportunity to become more familiar with the benefits and the***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		improve their operational and organisational skills and to gain experience, while using advanced technologies and techniques. The form of that support could include, among others, EU co-financing to obtain certain qualifications such as CPC or dedicated trainings for future drivers. ***[1a] OJ L 68, 13.3.2015, p. 9. ELI: http://data.europa.eu/eli/dir/2015/413/oj***		***challenges of the profession, to improve their operational and organisational skills and to gain experience, while using advanced technologies and techniques. The Commission is encouraged to support public-private partnerships between vocational schools and logistics and transport companies to enhance the availability and skills of professional drivers, using EU programmes such as Erasmus+.*** ***(29b) It should be also recalled, when taking stock of sources of revenues to facilitate road safety, that Member States are recommended to use revenues generated from financial penalties for road-safety-related traffic offences in the scope of Directive (EU) 2015/413 to increase road safety and to ensure transparency on road-safety measures.*** Council compromise for 4th trilogue
Recital 30				
40	(30) It should be ensured that drivers who newly acquire their driving licence in a given category do not endanger road safety on	(30) It should be ensured that drivers who newly acquire their driving licence in a given category do not endanger road safety on	(30) It should be ensured that drivers who ~~newly~~ acquire ~~their~~**a** driving licence ~~in a given category~~**for the first time** do not	(30) It should be ensured that drivers who ~~*newly*~~ acquire ~~*their*~~***a*** driving licence ~~*in a given category*~~***for the first time*** do not

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	account of their inexperience. For those novice drivers a probationary period of two years should be established, during which they should be subjected to stricter rules and penalties Union-wide when breaking them, due to the influence of alcohol. The penalties for such conduct should be effective, proportionate, dissuasive and non-discriminatory and their severity should to the furthest extent possible take into account the Union's mid-term and long-term goals of halving and nearly eliminating deaths and serious injuries. As regards any other restrictions on novice drivers, Member States should be allowed to freely implement additional rules in their territory.	account of their inexperience. For those novice drivers a probationary period of ***at least*** two years should be established***. In case a novice driver already has a valid driving licence for another category, the probationary period should only include what may remain of the probationary period of the existing driving licence, yet it should not be shorter than 6 months.*** During ~~*which they*~~***that period drivers*** should be subjected to stricter rules and penalties Union-wide when breaking them, ***for example,*** due to the influence of ***alcohol or drugs, speeding, using unauthorised vehicles, failing to use safety equipment, or driving without a valid driving licence. Enforcement authorities might need to establish a technical zero tolerance threshold for their effective measurements, which should not be higher than 0.2 g/mL, in order to take into account accidental exposure to*** alcohol. The penalties for such conduct should be effective, proportionate, dissuasive and ~~*non-discriminatory*~~***non-discriminatory*** and their severity	endanger road safety~~ on account of their inexperience~~. For those novice drivers a probationary period **for a minimum** of two years should be established, during which ~~they should be subjected to~~ stricter rules ~~and penalties Union-wide when breaking them, due to~~**or sanctions for driving under** the influence of alcohol~~. The penalties for such conduct~~ should ~~be effective, proportionate, dissuasive and non-discriminatory and their severity should~~**apply, without prejudice** to the ~~furthest extent possible take into account the Union's mid-term and long-term goals of halving and nearly eliminating deaths and serious injuries. As regards any other restrictions on~~**Member States' competences to regulate drivers' behaviour. Such stricter rules could include or consist of specific training for novice drivers in which they receive further instruction on risk awareness and could reflect on their behaviour. Special measures to ensure the reduction of driving under the influence of drugs among** novice drivers **should also be**	endanger road safety~~ on account of their inexperience~~***for a minimum*** of two years should be established, during which ~~*they should be subjected to*~~ stricter rules ~~*and penalties Union-wide when breaking them, due to*~~***or sanctions for driving under*** the influence of alcohol~~. The penalties for such conduct~~ should ~~*be effective, proportionate, dissuasive and non-discriminatory and their severity should*~~***apply, without prejudice*** to the ~~*furthest extent possible take into account the Union's mid-term and long-term goals of halving and nearly eliminating deaths and serious injuries. As regards any other restrictions on*~~***Member States' competences to regulate drivers' behaviour. Such stricter rules could include or consist of specific training for novice drivers in which they receive further instruction on risk awareness and could reflect on their behaviour. Special measures to ensure the reduction of driving under the influence of drugs among*** novice drivers ***and of the non-use of required safety***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		should to the furthest extent possible take into account the Union's mid-term and long-term goals of halving and nearly eliminating deaths and serious injuries. As regards any other restrictions on novice drivers, Member States should be allowed to freely implement additional rules in their territory.	**established. Such measures could include stricter rules or sanctions, specific training for novice drivers in risk awareness, specifically targeted enforcement and campaign efforts.** Member States should be allowed to freely implement additional rules in their territory **to novice drivers to improve road safety**.	***systems by novice drivers should be treated in a similar way should also be established. Such measures could include stricter rules or sanctions, specific training for novice drivers in risk awareness, specifically targeted enforcement and campaign efforts.*** Member States should be allowed to freely implement additional rules in their territory ***to novice drivers to improve road safety***. ***(30a) Generally applied zero tolerance schemes for driving under the influence of alcohol, associated with targeted enforcement, have proven to be an effective method for improving road safety, and zero policies are also being introduced in respect of driving under the influence of drugs. The introduction of the EU-wide probationary period for novice drivers does not represent a barrier to introducing general zero tolerance policies. Member States are encouraged to keep and introduce these schemes into their national law, to which the scheme of probationary period is a complementary measure***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				targeting the over-representation of novice drivers, mostly young people, in accidents related to drink-driving. ***(30b) Member States are also encouraged to include age-appropriate road safety training as part of their elementary and secondary school curricula. Learning the basic rules at a young age can help prevent accidents by fostering awareness and developing responsible behavior, thereby empowering citizens from a young age to make safe decisions on the basis of a solid knowledge of the applicable rules and risks.*** C linked to lines 307-312 18 February 2025: Commission compromise proposal
Recital 31				
G 41	(31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners thereby ensuring a more objective evaluation of	(31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners***, including hazard perception training,*** thereby	(31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners thereby ensuring a more objective evaluation of	(31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners***, including hazard perception testing,*** thereby G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field where it becomes necessary.	ensuring a more objective evaluation of driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field, ***including new advanced driver assistance systems,*** where it becomes necessary.	driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field where it becomes necessary.	ensuring a more objective evaluation of driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field, ***including advanced driver assistance systems and automated driving systems,*** where it becomes necessary. B linked to line Annex IV lines 795-877 Suggestion after ITM 11.11.2024, aligned with line 28a, provisionally agreed 27.11. Text Origin: EP vote P9_TA(2024)0095
Recital 32				
G 42	(32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or familial ties. It is also necessary to provide for the possibility for applicants to take the theoretical or practical	(32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or familial ties. It is also necessary to provide for the possibility for applicants to take the theoretical or practical	(32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or ~~familial~~**personal** ties. It is also necessary to provide for the possibility for applicants to take	(32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or ~~*familial*~~***personal*** ties. It is also necessary to provide for the possibility for applicants to take G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	tests in the Member State of their citizenship in the cases where their Member State of normal residence does not provide the opportunity to take those tests in the official language of the former. Specific rules should be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time.	tests in the Member State of their citizenship in the cases where their Member State of normal residence does not provide the opportunity to take those tests in the official language of the former. Specific rules ~~*should*~~***could*** be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time***, provided that does not entail additional road safety risks***.	the theoretical ~~or practical tests~~**test** in the Member State of their citizenship in the cases where their Member State of normal residence does not provide the opportunity to take those tests in the official language of the former. Specific rules should be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time.	the theoretical ~~*or practical tests*~~***test*** in the Member State of their citizenship in the cases where their Member State of normal residence does not provide the opportunity to take those tests in the official language of the former. Specific rules should be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time. C linked to line 323 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Recital 33				
G 43	(33) Member States should assist each other in the implementation of this Directive. Where possible they should use the EU driving licence network in order to provide such assistance. The EU driving licence network, commonly referred to as 'RESPER' is a hub for the exchange of information between national authorities responsible for issuing driving licences and		(33) Member States should assist each other in the implementation of this Directive. Where possible they should use the EU driving licence network in order to provide such assistance. The EU driving licence network, commonly referred to as 'RESPER' is a hub for the exchange of information between national authorities responsible for issuing driving licences and	(33) Member States should assist each other in the implementation of this Directive. Where possible they should use the EU driving licence network in order to provide such assistance. The EU driving licence network, commonly referred to as 'RESPER' is a hub for the exchange of information between national authorities responsible for issuing driving licences and G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	facilitating the implementation of this Directive.		facilitating the implementation of this Directive.	facilitating the implementation of this Directive. Text Origin: Commission Proposal
Recital 34				
G 44	(34) The EU driving licence network aims to guarantee the recognition of documents and acquired rights originating in Member States, combat document fraud, avoid the issuance of multiple licences and facilitate the enforcement of driving disqualifications. In particular, Member States should be given the possibility to systematically verify that the reasons, that led to any previously imposed restrictions, suspensions, withdrawals or cancellations of a driving licence or the right to drive, have disappeared. The use of RESPER for the implementation of other acts of the Union should only be permitted as long as those uses are explicitly provided for by this Directive.		(34) The EU driving licence network aims to guarantee the recognition of documents and acquired rights originating in Member States, combat document fraud, avoid the issuance of multiple licences and facilitate the enforcement of driving disqualifications. In particular, Member States should be given the possibility to ~~systematically~~ verify that the reasons, that led to any previously imposed restrictions, suspensions, withdrawals or cancellations of a driving licence or the right to drive, have disappeared. The use of RESPER for the implementation of other acts of the Union should only be permitted as long as those uses are explicitly provided for by this Directive.	(34) The EU driving licence network aims to guarantee the recognition of documents and acquired rights originating in Member States, combat document fraud, avoid the issuance of multiple licences and facilitate the enforcement of driving disqualifications. In particular, Member States should be given the possibility to systematically verify that the reasons, that led to any previously imposed restrictions, suspensions, withdrawals or cancellations of a driving licence or the right to drive, have disappeared. The use of RESPER for the implementation of other acts of the Union should only be permitted as long as those uses are explicitly provided for by this Directive. Text Origin: Commission Proposal G
Recital 35				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
45	(35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on a yearly basis regarding the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences.		(35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on– a yearly basis regarding the number of **physical and mobile** driving licences issued, renewed, replaced, withdrawn and exchanged, for each category~~, including data on the issuance and use of mobile driving licences~~.	(35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on– a yearly basis regarding the number of ***physical and mobile*** driving licences issued, renewed, replaced, withdrawn and exchanged, for each category~~, including data on the issuance and use of mobile~~. ***The Commission should also receive accident statistics involving drivers in the accompanied*** driving ~~licences~~***scheme***. ***In view of the preparation for those reports, the Member States' mutual assistance in the implementation of this Directive, and the Member States' joint efforts to improve road safety in general, Member States are encouraged to share information among each other and with the Commission on their best practices as regards driver-related road safety measures, for instance risk awareness trainings, novice driver schemes, attention to vulnerable road users, lifelong training, or monitoring of the***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				driver's fitness to drive. Those exchanges may be part of project work (such as European Road Safety Observatory, EU Road Safety Exchange) or regular expert group meetings. Differences in methods, practices and national characteristics between Member States are a valuable source for mutual learning and exchange of best practices. C linked to EP amendments lines 342a-342c Presidency compromise for 4th trilogue Text Origin: Commission Proposal
Recital 35a				
45a		***(35a) During the preparations for the review of this directive, the Commission should take into consideration to the fullest extent that Member States have different geographical and societal challenges they face when aiming to improve road safety. Indeed, while some Member States are successfully aiming to enforce road traffic rules through the so-***		***General approach*** C linked to lines 342b, 343, 342c Council compromise for fourth trilogue: sufficiently covered in proposal for previous line

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		called demerit point systems, others are choosing different methods, such as imposing stricter sanctions immediately or putting more effort into targeted enforcement and prevention campaigns. Moreover, account should also be taken of the fact that demerit point systems themselves can be significantly different between Member States that choose to apply them. As such, resources and attention should be directed to other measures which can increase road safety, while also letting Member States address their diverse challenges in ways they believe to be the most efficient.		
Recital 35b				
45b		***(35b) Member States should equally share data on their best practices as regards road safety measures and risk awareness trainings, especially as regards novice drivers and within the lifelong training, use of support system per age group through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner,***		***General approach*** C line 342a Council compromise for fourth trilogue: sufficiently covered in proposal line 45

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		as well as measures to increase road safety among vulnerable road users.		
Recital 36				
46	(36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the minimum standards for examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters		(36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the minimum standards for examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters	(36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the minimum standards for examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	governed by these Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making[1]. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. 1. OJ L 123, 12.5.2016, p. 1.		governed by these Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making[1]. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. 1. OJ L 123, 12.5.2016, p. 1.	governed by these Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making[1]. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. 1. OJ L 123, 12.5.2016, p. 1. Text Origin: Commission Proposal
Recital 36a				
46a				***(36a) The Commission should establish a dedicated Expert Group on driving licences and related matters, in order to be able to call on a relevant wealth***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				of expertise for the exercise of its empowerment to adopt delegated acts, whenever necessary, and also to facilitate and encourage exchange at the European level between stakeholders and experts of Member States of all matters related to driving licences, the licencing procedures, improving road safety and removing administrative barriers which constrain citizens or enterprises in this context. In particular, the Expert Group should be a place to exchange best practices on age and fitness requirements for driving licence applicants, on the benefits of graduated licencing systems and lifelong learning, on the effects of new technologies such as the mobile driving licence and automated or assisted driving, on the facilitation of removing barriers to free movement of holders of not mutually recognised licences (such as the ones for Non Road Mobile Machinery [or tractors and agricultural vehicles]), and on rules related to training and testing of new drivers. Commission compromise for discussion in the Working Party,

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				replacing EP amendments related to NRMM/platform
Recital 37				
47	(37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about road safety and sustainability. The promotion of lifelong training can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed management.	(37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about ***new technologies,*** road safety and sustainability. ~~*The promotion of*~~***Member States should endeavour to promote*** lifelong training ***of drivers and incentivise attendance at safe driving courses, including through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner, which can contribute to more inclusive mobility. That*** can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed management.	(37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about road safety and sustainability. The promotion of lifelong training can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed management.	(37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about ***new technologies,*** road safety and sustainability. ~~*The*~~***Member States'*** promotion of lifelong training ***of drivers, for instance by offering attendance at safe driving courses with feedback, can contribute to more inclusive mobility. That*** can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed management. B Council compromise. Line 30b deleted. Text Origin: EP vote P9_TA(2024)0095

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		See also amendment line 30b		
Recital 38				
48	(38) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify interoperability features and security measures applicable to the QR codes introduced on physical driving licences; provisions related to interoperability, security and testing of mobile driving licences; the extension of the period of administrative validity of driving licences across the Union in case of a crisis; the content of the self-assessment on physical and mental fitness to be conducted for drivers of group 1; the conditions of the exchange of driving licences from third countries for driving licences issued by Member States without recording the fact of exchange on the driving licence; as well as interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in that context. Those powers should be exercised in accordance with Regulation (EU)		(38) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify interoperability features and security measures applicable to the QR codes introduced on physical driving licences; ~~provisions related to interoperability~~**various organisational, operational**, **data protection and** security ~~and testing of~~**features of the** mobile driving licences; the extension of the period of administrative validity of driving licences across the Union in case of a crisis; ~~the content of the self-assessment on physical and mental fitness to be conducted for drivers of group 1~~; the conditions of the exchange of driving licences from third countries for driving licences issued by Member States ~~without recording the fact of exchange on the driving licence~~; as well as interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in that context. Those	B To be adjusted after agreement on scope of delegated powers

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	No 182/2011 of the European Parliament and of the Council[1]. _____ 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).		powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council[1]. _____ 1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).	
Recital 39				
G	49 (39) For the sake of consistency, Directive (EU) 2022/2561 of the European Parliament and of the Council[1], which addresses certain matters covered by this Directive, and Regulation (EU) 2018/1724 should be amended. _____ 1. Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46).		(39) For the sake of consistency, Directive (EU) 2022/2561 of the European Parliament and of the Council[1], which addresses certain matters covered by this Directive, and Regulation (EU) 2018/1724 should be amended. _____ 1. Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46).	(39) For the sake of consistency, Directive (EU) 2022/2561 of the European Parliament and of the Council[1], which addresses certain matters covered by this Directive, and Regulation (EU) 2018/1724 should be amended. _____ 1. Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46). Text Origin: Commission Proposal
Recital 40				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 50	(40) Directive 126/2006/EC and Commission Regulation (EU) No 383/2012[1] should be repealed. _____ 1. Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1).		(40) Directive 126/2006/EC and Commission Regulation (EU) No 383/2012[1] should be repealed. _____ 1. Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1).	(40) Directive 126/2006/EC and Commission Regulation (EU) No 383/2012[1] should be repealed. _____ 1. Commission Regulation (EU) No 383/2012 of 4 May 2012 laying down technical requirements with regard to driving licences which include a storage medium (microchip) (OJ L 120, 5.5.2012, p. 1). Text Origin: Commission Proposal G
Recital 41				
G 51	(41) Since the objectives of this Directive cannot be sufficiently achieved by the Member States as the rules governing the issuance, renewal, replacement and exchange of driving licences would lead to so diverse requirements, that the level of road safety and free movement of citizens harmonized rules provide for, could not be achieved, such objectives are better achieved at Union level by way of laying down minimum requirements. Therefore the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 Treaty on European Union. In accordance with the principle of proportionality as set		(41) Since the objectives of this Directive cannot be sufficiently achieved by the Member States as the rules governing the issuance, renewal, replacement and exchange of driving licences would lead to so diverse requirements, that the level of road safety and free movement of citizens harmonized rules provide for, could not be achieved, such objectives are better achieved at Union level by way of laying down minimum requirements. Therefore the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 Treaty on European Union. In accordance with the principle of proportionality as set	(41) Since the objectives of this Directive cannot be sufficiently achieved by the Member States as the rules governing the issuance, renewal, replacement and exchange of driving licences would lead to so diverse requirements, that the level of road safety and free movement of citizens harmonized rules provide for, could not be achieved, such objectives are better achieved at Union level by way of laying down minimum requirements. Therefore the Union may adopt measures, in accordance with the principle of subsidiarity as set out in Article 5 Treaty on European Union. In accordance with the principle of proportionality as set G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.		out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives.	out in that Article, this Directive does not go beyond what is necessary in order to achieve those objectives. Text Origin: Commission Proposal
Recital 42				
52	(42) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on [DD/MM/YYYY].		(42) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on ~~[DD/MM/YYYY]~~**25 April 2023**.	(42) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 and delivered an opinion on ~~*[DD/MM/YYYY]*~~ ***25 April 2023***. A Text Origin: Council General Approach
Recital 43				
53	(43) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the		(43) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the	(43) In accordance with the Joint Political Declaration of 28 September 2011 of Member States and the Commission on explanatory documents[1], Member States have undertaken to accompany, in justified cases, the notification of their transposition measures with one or more documents explaining the relationship between the components of a directive and the

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. _____ 1. OJ C 369, 17.12.2011, p. 14.		corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. _____ 1. OJ C 369, 17.12.2011, p. 14.	corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. _____ 1. OJ C 369, 17.12.2011, p. 14. Text Origin: Commission Proposal
Formula				
54	HAVE ADOPTED THIS DIRECTIVE:		HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE: Text Origin: Commission Proposal
Article 1				
55	Article 1 Subject matter and scope		Article 1 Subject matter and scope	Article 1 Subject matter and scope Text Origin: Commission Proposal
Article 1(1)				
56	1. This Directive lays down common rules on:		1. This Directive lays down common rules on:	1. This Directive lays down common rules on: Text Origin: Commission Proposal
Article 1(1), point (a)				
57	(a) the models, standards and categories of driving licences;		(a) the models, standards and categories of driving licences;	(a) the models, standards and categories of driving licences;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 1(1), point (b)				
58	(b) the issuance, validity, renewal, and mutual recognition of driving licences;		(b) the issuance, validity, renewal, and mutual recognition of driving licences;	(b) the issuance, validity, renewal, and mutual recognition of driving licences; Text Origin: Commission Proposal
Article 1(1), point (c)				
59	(c) certain aspects of the exchange, replacement, withdrawal, restriction, suspension and cancelation of driving licences;		(c) certain aspects of the exchange, replacement, withdrawal, restriction, suspension and cancelation of driving licences;	(c) certain aspects of the exchange, replacement, withdrawal, restriction, suspension and cancelation of driving licences; Text Origin: Commission Proposal
Article 1(1), point (d)				
60	(d) certain aspects applicable to novice drivers.	(d) certain aspects applicable ***inter alia*** to novice drivers.	(d) certain aspects applicable to novice drivers.	B ITM 2.12.24: Council against. Linked to line 309b
Article 1(2)				
61	2. This Directive does not apply to power-driven vehicles running on wheels or tracks, having at least two axles, the principal function of which lies in their tractive power, which are specially designed to pull, push,	2. ***Without prejudice to Articles 12a and 20 of this Directive as well as the right of Member States to add national categories to the driving licences that they issue in accordance with Annex I,*** this Directive does not	2. This Directive does not apply to power-driven vehicles running on wheels or tracks, having at least two axles, the principal function of which lies in their tractive power, which are specially designed to pull, push,	C ITM 27.1.25: general agreement that Directive is currently not applicable to NRMM. However, no agreement for the need to change Article 1(2)

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	carry or operate certain tools, machines or trailers used in connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or drawing, on the road, vehicles used for the carriage of persons or goods is only a secondary function.	apply to ~~*power-driven vehicles running on wheels or tracks, having at least two axles, the principal function of which lies in their tractive power, which are specially*~~***self-propelled mobile machinery falling within the scope of Directive 2006/42/EC, that is*** designed ~~*to pull, push, carry or operate certain tools, machines or trailers used in connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or drawing,*~~***or constructed with the purpose of performing work, such as non-road mobile machinery as defined by [Regulation*** on the ~~*road, vehicles used for the carriage of persons or goods is only a secondary function*~~***approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (2023/0090(COD))]***.	carry or operate certain tools, machines or trailers used in connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or drawing, on the road, vehicles used for the carriage of persons or goods is only a secondary function.	
Article 2				
G	62	Article 2 Definitions		Article 2 Definitions Text Origin: Commission Proposal
Article 2, first paragraph				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
63	For the purposes of this Directive, the following definitions apply:		For the purposes of this Directive, the following definitions apply:	For the purposes of this Directive, the following definitions apply: Text Origin: Commission Proposal
Article 2, first paragraph, point (1)				
64	(1) 'driving licence' means an electronic or physical document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive;	(1) 'driving licence' means ~~*an electronic or physical*~~***a*** document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive***, whether in a physical or digital format, or both***;	(1) 'driving licence' means ~~an electronic or physical~~**a** document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive **. It may have a physical or a digital format, or both**;	(1) 'driving licence' means ~~*an electronic or physical*~~***a*** document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive***. It may have a physical or a digital format, or both***; A 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 2, first paragraph, point (2)				
65	(2) 'physical driving licence' means a driving licence in its physical format, issued in accordance with Article 4;		(2) 'physical driving licence' means a driving licence in its physical format, issued in accordance with Article 4;	(2) 'physical driving licence' means a driving licence in its physical format, issued in accordance with Article 4; Text Origin: Commission Proposal
Article 2, first paragraph, point (3)				
66	(3) 'mobile driving licence' means a driving licence in its		(3) 'mobile driving licence' means a driving licence in its	(3) 'mobile driving licence' means a driving licence in its

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	digital format, issued in accordance with Article 5;		digital format, issued in accordance with Article 5;	digital format, issued in accordance with Article 5; Text Origin: Commission Proposal
Article 2, first paragraph, point (4)				
67	(4) 'power-driven vehicle' means any self-propelled vehicle running on a road under its own power, other than a rail-borne vehicle;		(4) 'power-driven vehicle' means any self-propelled vehicle running on a road under its own power, other than a rail-borne vehicle;	(4) 'power-driven vehicle' means any self-propelled vehicle running on a road under its own power, other than a rail-borne vehicle; Text Origin: Commission Proposal
Article 2, first paragraph, point (5)				
68	(5) 'two-wheel vehicle' means a vehicle referred to in Article 4(2), point (a), of Regulation (EU) No 168/2013 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).		(5) 'two-wheel vehicle' means a vehicle referred to in Article 4(2), point (a), of Regulation (EU) No 168/2013 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	(5) 'two-wheel vehicle' means a vehicle referred to in Article 4(2), point (a), of Regulation (EU) No 168/2013 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52). Text Origin: Commission Proposal
Article 2, first paragraph, point (6)				

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	69	(6) 'three-wheel vehicle' means a vehicle referred to in Article 4(2), point (b), of Regulation (EU) No 168/2013;		(6) 'three-wheel vehicle' means a vehicle referred to in Article 4(2), point (b), of Regulation (EU) No 168/2013;	(6) 'three-wheel vehicle' means a vehicle referred to in Article 4(2), point (b), of Regulation (EU) No 168/2013; Text Origin: Commission Proposal	G
	Article 2, first paragraph, point (7)					
G	70	(7) 'light quadricycle' means a vehicle as referred to in Article 4(2), point (f), of Regulation (EU) No 168/2013;		(7) 'light quadricycle' means a vehicle as referred to in Article 4(2), point (f), of Regulation (EU) No 168/2013;	(7) 'light quadricycle' means a vehicle as referred to in Article 4(2), point (f), of Regulation (EU) No 168/2013; Text Origin: Commission Proposal	G
	Article 2, first paragraph, point (8)					
G	71	(8) 'motorcycle' means a two-wheel vehicle with or without a sidecar, as referred to in Article 4(2), point (c) and (d) of Regulation (EU) No 168/2013;		(8) 'motorcycle' means a two-wheel vehicle with or without a sidecar, as referred to in Article 4(2), point (c) and (d) of Regulation (EU) No 168/2013;	(8) 'motorcycle' means a two-wheel vehicle with or without a sidecar, as referred to in Article 4(2), point (c) and (d) of Regulation (EU) No 168/2013; Text Origin: Commission Proposal	G
	Article 2, first paragraph, point (9)					
G	72	(9) 'powered tricycle' means a vehicle with three symmetrically arranged wheels, as referred to in Article 4(2), point (e) of Regulation (EU) No 168/2013;		(9) 'powered tricycle' means a vehicle with three symmetrically arranged wheels, as referred to in Article 4(2), point (e) of Regulation (EU) No 168/2013;	(9) 'powered tricycle' means a vehicle with three symmetrically arranged wheels, as referred to in Article 4(2), point (e) of Regulation (EU) No 168/2013; Text Origin: Commission Proposal	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 2, first paragraph, point (10)				
73	(10) 'motor vehicle' means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term shall include trolleybuses, that is vehicles connected to an electric conductor and not track-based.		(10) 'motor vehicle' means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term shall include trolleybuses, that is vehicles connected to an electric conductor and not track-based.	(10) 'motor vehicle' means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term shall include trolleybuses, that is vehicles connected to an electric conductor and not track-based. Text Origin: Commission Proposal
Article 2, first paragraph, point (11)				
74	(11) 'heavy quadricycle' means vehicles as referred to in Article 4(2), point (g), of Regulation (EU) No 168/2013;		(11) 'heavy quadricycle' means vehicles as referred to in Article 4(2), point (g), of Regulation (EU) No 168/2013;	(11) 'heavy quadricycle' means vehicles as referred to in Article 4(2), point (g), of Regulation (EU) No 168/2013; Text Origin: Commission Proposal
Article 2, first paragraph, point (11a)				
74a		***(11a) 'ambulance' means a vehicle of category M intended for the transport of sick or injured persons and having special equipment for such purpose, as referred to under 'Criteria for vehicle categorisation', 'Special purpose vehicles', in Annex I, Part A, point 5.3. to Regulation (EU) No***	**(12b) 'Ambulance' means a vehicle of category M referred to in Article 4 and Annex I point 5.3 of Regulation (EU) 2018/858 intended for the transport of sick or injured persons and having special equipment for such purpose.**	B See text proposal in separate document

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		2018/858 of the European Parliament and the Council[1a]; *[1a] Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L, 151, 14.6.2018, p. 1).*		
Article 2, first paragraph, point (11b)				
74b		*(11b) 'motor caravan' means a vehicle category M with a living accommodation area containing seating and a table, separate or folding sleeping berths, cooking facilities as well as cupboards and storage space, all of which shall be rigidly fixed to the living compartment, as referred to under 'Criteria for vehicle categorisation', 'Special purpose vehicles', in Annex I, part A point 5.1 to Regulation (EU) 2018/858;*	**(12a) 'Motor caravan' means a special purpose vehicle of category M referred to in Article 4 and Annex I point 5.1 of Regulation (EU) 2018/858 constructed to include living accommodation which contains at least the following equipment:** **— seats and table,** **— sleeping accommodation which may be converted from the seats,** **— cooking facilities, and** **— storage facilities.** **This equipment shall be rigidly fixed to the living compartment;**	B

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			however, the table may be designed to be easily removable;	
Article 2, first paragraph, point (11c)				
74c		***(11c) 'alternatively fuelled vehicle'[1a] means a motor vehicle powered wholly or in part by an alternative fuel, and which has been approved, pursuant to Regulation EU 2018/858;***		B 3rd trilogue 18 February 2025: no agreement
Article 2, first paragraph, point (11d)				
74d		***(11d) 'alternative fuels' mean fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector consisting of:*** ***(a) electricity consumed in all types of electric vehicles;*** ***(b) hydrogen;*** ***(c) natural gas, including biomethane, in gaseous form (Compressed Natural Gas — CNG) and liquefied form (Liquefied Natural Gas — LNG);*** ***(d) Liquefied Petroleum Gas (LPG);***		C 3rd trilogue 18 February 2025: no agreement

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		(e) mechanical energy from on-board storage/on-board sources, including waste heat; ***(f) any other 'CO2 neutral fuel' that means all fuels defined by Directive (EU) 2018/2001 where the emissions of the fuel in use (eu) can be taken to be net zero, meaning for instance that the CO2 equivalent of the carbon incorporated in the chemical composition of the fuel in use (eu) is of biogenic origin and/or has been captured, so avoiding being emitted as CO2 into the atmosphere, or has been captured from ambient air including:*** ***(i) renewable and/or synthetic fuels, such as biofuel, biogas, biomass fuel, renewable liquid and gaseous transport fuel of non- biological origin (RFNBO) or a recycled carbon fuel (RCF);*** ***(ii) other fuels not listed in Directive (EU) 2018/2001 may fall within the meaning of CO2 neutral fuel provided that they meet those criteria and the sustainability criteria of that Directive and associated delegated acts; and*** ***(iii) a mixture of two or more CO2 neutral fuels shall be***		

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		considered to be a CO2 neutral fuel;		
Article 2, first paragraph, point (12)				
G 75	(12) 'driving disqualification' means any decision which results in the withdrawal, cancellation, restriction or suspension of the driving licence or of the right to drive of a driver of a power-driven vehicle and which is no longer subject to a right of appeal. The measure may constitute either a primary, secondary or supplementary penalty or a safety measure.		(12) 'driving disqualification' means any decision which results in the withdrawal, cancellation, restriction or suspension of the driving licence or of the right to drive of a driver of a power-driven vehicle and which ~~is no longer subject to a right of appeal~~**has become enforceable**. The measure may constitute either a primary, secondary or supplementary penalty or a safety measure~~.~~**;**	B
Article 3				
G 76	Article 3 Union standard specifications on driving licences and mutual recognition		Article 3 Union standard specifications on driving licences and mutual recognition	Article 3 Union standard specifications on driving licences and mutual recognition Text Origin: Commission Proposal
Article 3(1)				
G 77	1. Member States shall ensure that their national driving licences are issued in accordance with the provisions of this Directive and comply with the Union standard specifications and other criteria pursuant to:		1. Member States shall ensure that their national driving licences are issued in accordance with the provisions of this Directive and comply with the Union standard specifications and other criteria pursuant to:	1. Member States shall ensure that their national driving licences are issued in accordance with the provisions of this Directive and comply with the Union standard specifications and other criteria pursuant to:

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 3(1), point (a)				
78	(a) Article 4 for physical driving licences;		(a) Article 4 for physical driving licences;	(a) Article 4 for physical driving licences; Text Origin: Commission Proposal
Article 3(1), point (b)				
79	(b) Article 5 for mobile driving licences.		(b) Article 5 for mobile driving licences.	(b) Article 5 for mobile driving licences. Text Origin: Commission Proposal
Article 3(2)				
80	2. Member States shall ensure that physical and mobile driving licences issued to the same person are fully equivalent between them, and state the exact same set of rights and conditions under which that person is authorised to drive.		2. Member States shall ensure that physical and mobile driving licences issued to the same person are fully equivalent between them~~, and state the exact same set of~~ **as regards the** rights and conditions under which that person is authorised to drive**, and in duration of validity**.	2. Member States shall ensure that physical and mobile driving licences issued to the same person are fully equivalent between them~~, and state the exact same set of~~ ***as regards the*** rights and conditions under which that person is authorised to drive***, and in duration of validity***. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 3(3)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 81	3. Member States shall not, as a prerequisite, require the possession of a physical or mobile driving licence from the applicant when issuing, replacing, renewing, or exchanging a driving licence in the other format.		3. Member States shall not, as a prerequisite, require the possession of a physical or mobile driving licence from the applicant when issuing, replacing, renewing, or exchanging a driving licence in the other format. **This is without prejudice to the handling of existing licences in case of exchange or replacement in accordance with Article 11 (3) and (4).**	3. Member States shall not, as a prerequisite, require the possession of a physical or mobile driving licence from the applicant when issuing, replacing, renewing, or exchanging a driving licence in the other format. ***This is without prejudice to the handling of existing licences in case of exchange or replacement in accordance with Article 11 (3) and (4).*** B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 3(4)				
G 82	4. By [date-of-adoption+4 years], Member States shall ensure that only mobile driving licences are issued by default. Until that date, Member States may decide to issue mobile driving licences.	4. By … [date-of-adoption+4 years], Member States shall ensure that ~~only~~***applicants are issued both a*** mobile driving ~~licences are issued~~***licence and a physical driving licence*** by default. Until that date, Member States may decide to issue mobile driving licences.	4. ~~By [date-of-adoption+45 years]~~ **after the adoption of implementing acts in accordance with Article 5(7)**, Member States shall ensure that only mobile driving licences are issued by default. Until that date, Member States may decide to issue mobile driving licences.	4. ~~*By [date-of-adoption+4 years]*~~ ***From the date 54 months after the date of the adoption of implementing acts in accordance with Article 5(7)*** , Member States shall ensure that ~~*only*~~ mobile driving licences are issued ~~*by*~~***as the*** default~~*. Until that date, Member States may decide to issue*~~ ***format of the driving licence, without prejudice to the right of the applicant to obtain the physical format or both formats with the same application. After***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				the issuance of a driving licence in mobile format, the holder shall continue to have the right to request the physical format, including when his or her mobile driving ~~*licences*~~***licence has not yet expired***. ***C*** C ITM 27.1.25: Commission strongly for shorter deadline. Council compromise as above
Article 3(5)				
83	5. By way of derogation from paragraph 4, upon request of the applicant, Member States shall provide the opportunity for a physical driving licence to be issued instead of, or together with, a mobile driving licence.	5. By way of derogation from paragraph 4, ~~*upon request of the applicant,*~~ Member States shall provide ~~*the opportunity for a*~~***for a right for applicants upon request to renounce either*** physical ~~*driving licence to be issued instead of, or together with, a mobile*~~***or digital*** driving licence. ***Member States shall facilitate such requests on the part of applicants, and not seek to influence them in any way.***	5. By way of derogation from paragraph 4, upon request of the applicant, Member States shall provide the opportunity for a physical driving licence to be issued instead of, or together with, a mobile driving licence.	5. ~~*By way of derogation from paragraph 4, upon request of the applicant,*~~ Member States ~~*shall provide the opportunity for a physical driving licence to be issued instead of, or together with, a*~~***may issue*** mobile driving ~~*licence*~~***licences already before the date referred to in paragraph 4***. C Council compromise NOTE: Text of proposal covered in line 82. This text is transferred from proposal line 82
Article 3(5a)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
83a		***5a. By way of derogation from paragraph 5, Member States shall give applicants who have renounced one of the formats of their driving licence referred to in paragraph 4 the right to request the issue or reissue of that renounced format. Any issue or reissue of a renounced format shall be provided without undue delay and no later than 2 weeks from the date of the applicant's request.***		C Note: Covered in the compromise lines 20 and 82, without a specific deadline
Article 3(6)				
84	6. Driving licences issued by Member States shall be mutually recognised.		6. Driving licences issued by Member States shall be mutually recognised. **However, mobile driving licences issued in accordance with Article 5 shall be mutually recognised after the date stipulated in paragraph 4.**	6. Driving licences issued by Member States shall be mutually recognised. ***However, mobile driving licences issued in accordance with Article 5 shall be mutually recognised after the date stipulated in paragraph 4.*** C ITM 27.1.25: EP supportive of mutual recognition of mobDL before the date of compulsory introduction. Commission argues for one date. Council compromise above provides simpler text for the content of line 85
Article 3(7)				
85	7. By way of derogation from paragraph 6, Member States		*deleted*	*deleted*

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	shall only mutually recognise mobile driving licences that were issued after [date-of-adoption+3 years] in accordance with Article 5. Mobile driving licences that were issued before that date but meet the requirements of Article 5 shall be mutually recognised after that date.		*See previous line*	*C* *ITM 27.1.25: see previous line*
Article 4				
G	*86*	Article 4 Physical driving licences		Article 4 Physical driving licences	Article 4 Physical driving licences Text Origin: Commission Proposal	G
Article 4(1)				
G	87	1. Member States shall issue physical driving licences based on the Union standard specifications laid down in Annex I, Part A1.		1. Member States shall issue physical driving licences based on the Union standard specifications laid down in Annex I, Part A1.	1. Member States shall issue physical driving licences based on the Union standard specifications laid down in Annex I, Part A1. Text Origin: Commission Proposal	G
Article 4(2), first subparagraph				
G	88	2. Member States shall take all necessary steps to avoid any risk of forgery of driving licences, including that of model driving licences issued before the entry into force of this Directive. They shall inform the Commission thereof.		2. Member States shall take all necessary steps to avoid any risk of forgery of driving licences, including ~~that of model~~ driving licences issued before ~~the entry into force of this Directive~~**19 January 2013**. They shall inform the Commission thereof.	2. Member States shall take all necessary steps to avoid any risk of forgery of driving licences, including ~~*that of model*~~ driving licences issued before ~~*the entry into force of this Directive*~~***19 January 2013***. They shall inform the Commission thereof.	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				B ITM 6.2.25 Text Origin: Council General Approach
Article 4(2), second subparagraph				
89	The physical driving licence shall be made secure against forgery by means of the Union standard specifications laid down in Annex I, Part A2. Member States may introduce additional security features.		The physical driving licence shall be made secure against forgery by means of the Union standard specifications laid down in Annex I, Part A2. Member States may introduce additional security features.	The physical driving licence shall be made secure against forgery by means of the Union standard specifications laid down in Annex I, Part A2. Member States may introduce additional security features. Text Origin: Commission Proposal
Article 4(3)				
90	3. Where the holder of a valid physical driving licence without an administrative validity period takes up normal residence in a Member State other than that which issued that driving licence, the host Member State may, as of two years after the date on which the holder has taken up normal residence on its territory, apply the administrative validity periods set out in Article 10(2), by renewing the driving licence.		3. Where the holder of a valid physical driving licence without an administrative validity period takes up normal residence in a Member State other than that which issued that driving licence, the host Member State may, as of two years after the date on which the holder has taken up normal residence on its territory, apply the administrative validity periods set out in Article 10(2), by renewing the driving licence.	3. Where the holder of a valid physical driving licence without an administrative validity period takes up normal residence in a Member State other than that which issued that driving licence, the host Member State may, as of two years after the date on which the holder has taken up normal residence on its territory, apply the administrative validity periods set out in Article 10(2), by renewing the driving licence.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 4(4)				
91	4. Member States shall ensure that by 19 January 2030, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.	4. Member States shall ensure that by 19 January ~~2030~~***2033***, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.	4. Member States shall ensure that by 19 January ~~2030~~**2033**, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.	4. Member States shall ensure that by 19 January ~~2030~~***2033***, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.
Article 4(5), first subparagraph				
92	5. Member States may decide to introduce a storage medium (microchip) as part of the physical driving licence. Where a Member State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip.	5. Member States may decide to introduce a storage medium (microchip) as part of the physical driving licence. Where a Member State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip. ***The retention period for the personal data stored in the microchip shall, whenever possible, be aligned with the validity of the driving licence.***	5. Member States may decide to introduce a storage medium (microchip) as part of the physical driving licence. Where a Member State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip.	5. Member States may decide to introduce a storage medium (microchip) as part of the physical driving licence. Where a Member State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip. B 3rd trilogue 18 Feb 25 Text Origin: Commission Proposal
Article 4(5), second subparagraph				
93	When Member States provide for the microchip as part of the physical driving licence, they shall		When Member States provide for the microchip as part of the physical driving licence, they shall	When Member States provide for the microchip as part of the physical driving licence, they shall

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	apply technical requirements laid down in Annex I, Part B. Member States may introduce additional security features		apply technical requirements laid down in Annex I, Part B. Member States may introduce additional security features**.**	apply technical requirements laid down in Annex I, Part B. Member States may introduce additional security features Text Origin: Commission Proposal
Article 4(5), third subparagraph				
94	Member States shall inform the Commission in the event of a decision on including a microchip on their physical driving licences, or of any change concerning such a decision, within three months of its adoption. Member States that have already introduced a microchip on their physical driving licences shall inform the Commission accordingly within three months from the date of entry into force of this Directive.		Member States shall inform the Commission in the event of a decision on including a microchip on their physical driving licences, or of any change concerning such a decision, within three months of its adoption. Member States that have already introduced a microchip on their physical driving licences shall inform the Commission accordingly within three months from the date of entry into force of this Directive.	Member States shall inform the Commission in the event of a decision on including a microchip on their physical driving licences, or of any change concerning such a decision, within three months of its adoption. Member States that have already introduced a microchip on their physical driving licences shall inform the Commission accordingly within three months from the date of entry into force of this Directive. Text Origin: Commission Proposal
Article 4(6)				
95	6. Where the microchip is not introduced as part of the physical driving licence, Member States may also decide to print, in the space reserved for that purpose, a QR code on the physical driving licences that are issued by them. The QR code shall		6. ~~Where the microchip is not introduced as part of the physical driving licence,~~ Member States may ~~also~~ decide to ~~print~~**engrave**, in the space reserved for ~~that purpose, a QR code on~~**the microchip in** the physical driving licences that are	6. ~~*Where the microchip is not introduced as part of the physical driving licence,*~~ Member States may ~~*also*~~ decide to ~~*print*~~***engrave***, in the space reserved for ~~*that purpose, a QR code on*~~***the microchip in*** the physical driving licences that are

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	allow the verification of the authenticity of the information reported on the physical driving licence.		issued by them**, a QR code instead of or together with the microchip**. The QR code shall allow the verification of the authenticity of the information reported on the physical driving licence.	issued by them***, a QR code instead of or together with the microchip***. The QR code shall allow the verification of the authenticity of the information reported on the physical driving licence. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 4(7), first subparagraph				
G	96	7. Member States shall ensure that the personal data necessary for the verification of the information reported on the physical driving licence is not retained by the verifier and that the issuing authority of the driving licence is not notified about the verification process.		7. Member States shall ensure that the personal data necessary for the verification of the information reported on the physical driving licence is not retained by the verifier**, unless retention is authorised by Union or national law,** and that the issuing authority of the driving licence is not notified about the verification process.	7. Member States shall ensure that the personal data necessary for the verification of the information reported on the physical driving licence is not retained by the verifier***, unless retention is authorised by Union or national law,*** and that the issuing authority of the driving licence is not notified about the verification process. C 3rd trilogue 18 Feb 25 Text Origin: Council General Approach	G
Article 4(7), second subparagraph				
G	97	The Commission shall adopt implementing acts laying down		The Commission shall adopt implementing acts laying down	The Commission shall adopt implementing acts laying down	G

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		detailed provisions concerning the interoperability features and the security measures to be complied with by QR codes printed on physical driving licences. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).		detailed provisions concerning the interoperability features and the security measures to be complied with by QR codes ~~printed~~**engraved** on physical driving licences. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	detailed provisions concerning the interoperability features and the security measures to be complied with by QR codes ~~*printed*~~***engraved*** on physical driving licences. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2). B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 4(7), third subparagraph					
G	98	Member States shall inform the Commission of any measure aimed at the introduction of a QR code on their driving licences or of any change of such measure, within three months of its adoption.		Member States shall inform the Commission of any measure aimed at the introduction of a QR code on their driving licences or of any change of such measure, within three months of its adoption.	Member States shall inform the Commission of any measure aimed at the introduction of a QR code on their driving licences or of any change of such measure, within three months of its adoption. Text Origin: Commission Proposal
Article 4(8)					
G	99	8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Parts A, B and D, where necessary in order to		8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Parts A, B and D, where necessary in order to	8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Parts A, B and D, where necessary in order to

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	take account of technical, operational or scientific developments.		take account of technical, operational or scientific developments.	take account of technical, operational or scientific developments. Text Origin: Commission Proposal
Article 5				
100	Article 5 Mobile driving licences		Article 5 Mobile driving licences	Article 5 Mobile driving licences Text Origin: Commission Proposal
Article 5(1)				
101	1. Member States shall issue mobile driving licences based on the Union standard specifications laid down in Annex I, Part C.		1. Member States shall issue mobile driving licences based on the Union standard specifications laid down in Annex I, Part C.	1. Member States shall issue mobile driving licences based on the Union standard specifications laid down in Annex I, Part C. Text Origin: Commission Proposal
Article 5(2), first subparagraph				
102	2. Member States shall ensure that electronic applications established for mobile driving licences, in order to enable verification of the existence of the driving rights of the holder of the driving licence, are available to persons having their normal residence in their territory, or to persons who are otherwise entitled		2. **Without prejudice to national rules requiring a fee payment against issuance of a driving licence,** Member States shall ensure that **the** electronic ~~applications established for~~**retrieval of** mobile driving licences~~, in order to enable verification of the existence of the driving rights of the holder of the driving licence, are~~ **is** available to	2. Member States shall ensure that ***the*** electronic ~~*applications established for*~~***retrieval of*** mobile driving licences~~*, in order to enable verification of the existence of the driving rights of the holder of the driving licence, are*~~ ***is*** available to persons ~~*having their normal residence in their territory, or to persons who are otherwise entitled*~~

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	to hold mobile driving licences issued by them, free of charge.		persons ~~having their normal residence in their territory, or to persons who are otherwise entitled to hold~~**holding a** mobile driving ~~licences~~**licence** issued by them, free of charge.	~~*to hold*~~***holding a*** mobile driving ~~*licences*~~***licence*** issued by them, free of charge. B 3rd trilogue 18 February 25 See also recital 11a Text Origin: Council General Approach
Article 5(2), second subparagraph				
G 103	These applications shall be based on the European Digital Identity Wallets issued in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council[1]. 1. Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market (OJ L 257, 28.8.2014, p. 73).	~~*These*~~***Those*** applications shall be based on the European Digital Identity Wallets issued in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council[1]***, and an appropriate level of security of these applications should be ensured***. 1. Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market (OJ L 257, 28.8.2014, p. 73).	~~These applications~~**Mobile driving licences** shall be ~~based on~~**issued to** the European Digital Identity Wallets ~~issued~~**as electronic attestations of attributes** in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council[1]. 1. Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market (OJ L 257, 28.8.2014, p. 73).	~~*These applications*~~***Mobile driving licences*** shall be ~~*based on*~~***issued to*** the European Digital Identity Wallets ~~*issued*~~***as electronic attestations of attributes*** in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council[1]. 1. Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market (OJ L 257, 28.8.2014, p. 73). B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 5(3), first subparagraph				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
104	3. Member States shall publish and regularly update the list of available electronic applications which are established and maintained for the purposes of this Article.		*deleted* *incorporated into paragraph 5*	*deleted* *3rd trilogue 18 Feb 25*
Article 5(3), second subparagraph				
105	Member States shall ensure that the electronic applications do not contain or, in the case of applying a pointer, do not make available more data than referred to in Annex I, Part D.	Member States shall ensure that the electronic applications do not contain ~~*or, in the case of applying a pointer, do not make available*~~ more data than referred to in Annex I, Part D.	Member States shall ensure that the ~~electronic applications~~**mobile driving licences** do not contain ~~or, in the case of applying a pointer, do not make available~~ more data than referred to in Annex I, Part D**, and that no personal data other than those necessary for the verification of the driving rights of the holder are processed for this purpose**.	Member States shall ensure that the ~~*electronic applications*~~***mobile driving licences*** do not contain ~~*or, in the case of applying a pointer, do not make available*~~ more data than referred to in Annex I, Part D***, and that no personal data other than those necessary for the verification of the driving rights of the holder are processed by the verifyer for this purpose***. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 5(4), first subparagraph				
106	4. Member States shall make available and regularly update each other on the information required to access the national systems referred to in Annex I, Part C, that are used for the		*deleted*	*deleted* *B* *3rd trilogue 18 Feb 25*

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	verification of mobile driving licences.			
Article 5(4), second subparagraph				
107	Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request.	Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request. ***Personal data shall be processed in accordance with Regulations (EU) 2016/679 and (EU) 2018/1725 and, where applicable, Directive 2002/58/EC, implementing the principles of 'data minimisation', 'purpose limitation' and 'data protection by design and by default', in particular with regard to technical measures.***	**4.** Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier ~~and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request~~**, unless retention is authorised by Union or national law**.	***4.*** Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier ~~*and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request.*~~***, unless retention is authorised by Union or national law.*** ***[see comment below]*** C 3rd trilogue 18 Feb 25 GA acceptable if accompanying recital refers to the applicable data protection framework and provides examples of retention purposes allowed by law. Cion will work on a proposal. Text Origin: Council General Approach
Article 5(5)				
108	5. Member States shall inform the Commission of the list	5. Member States shall inform the Commission of the list	5. Member States shall inform the Commission of ~~the~~**a** list	5. Member States shall inform the Commission of ~~*the*~~***a*** list

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	of relevant national systems authorised to issue data and pointers for mobile driving licences. The Commission shall make available to the public, through a secure channel, the list of such national systems of the Member States, in an electronically signed or sealed form suitable for automated processing.	of relevant national systems authorised to issue data ~~*and pointers*~~ for mobile driving licences. The Commission shall make available to the public, through a secure channel, the list of such national systems of the Member States, in an electronically signed or sealed form suitable for automated processing.	of ~~relevant national systems authorised to issue data and pointers for~~**issuers of** mobile driving licences **which they shall keep up to date**. The Commission shall make **these lists** available to the public~~,~~ through a secure channel~~, the list of such national systems of the Member States,~~ **and** in an electronically signed or sealed form suitable for automated processing.	of ~~*relevant national systems authorised to issue data and pointers for*~~***issuers of*** mobile driving licences ***which they shall keep up to date***. The Commission shall make ***these lists*** available to the public~~,~~ through a secure channel~~, the list of such national systems of the Member States,~~ ***and*** in an electronically signed or sealed form suitable for automated processing. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 5(6)				
109	6. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part C, where necessary in order to take account of technical, operational or scientific developments.		6. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part C, where necessary in order to take account of technical, operational or scientific developments.	6. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part C, where necessary in order to take account of technical, operational or scientific developments. Text Origin: Commission Proposal
Article 5(7)				
110	7. By [date-of-adoption+18 months], the Commission shall adopt implementing acts laying	7. By … [date-of-adoption+18 months], the Commission shall adopt	7. By [~~date-of-adoption~~**date-of entry into force** +18 months], the Commission shall adopt	7. By [~~*date-of-adoption+18*~~***date of entry into force +12*** months], the

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	down detailed provisions concerning the interoperability, security and testing of mobile driving licences, including verification features and the interface with national systems. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	implementing acts laying down detailed provisions concerning the interoperability, security and testing of mobile driving licences, including verification features and the interface with national systems ***and taking into account the necessary requirements to ensure recognition of those driving liences by third country authorities***. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	implementing acts laying down detailed provisions concerning the **visual appearance,** interoperability, **data and record updating standards, security, and organisational arrangements for the processing and protection of personal data, testing and the technical and** security ~~and testing~~**standards for the exchange** of mobile driving licences, including verification features and the interface with national systems. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	Commission shall adopt implementing acts laying down detailed provisions concerning the ***visual appearance,*** interoperability, ***data and record updating standards,*** security***, and organizational measures for the processing and protection of personal data,*** ~~*and*~~ testing ***and the technical and security standards for the exchange and the trusted lists of trusted issuers of mobile driving licences for verifying***~~*of*~~ mobile driving licences, including verification features and the interface with national systems. ***It should take into account the general framework and technical specifications necessary for recognition of those driving licences by third country authorities.*** Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2). C 3rd trilogue 18 February 2025
Article 5(7a)				
110a		***7a. The Commission shall provide assistance in this regard to Member States who should***		***Content could be transferred in a recital eg:***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		work together in pursuit of the worldwide use and recognition of the European mobile driving licence by means of an amendment to the Geneva Convention on Road Traffic of September 19, 1949, the International Convention on Motor Transport of April 24, 1926 and the Vienna Convention on Road Traffic of November 8, 1968.		***(11b) Member states should work together in pursuit of the worldwide use and mutual recognition of mobile driving licences. This may entail amendments to the Geneva Convention on Road Traffic of September 19, 1949, the International Convention on Motor Transport of April 24, 1926 and the Vienna Convention on Road Traffic of November 8, 1968. The Commission is best placed to provide assistance to Member States in this regard, particularly regarding interoperability conditions enabling widespread recognition of Union mobile driving licences.*** C 18 February 2025: EP compromise proposal
Article 6				
G 111	Article 6 Licence categories		Article 6 Licence categories	Article 6 Licence categories Text Origin: Commission Proposal G
Article 6(1)				
G 112	1. The driving licence shall authorise the driving of power-		1. The driving licence shall authorise the driving of power-	1. The driving licence shall authorise the driving of power- G

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		driven vehicles in the following categories:		driven vehicles in the following categories:	driven vehicles in the following categories: Text Origin: Commission Proposal
Article 6(1), point (a), first subparagraph					
G	113	(a) mopeds:		(a) mopeds:	(a) mopeds: Text Origin: Commission Proposal
Article 6(1), point (a), second subparagraph					
G	114	category AM:		category AM:	category AM: Text Origin: Commission Proposal
Article 6(1), point (a), second subparagraph, first indent					
G	115	- two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h (excluding those with a maximum design speed under or equal to 25 km/h);	- two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h ***and a net maximum power not exceeding 4kW*** (excluding those with a maximum design speed under or equal to 25 km/h);	- two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h (excluding those with a maximum design speed under or equal to 25 km/h);	- two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h ***and a maximum net power not exceeding 4kW*** (excluding those with a maximum design speed under or equal to 25 km/h); C ITM 2.12.24 Text Origin: EP vote P9_TA(2024)0095
Article 6(1), point (a), second subparagraph, second indent					
G	116	- light quadricycles;		- light quadricycles;	- light quadricycles;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 6(1), point (b)				
117	(b) motorcycles and powered tricycles:		(b) motorcycles and powered tricycles:	(b) motorcycles and powered tricycles: Text Origin: Commission Proposal
Article 6(1), point (b)(i)				
118	(i) category A1:		(i) category A1:	(i) category A1: Text Origin: Commission Proposal
Article 6(1), point (b)(i), first indent				
119	- motorcycles with a cylinder capacity not exceeding 125 cubic centimetres, of a power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg;	- motorcycles with a cylinder capacity not exceeding 125 cubic centimetres, of a ***net maximum*** power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg;	- motorcycles with a cylinder capacity not exceeding 125 cubic centimetres, of a power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg;	- motorcycles with a cylinder capacity not exceeding 125 cubic centimetres, of a ***maximum net*** power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg; B ITM 2.12.24 Text Origin: EP vote P9_TA(2024)0095
Article 6(1), point (b)(i), second indent				
120	- powered tricycles with a power not exceeding 15 kW;	- powered tricycles with a ***net maximum*** power not exceeding 15 kW;	- powered tricycles with a power not exceeding 15 kW;	- powered tricycles with a ***maximum net*** power not exceeding 15 kW;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				B ITM 2.12.24 Text Origin: EP vote P9_TA(2024)0095
Article 6(1), point (b)(ii)				
121	(ii) category A2:		(ii) category A2:	(ii) category A2: Text Origin: Commission Proposal
Article 6(1), point (b)(ii), first indent				
122	- motorcycles of a power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW.	- motorcycles of a ***net maximum*** power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW~~.~~**;**	- motorcycles of a power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW.	- motorcycles of a ***maximum net*** power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW~~.~~**;** B Text Origin: EP vote P9_TA(2024)0095
Article 6(1), point (b)(iii)				
123	(iii) Category A:		(iii) Category A:	(iii) Category A: Text Origin: Commission Proposal
Article 6(1), point (b)(iii), first indent				
124	- motorcycles;		- motorcycles;	- motorcycles; Text Origin: Commission Proposal

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 6(1), point (b)(iii), second indent				
125	- powered tricycles with a power exceeding 15 kW;	- powered tricycles with a ***net maximum*** power exceeding 15 kW;	- powered tricycles with a power exceeding 15 kW;	- powered tricycles with a ***maximum net*** power exceeding 15 kW; B Text Origin: EP vote P9_TA(2024)0095
Article 6(1), point (b)(iii), third indent				
125a		***Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in categories referred to in points (a) and (b) may be combined with a trailer with a maximum authorised mass not exceeding half the weight of the towing vehicle's unladen mass;***	**Motor vehicles in the categories referred to in points (a) and (b) may be combined with a trailer having a maximum authorised mass which does not exceed half the weight of the towing vehicle's unladen mass. Member States may apply additional conditions to the licences they have issued, based on considerations of road safety.**	***Motor vehicles in the categories referred to in points (a) and (b) may be combined with a trailer having a maximum authorised mass which does not exceed half the weight of the towing vehicle's unladen mass. Member States may apply additional conditions to the licences they have issued, based on considerations of road safety.*** B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 6(1), point (c)				
126	(c) motor vehicles:		(c) motor vehicles:	(c) motor vehicles: Text Origin: Commission Proposal
Article 6(1), point (c)(i)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
127	(i) category B1:		(i) category B1:	(i) category B1: Text Origin: Commission Proposal
Article 6(1), point (c)(i), first indent, first subparagraph				
128	- heavy quadricycles.		- heavy quadricycles.	- heavy quadricycles. Text Origin: Commission Proposal
Article 6(1), point (c)(i), first indent, second subparagraph				
129	Category B1 is optional; in Member States which do not introduce this category of driving licence, a driving licence for category B shall be required to drive such vehicles;		Category B1 is optional; in Member States which do not introduce this category of driving licence, a driving licence for category B shall be required to drive such vehicles**. Those Member States may refuse to exchange a driving licence in respect of category B1**;	Category B1 is optional; in Member States which do not introduce this category of driving licence, a driving licence for category B shall be required to drive such vehicles***. Those Member States may refuse to exchange a driving licence in respect of category B1***; B ITM 2.12.24 Text Origin: Council General Approach
Article 6(1), point (c)(i), first indent, third subparagraph				
130	Member States may also decide to introduce this category exclusively for the vehicles referred to in Article 9(4), first subparagraph, point (c), and under the conditions provided for in that paragraph.		Member States may also decide to introduce**, for driving on their territory,** this category exclusively for the vehicles referred to in Article 9(4), first subparagraph, point (c), ~~and~~ under	B ITM 2.12.24: EP strongly prefers own wording in line 174 as it does not limit at 21 year the right to drive. Commission and Council insist on GA

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	Where a Member State decides to do so they shall mark this fact on the driving licence by the use of Union code 60.03.		the conditions provided for in that paragraph **and under the further conditions that at the time of issuing the driving licence for that category the driver is less than 21 years old, that the driving licence for this category has a validity expiring upon the holder turning 21 years old, and that the driving licence is not renewable for this category**. Where a Member State decides to do so they shall mark this fact on the driving licence by the use of Union code 60.03. See EP amendment to Art 7(2) b), line 174	
Article 6(1), point (c)(ii)				
G 131	(ii) category B:		(ii) category B:	(ii) category B: Text Origin: Commission Proposal G
Article 6(1), point (c)(ii), first indent				
G 132	- motor vehicles with a maximum authorised mass not exceeding 3 500 kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver.		- motor vehicles with a maximum authorised mass not exceeding 3 500 kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver.	- motor vehicles with a maximum authorised mass not exceeding 3 500 kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver. Text Origin: Commission Proposal G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 6(1), point (c)(ii), second indent, first subparagraph				
133	- motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750 kg.		- motor vehicles in this category may be combined with a trailer ~~having a maximum authorised mass which does not exceed 750 kg~~**of category O1 referred to in Article 4 of Regulation (EU) 2018/858**.	- motor vehicles in this category may be combined with a trailer ~~*having a maximum authorised mass which does not exceed 750 kg*~~***of category O1 referred to in Article 4 of Regulation (EU) 2018/858***. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 6(1), point (c)(ii), second indent, second subparagraph				
134	Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer with a maximum authorised mass exceeding 750 kg, provided that the maximum authorised mass of this combination does not exceed 4 250 kg. Where such a combination exceeds 3 500 kg, Member States shall, in accordance with the provisions of Annex V, require that this combination only be driven after:	See EP amendment line 203a	Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer **of category O2 referred to in Article 4 of Regulation (EU) 2018/858, or may be a motor caravan** with a maximum authorised mass exceeding ~~750~~**3 500** kg, provided that the maximum authorised mass of ~~this~~**the** combination **or of the motor caravan** does not exceed 4 250 kg. Where such a combination **or motor caravan** exceeds 3 500 kg, Member States shall, in accordance with the provisions of	C ITM 2.12.24: EP prefers their solution line 203a for motorhomes but will consider a compromise

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			Annex V, require that ~~this combination~~**it** only be driven after: Compare to EP amendment line 203a	
Article 6(1), point (c)(ii), second indent, second subparagraph, first indent				
G 135	- a training has been completed, or		- a training has been completed, or	- a training has been completed, or Text Origin: Commission Proposal G
Article 6(1), point (c)(ii), second indent, second subparagraph, second indent				
G 136	- a test of skills and behaviour has been passed.		- a test of skills and behaviour has been passed.	- a test of skills and behaviour has been passed. Text Origin: Commission Proposal G
Article 6(1), point (c)(ii), second indent, third subparagraph				
G 137	Member States may also require both such a training and the passing of a test of skills and behaviour.		Member States may also require both such a training and the passing of a test of skills and behaviour.	Member States may also require both such a training and the passing of a test of skills and behaviour. Text Origin: Commission Proposal G
Article 6(1), point (c)(ii), third indent				
137a		See EP amendment line 203a	**Under the same conditions and without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may consist of an ambulance with a maximum authorised**	C ITM 2.12.24: EP prefers their solution line 203a for motorhomes but will consider a compromise

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			mass exceeding 3 500 kg but not exceeding 4 250 kg. Compare to EP amendment line 203a	
Article 6(1), point (c)(ii), second indent, fourth subparagraph				
138	Member States shall indicate the entitlement to drive such a combination on the driving licence by means of the relevant Union code specified in Annex I, Part E.		Member States shall indicate the entitlement to drive such a combination**, motor caravan or ambulance** on the driving licence by means of the relevant Union code specified in Annex I, Part E.	B ITM 2.12.24: see line above
Article 6(1), point (c)(iii)				
G 139	(iii) category BE:		(iii) category BE:	(iii) category BE: Text Origin: Commission Proposal G
Article 6(1), point (c)(iii), first indent				
G 140	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combination of vehicles consisting of a tractor vehicle in category B and a trailer or semi-trailer where the maximum authorised mass of the trailer or semi-trailer does not exceed 3 500 kg;		- without prejudice to the provisions of type-approval rules for the vehicles concerned, combination of vehicles consisting of a tractor vehicle in category B and a trailer ~~or semi-trailer where the maximum authorised mass of the trailer or semi-trailer does not exceed 3 500 kg~~**of category O2 referred to in Article 4 of Regulation (EU) 2018/858**;	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combination of vehicles consisting of a tractor vehicle in category B and a trailer ~~*or semi-trailer where the maximum authorised mass of the trailer or semi-trailer does not exceed 3 500 kg*~~***of category O2 referred to in Article 4 of Regulation (EU) 2018/858***; B 3rd trilogue 18 Feb 25 G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Article 6(1), point (c)(iv)				
141	(iv) category C1:		(iv) category C1:	(iv) category C1: Text Origin: Commission Proposal
Article 6(1), point (c)(iv), first indent				
142	- motor vehicles other than those in categories D1 or D, the maximum authorised mass of which exceeds 3 500 kg, but does not exceed 7 500 kg, and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver.		- motor vehicles other than those in categories D1 or D, the maximum authorised mass of which exceeds 3 500 kg, but does not exceed 7 500 kg, and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver.	- motor vehicles other than those in categories D1 or D, the maximum authorised mass of which exceeds 3 500 kg, but does not exceed 7 500 kg, and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver. Text Origin: Commission Proposal
Article 6(1), point (c)(iv), second indent				
143	- Motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750 kg;		- Motor vehicles in this category may be combined with a trailer ~~having a maximum authorised mass not exceeding 750 kg;~~ **of category O1 referred to in Article 4 of Regulation (EU) 2018/858;**	- Motor vehicles in this category may be combined with a trailer ~~*having a maximum authorised mass not exceeding 750 kg;*~~ ***of category O1 referred to in Article 4 of Regulation (EU) 2018/858;*** B 3rd trilogue 18 Feb 25

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
					Text Origin: Council General Approach
Article 6(1), point (c)(v)					
G	144	(v) category C1E:		(v) category C1E:	(v) category C1E: Text Origin: Commission Proposal
Article 6(1), point (c)(v), first indent					
G	145	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C1 and its trailer or semi-trailer has a maximum authorised mass of over 750 kg provided that the authorised mass of the combination does not exceed 12 000 kg;		- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C1 and its trailer or semi-trailer has a maximum authorised mass of over 750 kg provided that the authorised mass of the combination does not exceed 12 000 kg;	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C1 and its trailer or semi-trailer has a maximum authorised mass of over 750 kg provided that the authorised mass of the combination does not exceed 12 000 kg; Text Origin: Commission Proposal
Article 6(1), point (c)(v), second indent					
G	146	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category B and its trailer or semi-trailer has an authorised mass of over 3 500 kg, provided that the authorised mass		- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category B and its trailer or semi-trailer has an authorised mass of over 3 500 kg, provided that the authorised mass	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category B and its trailer or semi-trailer has an authorised mass of over 3 500 kg, provided that the authorised mass

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	of the combination does not exceed 12 000 kg;		of the combination does not exceed 12 000 kg;	of the combination does not exceed 12 000 kg; Text Origin: Commission Proposal
Article 6(1), point (c)(vi)				
147	(vi) category C:		(vi) category C:	(vi) category C: Text Origin: Commission Proposal
Article 6(1), point (c)(vi), first indent				
148	- motor vehicles other than those in categories D1 or D, whose maximum authorised mass is over 3 500 kg and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver.		- motor vehicles other than those in categories D1 or D, whose maximum authorised mass is over 3 500 kg and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver.	- motor vehicles other than those in categories D1 or D, whose maximum authorised mass is over 3 500 kg and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver. Text Origin: Commission Proposal
Article 6(1), point (c)(vi), second indent				
149	- Motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750 kg.		- Motor vehicles in this category may be combined with a trailer ~~having a maximum authorised mass which does not exceed 750 kg.~~ **of category O1 referred to in Article 4 of Regulation (EU) 2018/858.**	- Motor vehicles in this category may be combined with a trailer ~~*having a maximum authorised mass which does not exceed 750 kg.*~~ ***of category O1 referred to in Article 4 of Regulation (EU) 2018/858.*** B 3rd trilogue 18 Feb 25

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Article 6(1), point (c)(vii)				
150	(vii) category CE:		(vii) category CE:	(vii) category CE: Text Origin: Commission Proposal
Article 6(1), point (c)(vii), first indent				
151	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C and its trailer or semi-trailer has a maximum authorised mass of over 750 kg;		- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C and its trailer or semi-trailer has a maximum authorised mass of over 750 kg;	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C and its trailer or semi-trailer has a maximum authorised mass of over 750 kg; Text Origin: Commission Proposal
Article 6(1), point (c)(viii)				
152	(viii) category D1:		(viii) category D1:	(viii) category D1: Text Origin: Commission Proposal
Article 6(1), point (c)(viii), first indent				
153	- motor vehicles designed and constructed for the carriage of no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters.	- motor vehicles designed and constructed for the carriage of ***more than 8 and*** no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters.	- motor vehicles designed and constructed for the carriage of **more than 8 and** no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters.	- motor vehicles designed and constructed for the carriage of ***more than 8 and*** no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters.
Article 6(1), point (c)(viii), second indent				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
154	- motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750 kg;		- motor vehicles in this category may be combined with a trailer ~~having a maximum authorised mass not exceeding 750 kg;~~ **of category O1 referred to in Article 4 of Regulation (EU) 2018/858;**	- motor vehicles in this category may be combined with a trailer ~~*having a maximum authorised mass not exceeding 750 kg;*~~ ***of category O1 referred to in Article 4 of Regulation (EU) 2018/858;*** B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 6(1), point (c)(ix)				
155	(ix) category D1E:		(ix) category D1E:	(ix) category D1E: Text Origin: Commission Proposal
Article 6(1), point (c)(ix), first indent				
156	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D1 and its trailer has a maximum authorised mass of over 750 kg.		- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D1 and its trailer has a maximum authorised mass of over 750 kg.	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D1 and its trailer has a maximum authorised mass of over 750 kg. Text Origin: Commission Proposal
Article 6(1), point (c)(x)				
157	(x) category D:		(x) category D:	(x) category D:

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 6(1), point (c)(x), first indent				
158	- motor vehicles designed and constructed for the carriage of more than eight passengers in addition to the driver; motor vehicles which may be driven with a category D licence may be combined with a trailer having a maximum authorised mass which does not exceed 750 kg;		- motor vehicles designed and constructed for the carriage of more than eight passengers in addition to the driver; motor vehicles which may be driven with a category D licence may be combined with a trailer ~~having a maximum authorised mass which does not exceed 750 kg;~~ **of category O1 referred to in Article 4 of Regulation (EU) 2018/858;**	- motor vehicles designed and constructed for the carriage of more than eight passengers in addition to the driver; motor vehicles which may be driven with a category D licence may be combined with a trailer ~~*having a maximum authorised mass which does not exceed 750 kg;*~~ ***of category O1 referred to in Article 4 of Regulation (EU) 2018/858;*** B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 6(1), point (c)(xi)				
159	(xi) category DE:		(xi) category DE:	(xi) category DE: Text Origin: Commission Proposal
Article 6(1), point (c)(xi), first indent				
160	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D		- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	and its trailer has a maximum authorised mass of over 750 kg.		and its trailer has a maximum authorised mass of over 750 kg.	and its trailer has a maximum authorised mass of over 750 kg. Text Origin: Commission Proposal
Article 6(2), first subparagraph				
161	2. With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities.	2. With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities~~.~~ ***or vehicles used in construction sector classified inter alia as non-road mobile machinery***	2. With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities.	C
Article 6(2), second subparagraph				
G 162	Member States may exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence. They shall inform the Commission thereof.		Member States may exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence. They shall inform the Commission thereof.	Member States may exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence. They shall inform the Commission thereof. Text Origin: Commission Proposal G
Article 7				
G 163	Article 7 Minimum ages		Article 7 Minimum ages	Article 7 Minimum ages G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 7(1)				
164	1. The minimum age for issuing a driving licence shall be the following:		1. The minimum age for issuing a driving licence shall be the following:	1. The minimum age for issuing a driving licence shall be the following: Text Origin: Commission Proposal
Article 7(1), point (a)				
165	(a) 16 years for categories AM, A1 and B1;	(a) 16 years for categories AM, A1, ***B1 and T*** ~~*and B1*~~;	(a) 16 years for categories AM, A1 and B1;	C
Article 7(1), point (b)				
166	(b) 18 years for categories A2, B, BE, C1 and C1E;		(b) 18 years for categories A2, B, BE, C1 and C1E;	(b) 18 years for categories A2, B, BE, C1 and C1E; Text Origin: Commission Proposal
Article 7(1), point (c)				
167	(c) With regard to category A:		(c) With regard to category A:	(c) With regard to category A: Text Origin: Commission Proposal
Article 7(1), point (c)(i)				
168	(i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. The two		(i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. The two	(i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. The two

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	years' experience requirement may be waived if the candidate is at least 24 years old;		years' experience requirement may be waived if the candidate is at least 24 years old;	years' experience requirement may be waived if the candidate is at least 24 years old; Text Origin: Commission Proposal
Article 7(1), point (c)(ii)				
169	(ii) 21 years for powered tricycles exceeding 15 kW;		(ii) 21 years for powered tricycles exceeding 15 kW;	(ii) 21 years for powered tricycles exceeding 15 kW; Text Origin: Commission Proposal
Article 7(1), point (d)				
170	(d) 21 years for categories C, CE, D1 and D1E;		(d) 21 years for categories C, CE, D1 and D1E;	(d) 21 years for categories C, CE, D1 and D1E; Text Origin: Commission Proposal
Article 7(1), point (da)				
170a		***(da) without prejudice to the circumstances set out in Article 6(1) of Directive (EU) 2022/2561, 18 years for categories C, CE, D1 and D1E, for professional drivers using driving licence nationally and internationally on the condition that they hold a Certificate for Professional Competence (CPC);***		C 3rd trilogue 18 February 2025: no agreement
Article 7(1), point (e)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
171	(e) 24 years for categories D and DE.		(e) 24 years for categories D and DE.	(e) 24 years for categories D and DE. Text Origin: Commission Proposal
Article 7(1), point (ea)				
171a		***(ea) without prejudice to the circumstances set out in Article 6(1) of Directive (EU) 2022/2561, 21 years for categories D and DE, for professional drivers using driving licence nationally and internationally on the condition that they hold a Certificate for Professional Competence (CPC).***		C 3rd trilogue 18 February 2025: no agreement
Article 7(2)				
172	2. Member States may raise or lower the minimum age for issuing a driving licence:		2. Member States may raise or lower the minimum age for issuing a driving licence:	2. Member States may raise or lower the minimum age for issuing a driving licence: Text Origin: Commission Proposal
Article 7(2), point (a)				
173	(a) for category AM down to 14 years or up to 18 years;		(a) for category AM down to 14 years or up to 18 years;	(a) for category AM down to 14 years or up to 18 years; Text Origin: Commission Proposal
Article 7(2), point (b)				
174	(b) for category B1 up to 18 years;	(b) for category B1 up to 18 years;	(b) for category B1 up to 18 years;	B

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		Member states may not issue a driving licence for category B1 for a candidate over 21 years for the vehicles referred to in Article 9(4), first subparagraph, point (c), and under the conditions provided for in that paragraph. See Council amendment to Art 6(1) c) (i), line 130		3rd trilogue 18 February 2025: no agreement
Article 7(2), point (c)				
G 175	(c) for category A1 up to 18 years, provided that both of the following conditions are fulfilled:		(c) for category A1 up to 18 years, provided that both of the following conditions are fulfilled:	(c) for category A1 up to 18 years, provided that both of the following conditions are fulfilled: Text Origin: Commission Proposal
Article 7(2), point (c)(i)				
G 176	(i) there is a two years difference between the minimum age for category A1 and the minimum age for category A2;		(i) there is a two years difference between the minimum age for category A1 and the minimum age for category A2;	(i) there is a two years difference between the minimum age for category A1 and the minimum age for category A2; Text Origin: Commission Proposal
Article 7(2), point (c)(ii)				
G 177	(ii) there is a requirement of a minimum of two years' experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be		(ii) there is a requirement of a minimum of two years' experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be	(ii) there is a requirement of a minimum of two years' experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		granted, as referred to in paragraph 1, point(c)(i);		granted, as referred to in paragraph 1, point(c)(i);	granted, as referred to in paragraph 1, point(c)(i); Text Origin: Commission Proposal
Article 7(2), point (d)					
G	178	(d) for categories B and BE down to 17 years.		(d) for categories B and BE down to 17 years.	(d) for categories B and BE down to 17 years. Text Origin: Commission Proposal
Article 7(3)					
G	179	3. Member States may lower the minimum age for category C to 18 years and for category D to 21 years with regard to:		3. Member States may lower the minimum age for category C to 18 years and for category D to 21 years with regard to:	3. Member States may lower the minimum age for category C to 18 years and for category D to 21 years with regard to: Text Origin: Commission Proposal
Article 7(3), point (a)					
Y	180	(a) vehicles used by the fire service and vehicles used for maintaining public order;	(a) vehicles used by the fire service, ***civil protection*** and vehicles used for maintaining public order;	(a) vehicles used by the fire service and vehicles used for maintaining public order;	B 3rd trilogue 18 February 2025: Commission compromise definition of "emergency vehicle" welcome, but no agreement yet Text Origin: EP vote P9_TA(2024)0095
Article 7(3), point (b)					

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	181	(b) vehicles undergoing road tests for repair or maintenance purposes.		(b) vehicles undergoing road tests for repair or maintenance purposes.	
	Article 7(3), point (ba)				
Y	181a		***Member States may mutually recognise on their territory the validity of driving licences issued to drivers under the minimum ages as set out in this paragraph.***		C see separate compromise doc Text Origin: EP vote P9_TA(2024)0095
	Article 7(4), first subparagraph				
Y	182	4. Driving licences issued in accordance with paragraphs 2 and 3 shall only be valid on the territory of the issuing Member State until the licence holder has reached the minimum age limit set out in paragraph 1.	4. Driving licences issued in accordance with ~~*paragraphs 2 and 3*~~***paragraph 2*** shall only be valid on the territory of the issuing Member State until the licence holder has reached the minimum age limit set out in paragraph 1.	4. Driving licences issued in accordance with paragraphs 2 and 3 shall only be valid on the territory of the issuing Member State until the licence holder has reached the minimum age limit set out in paragraph 1.	C see separate compromise document Text Origin: EP vote P9_TA(2024)0095
	Article 7(4), second subparagraph				
G	183	Member States may recognise the validity on their territory of driving licences issued to drivers under the minimum ages set out in paragraph 1.		Member States may recognise the validity on their territory of driving licences issued to drivers under the minimum ages set out in paragraph 1.	Member States may recognise the validity on their territory of driving licences issued to drivers under the minimum ages set out in paragraph 1. Text Origin: Commission Proposal
	Article 7(5), first subparagraph				
Y	184	5. By way of derogation from paragraph 1, points (d) and	*deleted*	*5.* By way of derogation from paragraph 1, points (d) and	C

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
		(e), of this Article, where the candidate holds a certificate of professional competence referred to in Article 6 of Directive (EU) 2022/2561, the minimum age for issuing a driving licence shall be as follows:		(e), of this Article, where the candidate holds a certificate of professional competence referred to in Article 6 of Directive (EU) 2022/2561, the minimum age for issuing a driving licence shall be as follows:	See lines 170a, 171a	
Article 7(5), first subparagraph, point (a)						
Y	185	(a) for categories C and CE, the minimum ages provided for in Article 5(2), point (a)(i) of Directive (EU) 2022/2561;	*deleted*	*(a)* for categories C and CE, the minimum ages provided for in Article 5(2), point (a)(i) of Directive (EU) 2022/2561;	C See lines 170a, 171a	Y
Article 7(5), first subparagraph, point (b)						
Y	186	(b) for categories D1 and D1E, the minimum age provided for in Article 5(3) point (a)(i), second subparagraph, of that Directive;	*deleted*	*(b)* for categories D1 and D1E, the minimum age provided for in Article 5(3) point (a)(i), second subparagraph, of that Directive;	C See lines 170a, 171a	Y
Article 7(5), first subparagraph, point (c)						
Y	187	(c) for categories D and DE, the minimum ages provided for in Article 5(3) point (a)(i) first subparagraph, Article 5(3) point (a)(ii) first subparagraph, and Article 5(3) point (b), of that Directive.	*deleted*	(c) for categories D and DE, the minimum ages provided for in Article 5(3)**,** point ~~(a)(i)~~**(a) (i),** first subparagraph, ~~Article 5(3)~~ point (a) **(ii),**~~(ii)~~ first subparagraph, and ~~Article 5(3)~~ point (b)~~,~~ of that Directive.	C See lines 170a, 171a	Y
Article 7(5), second subparagraph						
G	188	Where, in accordance with Article 5(3), point (a)(i), second subparagraph, or Article 5(3),		Where, in accordance with Article 5(3), point (a)(i), second subparagraph, or Article 5(3),	Where, in accordance with Article 5(3), point (a)(i), second subparagraph, or Article 5(3),	G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	point (a)(ii), second subparagraph of Directive (EU) 2022/2561, a Member State authorises driving within its territory from a lower age, the validity of the driving licence shall be limited to the territory of the issuing Member State until such time as the licence holder has reached the relevant minimum age referred to in the first subparagraph of this paragraph and holds a certificate of professional competence.		point (a)(ii), second subparagraph of Directive (EU) 2022/2561, a Member State authorises driving within its territory from a lower age, the validity of the driving licence shall be limited to the territory of the issuing Member State until such time as the licence holder has reached the relevant minimum age referred to in the first subparagraph of this paragraph and holds a certificate of professional competence.	point (a)(ii), second subparagraph of Directive (EU) 2022/2561, a Member State authorises driving within its territory from a lower age, the validity of the driving licence shall be limited to the territory of the issuing Member State until such time as the licence holder has reached the relevant minimum age referred to in the first subparagraph of this paragraph and holds a certificate of professional competence. Text Origin: Commission Proposal
Article 8				
G 189	Article 8 Conditions and restrictions		Article 8 Conditions and restrictions	Article 8 Conditions and restrictions Text Origin: Commission Proposal
Article 8(1), first subparagraph				
G 190	1. Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes	1. Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes for conditions not covered by	1. Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes	1. Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes for conditions not covered by

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	for conditions not covered by Annex I, Part E.	Annex I, Part E***, and, where they do so, they shall report this fact without delay to the Commission, along with details of the codes and cases in which they are used, upon the entry into force of this Directive and in case of [subsequent] new additions or modifications of existing codes***.	for conditions not covered by Annex I, Part E.	Annex I, Part E***, and, where they do so, they shall inform the Commission on a timely manner, along with details of the codes and cases in which they are used, upon the entry into force of this Directive and in case of [subsequent] new additions or modifications of existing codes***. C 18 Febrruary 25: compromise
Article 8(1), second subparagraph				
G 191	If, due to a physical incapacity, driving is authorised only for certain types of vehicles or for vehicles adapted in order to compensate for such incapacities, the test of skills and behaviour provided for in Article 10(1) shall be taken in such a vehicle.		If, due to a physical incapacity, driving is authorised only for certain types of vehicles or for vehicles adapted in order to compensate for such incapacities, the test of skills and behaviour provided for in Article 10(1) shall be taken in such a vehicle.	If, due to a physical incapacity, driving is authorised only for certain types of vehicles or for vehicles adapted in order to compensate for such incapacities, the test of skills and behaviour provided for in Article 10(1) shall be taken in such a vehicle. Text Origin: Commission Proposal
Article 8(2)				
G 192	2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part E, where necessary in order to take account of technical, operational or scientific developments.		2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part E, where necessary in order to take account of technical, operational or scientific developments.	2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part E, where necessary in order to take account of technical, operational or scientific developments.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 9				
193	Article 9 Staging and equivalences between categories		Article 9 Staging and equivalences between categories	Article 9 Staging and equivalences between categories Text Origin: Commission Proposal
Article 9(1)				
194	1. Driving licences for categories BE, C1, C1E, C, CE, D1, D1E, D and DE shall be issued only to drivers already entitled to drive vehicles in category B.		1. Driving licences for categories BE, C1, C1E, C, CE, D1, D1E, D and DE shall be issued only to drivers already entitled to drive vehicles in category B.	1. Driving licences for categories BE, C1, C1E, C, CE, D1, D1E, D and DE shall be issued only to drivers already entitled to drive vehicles in category B. Text Origin: Commission Proposal
Article 9(1a)(2)				
195	2. The validity of driving licences shall be determined as follows:		2. The validity of driving licences shall be determined as follows:	2. The validity of driving licences shall be determined as follows: Text Origin: Commission Proposal
Article 9(1a)(2), point (a)				
196	(a) licences issued for categories C1E, CE, D1E or DE shall be valid for combinations of vehicles in category BE;		(a) licences issued for categories C1E, CE, D1E or DE shall be valid for combinations of vehicles in category BE;	(a) licences issued for categories C1E, CE, D1E or DE shall be valid for combinations of vehicles in category BE;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 9(1a)(2), point (b)				
197	(b) licences issued for category CE shall be valid for category DE as long as their holders are entitled to drive vehicles in category D;		(b) licences issued for category CE shall be valid for category DE as long as their holders are entitled to drive vehicles in category D;	(b) licences issued for category CE shall be valid for category DE as long as their holders are entitled to drive vehicles in category D; Text Origin: Commission Proposal
Article 9(1a)(2), point (c)				
198	(c) licences issued for category C1E or CE shall be valid for category D1E as long as their holders are entitled to drive vehicles in category D1;		(c) licences issued for category C1E or CE shall be valid for category D1E as long as their holders are entitled to drive vehicles in category D1;	(c) licences issued for category C1E or CE shall be valid for category D1E as long as their holders are entitled to drive vehicles in category D1; Text Origin: Commission Proposal
Article 9(1a)(2), point (ca)				
198a		***(ca) licences issued for category CE and DE shall be valid for categories C and D respectively;***	**(ca) licences issued for category CE and DE shall be valid for categories C and C1, and D and D1, respectively;**	***(ca) licences issued for category CE and DE shall be valid for categories C and C1, and D and D1, respectively;*** B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 9(1a)(2), point (d)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
199	(d) licences issued for category CE and DE shall be valid for combinations of vehicles in categories C1E and D1E respectively;		(d) licences issued for category CE and DE shall be valid for combinations of vehicles in categories C1E and D1E respectively;	(d) licences issued for category CE and DE shall be valid for combinations of vehicles in categories C1E and D1E respectively; Text Origin: Commission Proposal
Article 9(1a)(2), point (da)				
199a		***(da) licences issued for category C1E and D1E shall be valid for categories C1 and D1 respectively;***	**(da) licences issued for category C1E and D1E shall be valid for categories C1 and D1, respectively;**	***(da) licences issued for category C1E and D1E shall be valid for categories C1 and D1, respectively;***
Article 9(1a)(2), point (e)				
200	(e) licences issued for any category shall be valid for vehicles in category AM. However, for driving licences issued on its territory, a Member State may limit the equivalences for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM;		(e) licences issued for any category shall be valid for vehicles in category AM. However, for driving licences issued on its territory, a Member State may limit the equivalences for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM;	(e) licences issued for any category shall be valid for vehicles in category AM. However, for driving licences issued on its territory, a Member State may limit the equivalences for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM; Text Origin: Commission Proposal
Article 9(1a)(2), point (f)				
201	(f) licences issued for category A2 shall also be valid for category A1;		(f) licences issued for category A2 shall also be valid for category A1;	(f) licences issued for category A2 shall also be valid for category A1;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 9(1a)(2), point (g)				
G 202	(g) licences issued for categories A, B, C or D shall be valid for categories A1, A2, B1, C1, or D1 respectively;		(g) licences issued for categories A, B, C or D shall be valid for categories A1~~, A2, B1, C1, or D1~~ **and A2; B1; C1; D1,** respectively;	(g) licences issued for categories A, B, C or D shall be valid for categories A1~~, A2, B1, C1, or D1~~ ***and A2; B1; C1; D1,*** respectively; A 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 9(1a)(2), point (h)				
Y 203	(h) two years after a driving licence, granted for category B, was issued for the first time it shall be valid for driving the alternatively fuelled vehicles referred to in Article 2 of Council Directive 96/53/EC[1] with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg without a trailer. _____ 1. Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59).	(h) ~~two~~***2*** years after a driving licence, granted for category B, was issued for the first time***,*** it shall be valid for driving the alternatively fuelled vehicles***, as*** referred ~~to~~ in Article 2 ***[11c] of this*** ~~of Council~~ Directive ~~96/53/EC[1]~~ ***for categories M and N established by Regulation EU 2018/858[1], that are intended to be used on public roads, including those designed and constructed in one or more stages,*** with a maximum authorised mass above 3 500– kg but not exceeding 4 250 kg without a trailer***, and for the transport of passengers with a maximum seat capacity of eight***	(h) two years after a driving licence, granted for category B, was issued for the first time it shall be valid for driving the alternatively fuelled vehicles referred to in Article 2 of Council Directive 96/53/EC[1] with a maximum authorised mass above 3 500– kg but not exceeding 4 250 kg without a trailer. _____ 1. Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59).	C See text proposal in separate document Text Origin: Commission Proposal

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		seats excluding the driver. Those vehicles may be combined with a trailer or semi-trailer with the maximum authorised mass of this combination not exceeding 5 000 kg; ***[1]. Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L, 151, 14.6.2018, p. 1).*** ~~*1. Council Directive 96/53/EC of 25 July 1996 laying down for certain road vehicles circulating within the Community the maximum authorised dimensions in national and international traffic and the maximum authorised weights in international traffic (OJ L 235, 17.9.1996, p. 59).*~~		
Article 9(1a)(2), point (ha)				
203a		***(ha) 2 years after a driving licence, granted for category B, was issued for the first time, it shall be valid for driving***	- See Council lines 134 and 137a	C See text proposal in separate document

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		ambulances as defined in Article 2 [(11a)] and other special usage vehicles, as well as motor caravans, as defined in Article 2 [(11b)] of this Directive that are up to 4250 kg; ***In the periodic reports to the European Parliament and the Council referred to in Article 20 of this Directive, the Commission shall review the impact of technological advances in the field of emergency medical equipment and/or of the use of alternative fuels on the total mass of ambulances. The Commission is empowered to adopt delegated acts in accordance with Article 21 of this Directive to amend this Directive by updating the maximum weight of ambulances based on the conclusions of those periodic reports.*** ***The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend this Directive by updating the maximum weight of vehicles referred to in the first subparagraph of this point in order to take account of the impact of technical advances and***		

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		the development of alternative fuels for ambulances; Compare to Council lines 134 and 137a		
Article 9(1a)(2), point (hb)				
203b		***(hb) 2 years after a driving licence granted for category BE, was issued for the first time, it shall authorise driving alternatively fuelled vehicles, as defined in Article 2 (11c) of this Directive for categories M and N established by Regulation EU 2018/858, that are intended to be used on public roads, including those designed and constructed in one or more stages, with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg without a trailer. Those vehicles may be combined with a trailer or semi-trailer where the maximum authorised mass of the trailer or semi-trailer not exceeding 3 500 kg;***		C See text proposal in separate document Text Origin: EP vote P9_TA(2024)0095
Article 9(1a)(2), point (hc)				
203c		***(hc) 3 years after a driving licence, granted for category C1, was issued for the first time, it shall be valid for driving alternatively fuelled vehicles, as***		C ITM 2.12.24: C1 category extra weight, after two years, might be acceptable to Council in an overall

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		defined in Article 2 [(11 c)] of this Directive, with a maximum authorized mass above 7 500 kg but not exceeding 8 250 kg without a trailer and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver. Those vehicles may be combined with a trailer having maximum authorized mass not exceeding 750 kg;		compromise, depending on the balance in the compromise
Article 9(1a)(2), point (hd)				
203d		***(hd) 3 years after a driving licence, granted for category C1E, was issued for the first time, it shall be valid for driving alternatively fuelled vehicles referred to in Article 9(2), point (hc) and its trailer or semi-trailer having a maximum authorised mass of over 750 kg provided that the authorised mass of the combination does not exceed 12 750 kg;***		C ITM 2.12.24: not acceptable to Council
Article 9(1a)(2), point (he)				
203e		***(hf) 3 years after a driving licence, granted for category D1, was issued for the first time, it shall be valid for vehicles designed and constructed for the carriage of no more than 22***		C ITM 2.12.24: not acceptable to Council. EP needs to confirm deletion

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
		passengers in addition to the driver and with a maximum length not exceeding 8 meters.			
Article 9(2), second subparagraph					
Y	203f		***2a. In its second implementation report to the European Parliament and the Council referred to in Article 20 of this directive, the Commission shall assess the impact of development and deployment of alternatively fuelled vehicles and/or the application of [point (h) to point (hd) of this Article] on road safety. The Commission is empowered to adopt delegated acts in accordance with Article 21 to amend this Directive by updating the mass thresholds of alternatively fuelled vehicles.***		C ITM 16.1.25: first part on review might become part of Art. 20. Empowerment for del acts should not be provided	Y
Article 9(3), first subparagraph					
G	204	3. For driving on their territory, Member States may grant the following equivalences:		3. For driving on their territory, Member States may grant the following equivalences:	3. For driving on their territory, Member States may grant the following equivalences: Text Origin: Commission Proposal	G
Article 9(3), first subparagraph, point (a)					
G	205	(a) powered tricycles under a licence for category B, for powered tricycles with a power		(a) powered tricycles under a licence for category B, for powered tricycles with a power	(a) powered tricycles under a licence for category B, for powered tricycles with a power	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old;		exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old;	exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old; Text Origin: Commission Proposal
Article 9(3), first subparagraph, point (b)				
G 206	(b) category A1 motorcycles under a licence for category B.		(b) category A1 motorcycles under a licence for category B.	(b) category A1 motorcycles under a licence for category B. Text Origin: Commission Proposal
Article 9(3), second subparagraph				
G 207	The equivalences provided for in the first subparagraph shall be mutually recognised by the Member States that granted them.		The equivalences provided for in the first subparagraph shall be mutually recognised by the Member States that granted them.	The equivalences provided for in the first subparagraph shall be mutually recognised by the Member States that granted them. Text Origin: Commission Proposal
Article 9(3), third subparagraph				
G 208	Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, except by means of the relevant Union codes specified in Annex I, Part E.		Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, except by means of the relevant Union codes specified in Annex I, Part E.	Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, except by means of the relevant Union codes specified in Annex I, Part E. Text Origin: Commission Proposal
Article 9(3), fourth subparagraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G 209	Member States shall inform the Commission without delay about equivalences referred to in the first subparagraph that are granted on their territory, including the national codes which may have been used before the entry into force of this Directive. The Commission shall make this information available to Member States for the purpose of facilitating the application of this paragraph.		Member States shall inform the Commission without delay about equivalences referred to in the first subparagraph that are granted on their territory, including the national codes which may have been used before the entry into force of this Directive. The Commission shall make this information available to Member States for the purpose of facilitating the application of this paragraph.	Member States shall inform the Commission without delay about equivalences referred to in the first subparagraph that are granted on their territory, including the national codes which may have been used before the entry into force of this Directive. The Commission shall make this information available to Member States for the purpose of facilitating the application of this paragraph. Text Origin: Commission Proposal	G
Article 9(4), first subparagraph					
G 210	4. Member States may authorise the driving on their territory of the following categories of vehicles:		4. Member States may authorise the driving on their territory of the following categories of vehicles:	4. Member States may authorise the driving on their territory of the following categories of vehicles: Text Origin: Commission Proposal	G
Article 9(4), first subparagraph, point (a)					
G 211	(a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a driving licence granted for category B, at least		(a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a driving licence granted for category B, at least	(a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a driving licence granted for category B, at least	G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	two years after such a driving licence was issued for the first time and provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his or her services on a voluntary basis;		two years after such a driving licence was issued for the first time and provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his or her services on a voluntary basis;	two years after such a driving licence was issued for the first time and provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his or her services on a voluntary basis; Text Origin: Commission Proposal
Article 9(4), first subparagraph, point (b)				
G 212	(b) vehicles of a maximum authorised mass exceeding 3 500 kg by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time , provided that all of the following conditions are met:		(b) vehicles of a maximum authorised mass exceeding 3 500 kg by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time , provided that all of the following conditions are met:	(b) vehicles of a maximum authorised mass exceeding 3 500 kg by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time , provided that all of the following conditions are met: Text Origin: Commission Proposal
Article 9(4), first subparagraph, point (b)(i)				
G 213	(i) those vehicles are intended to be used, when stationary, only as an instructional or recreational area;		(i) those vehicles are intended to be used, when stationary, only as an instructional or recreational area;	(i) those vehicles are intended to be used, when stationary, only as an instructional or recreational area; Text Origin: Commission Proposal
Article 9(4), first subparagraph, point (b)(ii)				

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	214	(ii) that they are used by non-commercial bodies for social purposes;		(ii) that they are used by non-commercial bodies for social purposes;	(ii) that they are used by non-commercial bodies for social purposes; Text Origin: Commission Proposal	G
	Article 9(4), first subparagraph, point (b)(iii)					
G	215	(iii) they have been modified so that they may not be used either for the transport of more than nine persons or for the transport of any goods other than those strictly necessary for their purposes;		(iii) they have been modified so that they may not be used either for the transport of more than nine persons or for the transport of any goods other than those strictly necessary for their purposes;	(iii) they have been modified so that they may not be used either for the transport of more than nine persons or for the transport of any goods other than those strictly necessary for their purposes; Text Origin: Commission Proposal	G
	Article 9(4), first subparagraph, point (c)					
Y	216	(c) vehicles of category B with a maximum authorised mass of 2 500 kg and a maximum speed physically limited to 45 km/h by drivers below 21 years old holding a driving licence granted for category B1.		(c) vehicles of category B with a maximum authorised mass ~~of~~**not exceeding** 2 500 kg and a maximum speed ~~physically~~**technically** limited to 45 km/h by drivers ~~below 21 years old~~ holding a driving licence granted for category B1**, which was issued subject to the conditions set out in the second subparagraph of Article 6(1), point (c)(i)**.	(c) vehicles of category B with a maximum authorised mass ~~*of*~~***not exceeding*** 2 500 kg and a maximum speed ~~*physically*~~***technically*** limited to 45 km/h by drivers ~~*below 21 years old*~~ holding a driving licence granted for category B1***[, which was issued subject to the conditions set out in the second subparagraph of Article 6(1), point (c)(i)]***. B 3rd trilogue 18 February 2025: no agreement	Y

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Article 9(4), second subparagraph				
G 217	Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, points (a) and (b), except by means of relevant national codes.		Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, points (a) and (b), except by means of relevant national codes.	Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, points (a) and (b), except by means of relevant national codes. Text Origin: Commission Proposal
Article 9(4), third subparagraph				
G 218	Member States shall inform the Commission of any authorisations granted in accordance with this paragraph.		Member States shall inform the Commission of any authorisations granted in accordance with this paragraph.	Member States shall inform the Commission of any authorisations granted in accordance with this paragraph. Text Origin: Commission Proposal
Article 9(4a)				
G 218a		***4a. Member States shall be entitled to authorise to drive vehicles of category D or D1, in their territory, to the holders of driving licence granted for category C, provided that no other persons are transported in the vehicle and the driver is a person executing the***		***4a. Member States shall be entitled to authorise to drive vehicles of category D or D1, in their territory, to the holders of driving licence granted for category C, provided that no other persons are transported in the vehicle and the driver is a person executing the roadworthiness test***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		roadworthiness test in accordance with Directive 2014/45/EU, or a mechanic of the car-repair shop performing a test ride, both within 5 km radius from the workshop, once the vehicle has been repaired, or maintenance or inspection drive purposes. The Member States shall inform the Commission on any authorisations granted in accordance with this paragraph.		***in accordance with Directive 2014/45/EU, or a mechanic of the car-repair shop performing a test ride, both within 5 km radius from the workshop, once the vehicle has been repaired, or maintenance or inspection drive purposes. When leaving the test centre or shop, the holder of the category C driving licence must be able to prove the purpose of test ride during roadside checks. The Member States shall inform the Commission on any authorisations granted in accordance with this paragraph.*** B 3rd trilogue 18 Feb 25 Text Origin: EP vote P9_TA(2024)0095
Article 10				
G 219	Article 10 Issue, validity and renewal		Article 10 Issue, validity and renewal	Article 10 Issue, validity and renewal Text Origin: Commission Proposal
Article 10(1)				
G 220	1. Driving licences shall be issued only to applicants who meet the following conditions:		1. Driving licences shall be issued only to applicants who meet the following conditions:	1. Driving licences shall be issued only to applicants who meet the following conditions:

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 10(1), point (a)				
221	(a) they have passed a test of skills and behaviour and a theoretical test and who meet the minimum standards of physical and mental fitness for driving , in accordance with the provisions of Annexes II and III;		(a) they have passed a test of skills and behaviour and a theoretical test and who meet the minimum standards of physical and mental fitness for driving , in accordance with the provisions of Annexes II and III;	(a) they have passed a test of skills and behaviour and a theoretical test and who meet the minimum standards of physical and mental fitness for driving , in accordance with the provisions of Annexes II and III; Text Origin: Commission Proposal
Article 10(1), point (b), first subparagraph				
222	(b) as regards category AM they have passed a theory test only; Member States may require applicants to pass a test of skills and behaviour and a medical examination for this category.		(b) as regards category AM they have passed a theory test only; Member States may require applicants to pass a test of skills and behaviour and ~~a medical examination~~**apply the provisions of Article 10a** for this category.	(b) as regards category AM they have passed a theory test only; Member States may require applicants to pass a test of skills and behaviour and ~~*a medical examination*~~***apply the provisions of Article 10a*** for this category. C ITM 21.11. EP in general prepared to discuss on the basis of a separate Article (10a) Text Origin: Council General Approach
Article 10(1), point (b), second subparagraph				
223	For three-wheel vehicles and quadricycles within this category,		For three-wheel vehicles and quadricycles within this category,	For three-wheel vehicles and quadricycles within this category,

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	Member States may impose a distinctive test of skills and behaviour. For the differentiation of vehicles in category AM, a national code may be inserted on the driving licence;		Member States may impose a distinctive test of skills and behaviour. For the differentiation of vehicles in category AM, a national code may be inserted on the driving licence;	Member States may impose a distinctive test of skills and behaviour. For the differentiation of vehicles in category AM, a national code may be inserted on the driving licence; Text Origin: Commission Proposal
Article 10(1), point (c)				
G 224	(c) as regards category A2 or category A, and on the condition that they have acquired a minimum of two years' experience on a motorcycle in category A1 or in category A2 respectively, either:		(c) as regards category A2 or category A, and on the condition that they have acquired a minimum of two years' experience on a motorcycle in category A1 or in category A2 respectively, either:	(c) as regards category A2 or category A, and on the condition that they have acquired a minimum of two years' experience on a motorcycle in category A1 or in category A2 respectively, either: Text Origin: Commission Proposal
Article 10(1), point (c)(i)				
G 225	(i) passed a test of skills and behaviour only, or		(i) passed a test of skills and behaviour only, or	(i) passed a test of skills and behaviour only, or Text Origin: Commission Proposal
Article 10(1), point (c)(ii)				
G 226	(ii) completed a training pursuant to Annex VI;		(ii) completed a training pursuant to Annex VI;	(ii) completed a training pursuant to Annex VI; Text Origin: Commission Proposal
Article 10(1), point (d)				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
227	(d) they have completed a training or passed a test of skills and behaviour, or completed a training and passed a test of skills and behaviour pursuant to Annex V as regards category B for driving a vehicle combination referred to in Article 6(1), point (c)(ii), third paragraph;		(d) they have completed a training or passed a test of skills and behaviour, or completed a training and passed a test of skills and behaviour pursuant to Annex V as regards category B for driving a vehicle combination**, motor caravan or ambulance** referred to in Article 6(1), point (c)(ii), third **and fifth** paragraph;	C linked to solution in line 134
Article 10(1), point (e)				
G 228	(e) they have their normal residence in the territory of the Member State issuing the licence, or can produce evidence that they have been studying there for at least six months.		(e) they have their normal residence in the territory of the Member State issuing the licence, or can produce evidence that**, at the time they submit their application,** they have been studying there for at least **the preceding** six months.	(e) they have their normal residence in the territory of the Member State issuing the licence, or can produce evidence that***, at the time they submit their application,*** they have been studying there for at least ***the preceding*** six months. B ITM 15.11.24 Text Origin: Council General Approach
Article 10(1), point (ea)				
Y 228a		***1a. Member States shall adopt the necessary provisions in order to ensure that persons who have a disability and whose test is carried out in a vehicle adapted for their disability are exempted***		***Instead of this paragraph, insert a new second sentence into line 25: (15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		from undertaking tasks incompatible with their disability.		***December 2006, to which the EU has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. Furthermore, Member States are encouraged, without lowering the minimum standards on fitness to drive and on driving skills set out in this Directive, to cater for the special needs of persons with disabilities and facilitate their opportunities to acquire and hold a driving licence. As such, with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles."*** C ITM 6.3.25: EP sees favourably the compromise proposal but will provide an additional text in the Article, without the problematic "exemption of tasks", as this could lead to loopholes in the road safety framework
Article 10(2), first subparagraph				
229	2. The duration of the administrative validity of driving	2. The ***minimum*** duration of the administrative validity of	2. The duration of the administrative validity of driving	C

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	licences issued by Member States shall be as follows:	driving licences issued by Member States shall be as follows:	licences issued by Member States shall be as follows:	ITM 15.11.2024: Council insists on GA. EP takes note of the Council's position. EP needs to confirm deletion.
Article 10(2), first subparagraph, point (a)				
Y	230	(a) 15 years for categories AM, A1, A2, A, B, B1 and BE;		(a) 15 years for categories AM, A1, A2, A, B, B1 and BE**.** ***Member States may reduce that duration to 10 years in case their national legislation allows the driving licence to be also used as a personal identification document***; C ITM 15.11.24: EP positive scrutiny. Council provided EP with information on MS practice Text Origin: Council General Approach	Y
Article 10(2), first subparagraph, point (b)				
G	231	(b) five years for categories C, CE, C1, C1E, D, DE, D1 and D1E.		(b) five years for categories C, CE, C1, C1E, D, DE, D1 and D1E. Text Origin: Commission Proposal	G
Article 10(2), second subparagraph				
G	232	The renewal of a driving licence may trigger a new administrative validity period for another		The renewal of a driving licence may trigger a new administrative validity period for another	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	category or categories the licence holder is entitled to drive, insofar as this is in conformity with the conditions laid down in this Directive.		category or categories the licence holder is entitled to drive, insofar as this is in conformity with the conditions laid down in this Directive.	category or categories the licence holder is entitled to drive, insofar as this is in conformity with the conditions laid down in this Directive. Text Origin: Commission Proposal
Article 10(2), third subparagraph				
G 233	The presence of a microchip or QR code pursuant to Article 4(5) and Article 4(6) respectively shall not be a prerequisite for the validity of a driving licence. The loss or unreadability of the microchip or of the QR code, or any other damage thereto, shall not affect the validity of the driving licence.		The presence of a microchip or QR code pursuant to Article 4(5) and Article 4(6) respectively shall not be a prerequisite for the validity of a driving licence. The loss or unreadability of the microchip or of the QR code, or any other damage thereto, shall not affect the validity of the driving licence.	The presence of a microchip or QR code pursuant to Article 4(5) and Article 4(6) respectively shall not be a prerequisite for the validity of a driving licence. The loss or unreadability of the microchip or of the QR code, or any other damage thereto, shall not affect the validity of the driving licence. Text Origin: Commission Proposal G
Article 10(2), fourth subparagraph				
234	Member States may limit the period of administrative validity of driving licences issued to novice drivers within the meaning of Article 15(1), for any category in order to apply specific measures to such drivers, for the purpose of improving their road safety.		Member States may limit the period of administrative validity of driving licences issued to novice drivers ~~within the meaning of Article 15(1),~~ for any category in order to apply specific measures to such drivers, for the purpose of improving their road safety.	B ITM 15.11.24: depends on agreed text in Art 15
Article 10(2), fifth subparagraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
235	Member States may limit the period of administrative validity of individual driving licences for any category in case it is found necessary to apply an increased frequency of medical checks or other specific measures, including restrictions for traffic offenders.	***While respecting the principle of subsidiarity,*** Member States may limit the period of administrative validity of individual driving licences for any category***, while considering medical fitness and ability to drive safely in accordance with Annex III,*** in case it is found necessary to apply an increased frequency of medical checks or other specific measures, including restrictions for traffic offenders***, in order to further improve road safety measures***.	Member States may limit the period of administrative validity of individual driving licences for any category in case it is found necessary to apply an increased frequency of medical checks or other specific measures, including restrictions for traffic offenders.	C ITM 15.11.24: Council considers the additions too narrow. EP explains should be part of the discussion on age-related discrimination
Article 10(2), fifth subparagraph a				
G 235a			**Member States may limit the period of administrative validity in accordance with Article 6(1)(c)(i) second subparagraph.**	***Member States may limit the period of administrative validity in accordance with Article 6(1)(c)(i) second subparagraph.*** B linked to 21y limit in line 130 (Council); see EP line 174 ITM 15.11.24 Text Origin: Council General Approach
Article 10(2), sixth subparagraph				
236	Member States shall reduce the periods of administrative validity set out in the first subparagraph to five years or less for driving	*deleted*	Member States ~~shall~~**may** reduce the periods of administrative validity set out in the first subparagraph ~~to five years or less~~**,**	ITM 6.3.25: EP acknowledges that long-standing practices exist in MS and will revert with a compromise

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	licences of holders residing on their territory having reached the age of 70, in order to apply an increased frequency of medical checks or other specific measures, including refresher courses. This reduced period of administrative validity shall only be applied upon renewal of the driving licence.		**points (a) and (b),** for driving licences of holders residing on their territory having reached ~~the~~**an** age of ~~70~~**at least 65 years**, in order to apply an increased frequency of medical checks**, of medical self-assessments** or other specific measures, including refresher courses. This reduced period of administrative validity shall only be applied upon renewal of the driving licence.	proposal. EP considers reference to a specific age arbitrary and discriminatory.
Article 10(2), seventh subparagraph				
G 237	Member States may reduce the period of administrative validity set out in this paragraph of driving licences of persons who have been granted a temporary residence permit or who enjoy temporary protection or adequate protection under national law on their territory. For that purpose, this reduced period of administrative validity shall be equal to or shorter than the administrative validity of the temporary residence permit or of the temporary protection or adequate protection.		Member States may reduce the period of administrative validity set out in this paragraph of driving licences of persons who have been granted a temporary residence permit or who enjoy temporary protection or adequate protection under national law on their territory. ~~For that purpose, this reduced period of administrative validity shall be equal to or shorter than the administrative validity of the temporary residence permit or of the temporary protection or adequate protection.~~	Member States may reduce the period of administrative validity set out in this paragraph of driving licences of persons who have been granted a temporary residence permit or who enjoy temporary protection or adequate protection under national law on their territory. ~~*For that purpose, this reduced period of administrative validity shall be equal to or shorter than the administrative validity of the temporary residence permit or of the temporary protection or adequate protection.*~~ C 2nd trilogue 11.12.24 G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Article 10(3)				
238	3. The renewal of driving licences when their administrative validity expires shall be subject to both of the following conditions:		3. The renewal of driving licences when their administrative validity expires shall be subject to both of the following conditions:	3. The renewal of driving licences when their administrative validity expires shall be subject to both of the following conditions: Text Origin: Commission Proposal
Article 10(3), point (a)				
239	(a) continuing compliance with the minimum standards of physical and mental fitness for driving set out in Annex III;		(a) continuing compliance with the minimum standards of physical and mental fitness for driving set out in Annex III;	(a) continuing compliance with the minimum standards of physical and mental fitness for driving set out in Annex III; Text Origin: Commission Proposal
Article 10(3), point (b)				
240	(b) normal residence in the territory of the Member State issuing the licence, or evidence that the applicant has been studying there for at least six months, at the time they submit their application.		(b) normal residence in the territory of the Member State issuing the licence, or evidence that the applicant has been studying there for at least **the last preceding** six months, at the time they submit their application.	(b) normal residence in the territory of the Member State issuing the licence, or evidence that the applicant has been studying there for at least ***the last preceding*** six months, at the time they submit their application. B linked to line 228 2nd trilogue 11.12.24 Text Origin: Council General Approach

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 10(4), first subparagraph				
241	4. In case of a crisis Members States may extend the period of administrative validity of driving licences that would otherwise expire, for a maximum period of six months. The extension may be renewed where the crisis persists.		*deleted* *Crisis extension moved to new Article 10b*	*deleted* *B* *ITM 11.11.24*
Article 10(4), second subparagraph				
242	Any such extension shall be duly reasoned and notified immediately to the Commission. The Commission shall immediately publish this information in the Official Journal of the European Union. Member States shall recognise the validity of driving licences whose period of administrative validity has been extended under this paragraph.		*deleted* *Crisis extension moved to new Article 10b*	*deleted* *B*
Article 10(4), third subparagraph				
243	Where a crisis affects several Member States, the Commission may adopt implementing acts in order to extend the period of administrative validity of all or certain categories of driving licences that would otherwise expire. That extension may not exceed six months and may be		*deleted* *Crisis extension moved to new Article 10b*	*deleted* *B*

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	renewed where the crisis persists. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(3).			
Article 10(4), fourth subparagraph				
G *244*	Where a Member State is not, and is not likely to be, affected by difficulties that rendered the renewal of driving licences impracticable as a consequence of the crisis referred to in the third subparagraph, or has taken appropriate national measures to mitigate the crises' impact, that Member State may decide not to apply the extension introduced by the implementing act referred to in the third subparagraph, after first informing the Commission. The Commission shall inform the other Member States thereof and publish a notice in the Official Journal of the European Union.		*deleted* *Crisis extension moved to new Article 10b*	*deleted* *B*
Article 10(4), fifth subparagraph				
G *245*	For the purposes of this paragraph, a crisis means an exceptional, unexpected and sudden, natural or man-made event of extraordinary nature and scale that takes place inside or outside of the Union, with significant direct or indirect		*deleted*	*deleted* *B*

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	impacts on the area of road transport and that also prevents or significantly impairs the possibility for the holders of driving licences or relevant national authorities from carrying out the necessary procedures for their renewal.			
Article 10(5)				
G *246*	*5.* Without prejudice to national criminal and police laws, Member States may apply to the issuing of driving licences national provisions relating to conditions other than those referred to in this Directive. They shall inform the Commission thereof.		5. Without prejudice to national criminal and police laws, Member States may apply to the issuing of driving licences national provisions relating to conditions other than those referred to in this Directive. They shall inform the Commission thereof.	5. Without prejudice to national criminal and police laws, Member States may apply to the issuing of driving licences national provisions relating to conditions other than those referred to in this Directive. They shall inform the Commission thereof. Text Origin: Commission Proposal G
Article 10(6), first subparagraph				
247	6. When issuing or renewing driving licences in categories AM, A, A1, A2, B, B1 and BE, Member States may require an examination applying the minimum standards of physical and mental fitness for driving set out in Annex III instead of the self-assessment laid down in point 3 of that Annex. In that case, the medical examination shall cover		*deleted* *See separate Article 10a*	*B*

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	all the medical incapacities mentioned in Annex III.			
	Article 10(6), second subparagraph			
G	*248*	The Commission shall adopt by [date-of-adoption+18 months] implementing acts setting out the content of the self-assessment referred to in point 3 of Annex III and covering all of the medical incapacities mentioned in that Annex. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	*deleted*	*deleted*	*deleted* *B*
	Article 10(6), second subparagraph a			
	248a		***While respecting the principle of subsidiarity, when renewing driving licences in categories AM, A, A1, A2, B, B1, BE and T Member States may require an examination applying the minimum standards of fitness for driving set out in Annex III.*** Compare this and the following two EP amendment to Council text new Article 10a. See also EP amendment line 254a		C ITM 21.11: Council cannot accept because it would not make a step forward in minimum screening procedure
	Article 10(6), fourth subparagraph			
Y	248b		***6a. Member States shall establish evidence-based***		***New subparagraph:***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		guidelines for General Practitioners and family doctors to identify those who may be at risk of driving a car, and shall operate in coordination with licencing authorities.		***Nothing in this Article shall prevent Member States from taking measures to raise awareness and improve the knowledge of the health sector and of driving licence holders about the minimum standards of physical and mental fitness for driving set out in Annex III.*** ***New subparagraph:*** ***In case Member States adopt guidelines for medical practitioners to help identify licence holders who no longer meet the minimum standards of physical and mental fitness to drive, they shall inform the Commission thereof. The Commission shall make the guidelines available to all other Member States.*** ***New subparagraph:*** ***In case Member States develop public awareness campaigns to inform citizens about mental or physical health conditions that may impair a person's fitness to drive, they shall inform the Commission thereof. The Commission shall make the***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				information available to all other Member States. C ITM 6.3.25: EP could in principle accept the Commission compromise, but considers that the first subparagraph is too passive. Will revert with modified text.
	Article 10(6), fifth subparagraph			
Y	248c	***6b. Member States shall develop national sensibility campaigns to raise awareness among the general public about mental or physical signals that may put a person at risk of driving a vehicle.***		C ITM 27.11.24: Cion presents compromise formulation for lines 248b, 248c, 254a (see line 248b).
	Article 10(7), first subparagraph			
G	249	7. No person may hold more than one physical driving licence. A person may however hold several mobile driving licences, provided that these are issued by the same Member State.	7. No person may hold more than one ~~physical~~ driving licence. A person may however ~~hold several~~***store a*** mobile driving ~~licences, provided that these are issued by the same Member State~~***licence on several devices***.	7. No person may hold more than one ~~physical~~ driving licence. A ~~person may however hold~~**mobile driving licence may be displayed on** several mobile ~~driving licences, provided that these are issued by the same Member State~~**devices**.	7. No person may hold more than one ~~physical~~ driving licence. A ~~person may however hold~~***mobile driving licence may be displayed on*** several mobile ~~driving licences, provided that these are issued by the same Member State~~***devices***. A ITM 15.11.24: final text to be agreed by lawyer-linguists Text Origin: Council General Approach

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 10(7), second subparagraph				
250	No person may hold driving licences issued by more than one Member State.		*deleted* *Content sufficiently covered in first and third sentence of this paragraph*	*deleted* *B* *ITM 15.11.24*
Article 10(7), third subparagraph				
251	A Member State shall refuse to issue a driving licence where it establishes that the applicant already holds a driving licence issued by another Member State.		A Member State shall refuse to issue a driving licence where it establishes that the applicant already holds a driving licence issued by another Member State.	A Member State shall refuse to issue a driving licence where it establishes that the applicant already holds a driving licence issued by another Member State. Text Origin: Commission Proposal
Article 10(7), fourth subparagraph				
252	Member States shall take the necessary measures for the purpose of applying the third subparagraph. The necessary measures as regards the issue, replacement, renewal or exchange of a driving licence shall be to verify with other Member States where there are reasonable grounds to suspect that the applicant is already the holder of another driving licence. To that end, Member States shall use the EU driving licence network referred to in Article 19.		Member States shall take the necessary measures for the purpose of applying the ~~third~~**preceding** subparagraph. The necessary measures as regards the issue, replacement, renewal or exchange of a driving licence shall be to verify with other Member States where there are reasonable grounds to suspect that the applicant is already the holder of another driving licence. To that end, Member States shall use the EU driving licence network referred to in Article 19.	Member States shall take the necessary measures for the purpose of applying the ~~*third*~~***preceding*** subparagraph. The necessary measures as regards the issue, replacement, renewal or exchange of a driving licence shall be to verify with other Member States where there are reasonable grounds to suspect that the applicant is already the holder of another driving licence. To that end, Member States shall use the EU driving licence network referred to in Article 19.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				A ITM 15.11.24 Text Origin: Council General Approach
Article 10(7), fifth subparagraph				
G 253	Without prejudice to Article 3(6), a Member State issuing a driving licence shall apply due diligence to ensure that a person fulfils the requirements set out in paragraph 1 of this Article, and shall apply its national provisions on the cancellation or withdrawal of the driving licence or of the right to drive if it is established that a licence has been issued without those requirements having been met.		Without prejudice to Article 3(6), a Member State issuing a driving licence shall apply due diligence to ensure that a person fulfils the requirements set out in paragraph 1 of this Article, and shall apply its national provisions on the cancellation or withdrawal of the driving licence or of the right to drive if it is established that a licence has been issued without those requirements having been met.	Without prejudice to Article 3(6), a Member State issuing a driving licence shall apply due diligence to ensure that a person fulfils the requirements set out in paragraph 1 of this Article, and shall apply its national provisions on the cancellation or withdrawal of the driving licence or of the right to drive if it is established that a licence has been issued without those requirements having been met. Text Origin: Commission Proposal G
Article 10(8)				
G 254	8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annexes II, III, V and VI where necessary in order to take account of technical, operational or scientific developments.		8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annexes II, III, V and VI where necessary in order to take account of technical, operational or scientific developments.	8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annexes II, III, V and VI where necessary in order to take account of technical, operational or scientific developments. G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 10(8a)				
254a		***8a. The Commission shall, based on expert advice, develop an online training course for general practitioners allowing them to assess all aspects of an applicant's fitness to drive.***		C ITM 27.11.24: Cion presents compromise formulation for lines 248b, 248c, 254a (see line 248b)
Article 10a				
254b			**Article 10a Compliance with the minimum standards of physical and mental fitness** Text partly taken from introductory part of Annex III. Compare this new Article to EP amendments lines 248-248b, 254a, Annex III lines 621-627a	***Article 10a Compliance with the minimum standards of physical and mental fitness*** C ITM 21.11.24: Council suggests taking the GA text as a basis for negotiation on the medical checks. EP: in principle prepared to discuss based on a separate Article, but need more time to develop the compromise. Text Origin: Council General Approach
Article 10a(1)				
254c			**1. Before a driving licence is issued to them for the first time, applicants for any driving licence shall undergo a medical examination applying the**	C

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			minimum standards of physical and mental fitness covering all the medical conditions mentioned in Annex III. This applies to the issuance of driving licences in category AM only if so required by the Member States in accordance with Article 10(1), point (b). A medical examination is required when a driving licence for categories C, CE, C1, C1E, D, D1, DE or D1E is applied for, regardless of whether a medical examination was undertaken for another category.	
Article 10a(2)				
254d			**2. Before a driving licence is renewed, holders shall undergo a medical examination covering all the medical conditions mentioned in Annex III. This applies to the renewal of driving licences in category AM only if so required by the Member States in accordance with Article 10(1), point (b).**	C
Article 10a(3)				
254e			**3. By way of derogation from paragraphs 1 and 2, and to the extent not otherwise provided by Annex III, Member**	C ITM 21.11.24: EP: concept of national mechanism could be more detailed so

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			States may, for categories AM, A, A1, A2, B, B1 and BE, instead of requiring a medical examination: **a) require the applicant or holder to fill in a self-assessment form covering all the medical conditions mentioned in Annex III when issuing or renewing a driving licence; or** **b) establish a national mechanism to ensure that significant changes in the physical or mental fitness are reacted upon in order to comply with the minimum standards of physical and mental fitness set out in Annex III, after the licence has been issued to the applicant after a medical examination or self-assessment.** **A Member State may apply one or both of those alternative measures.**	that all (future) MSs monitoring solutions are covered.
Article 10a(4)				
254f			**4. Member States may lay down the consequences for non-compliance with the requirement to fill in a self assessment or for knowingly**	C

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			providing information in the self-assessment that is incorrect or incomplete.	
Article 10a(5)				
254g			**5. Member States may organise the alternative measure under paragraph 3, point (b), in such a way that it allows a monitoring of the fitness to drive during renewal periods.**	C
Article 10a(6)				
254h			**6. If on the basis of information acquired under the different alternative measures set out in paragraph 3 it becomes apparent that the applicant or holder is likely to have one or more of the medical conditions mentioned in Annex III, Member States shall ensure that the applicant or holder undergoes a medical examination prior to obtaining or renewing a driving licence.**	C
Article 10b				
G 254i			**Article 10b** **Extension of validity in case of crisis** Corresponds to Art 10(4) of Commission proposal	***Article 10b*** ***Extension of validity in case of crisis*** B ITM 11.11.2024 G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Article 10b(1)				
G 254j			**1. In case of a crisis Members States may extend the period of administrative validity of driving licences that would otherwise expire, for a maximum period of six months. The extension may be renewed where the crisis persists.** Corresponds to Art 10(4) first subparagraph of Commission proposal	***1. In case of a crisis Members States may extend the period of administrative validity of driving licences that would otherwise expire, for a maximum period of six months. The extension may be renewed where the crisis persists.*** B Text Origin: Council General Approach
Article 10b(2)				
G 254k			**2. Any such extension shall be duly reasoned and notified immediately to the Commission. The Commission shall immediately publish this information in the *Official Journal of the European Union*. Member States shall recognise the validity of driving licences whose period of administrative validity has been extended under this Article.**	***2. Any such extension shall be duly reasoned and notified immediately to the Commission. The Commission shall immediately publish this information in the Official Journal of the European Union. Member States shall recognise the validity of driving licences whose period of administrative validity has been extended under this Article.*** B

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			Corresponds to Art 10(4) second subparagraph of Commission proposal	Text Origin: Council General Approach
Article 10b(3)				
G 254l			**3. Where a crisis affects several Member States, the Commission may adopt implementing acts in order to extend the period of administrative validity of all or certain categories of driving licences that would otherwise expire. That extension may not exceed six months and may be renewed where the crisis persists. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(3).** Corresponds to Art 10(4) third subparagraph of Commission proposal	***3. Where a crisis affects several Member States, the Commission may adopt implementing acts in order to extend the period of administrative validity of all or certain categories of driving licences that would otherwise expire. That extension may not exceed six months and may be renewed where the crisis persists. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(3).*** B Text Origin: Council General Approach
Article 10b(4)				
G 254m			**4. Where a Member State is not, and is not likely to be, affected by difficulties that rendered the renewal of driving licences impracticable as a consequence of the crisis referred to in the third**	***4. Where a Member State is not, and is not likely to be, affected by difficulties that rendered the renewal of driving licences impracticable as a consequence of the crisis referred to in the third paragraph, or has***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			paragraph, or has taken appropriate national measures to mitigate the crises' impact, that Member State may decide not to apply the extension introduced by the implementing act referred to in the third paragraph, after first informing the Commission. The Commission shall inform the other Member States thereof and publish a notice in the *Official Journal of the European Union*. Corresponds to Art 10(4) fourth subparagraph of Commission proposal	***taken appropriate national measures to mitigate the crises' impact, that Member State may decide not to apply the extension introduced by the implementing act referred to in the third paragraph, after first informing the Commission. The Commission shall inform the other Member States thereof and publish a notice in the Official Journal of the European Union.*** B Text Origin: Council General Approach
Article 10b(5)				
G	254n		**5. For the purposes of this Article, a crisis means an exceptional, unexpected and sudden, natural or man-made event of extraordinary nature and scale that takes place inside or outside of the Union, with significant direct or indirect impacts on the area of road transport and that also prevents or significantly impairs the possibility for the holders of driving licences or relevant national authorities from**	***5. For the purposes of this Article, a crisis means an exceptional, unexpected and sudden, natural or man-made event of extraordinary nature and scale that takes place inside or outside of the Union, with significant direct or indirect impacts on the area of road transport and that also prevents or significantly impairs the possibility for the holders of driving licences or relevant national authorities from***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			carrying out the necessary procedures for their renewal. Corresponds to Art 10(4) fifth subparagraph of Commission proposal	***carrying out the necessary procedures for their renewal.*** B Text Origin: Council General Approach
Article 11				
G 255	Article 11 Exchange and replacement of driving licences issued by Member States		Article 11 Exchange and replacement of driving licences issued by Member States	Article 11 Exchange and replacement of driving licences issued by Member States Text Origin: Commission Proposal
Article 11(1)				
G 256	1. Where the holder of a valid driving licence issued by a Member State has taken up normal residence in another Member State, he or she may request that his or her driving licence be exchanged for an equivalent licence. The Member State performing the exchange shall check for which category the licence submitted is in fact still valid.		1. Where the holder of a valid driving licence issued by a Member State has taken up normal residence in another Member State, he or she may request that his or her driving licence be exchanged for an equivalent licence. The Member State performing the exchange shall check for which category the licence submitted is in fact still valid.	1. Where the holder of a valid driving licence issued by a Member State has taken up normal residence in another Member State, he or she may request that his or her driving licence be exchanged for an equivalent licence. The Member State performing the exchange shall check for which category the licence submitted is in fact still valid. Text Origin: Commission Proposal
Article 11(2)				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 257	2. Subject to observance of the principle of territoriality of criminal and police laws, the Member State of normal residence may apply its national provisions on the restriction, suspension, withdrawal or cancellation of the right to drive to the holder of a driving licence issued by another Member State and, if necessary, exchange the licence for that purpose.		2. Subject to observance of the principle of territoriality of criminal and police laws, the Member State of normal residence may apply its national provisions on the restriction, suspension, withdrawal or cancellation of the right to drive to the holder of a driving licence issued by another Member State and, if necessary, exchange the licence for that purpose.	2. Subject to observance of the principle of territoriality of criminal and police laws, the Member State of normal residence may apply its national provisions on the restriction, suspension, withdrawal or cancellation of the right to drive to the holder of a driving licence issued by another Member State and, if necessary, exchange the licence for that purpose. Text Origin: Commission Proposal
Article 11(2a)(3)				
G 258	3. The Member State performing the exchange shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.	3. The Member State performing the exchange ***of a physical driving licence*** shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.	3. The Member State performing the exchange **of a physical driving licence** shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.	3. The Member State performing the exchange ***of a physical driving licence*** shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.
Article 11(3), second subparagraph				
G 258a		***The Member State exchanging the driving licence shall inform the authorities of the issuing Member State, specifying the reasons for such exchange. The Member States which originally issued the driving licence shall ensure that the former mobile***	**The Member State performing the exchange of a mobile driving licence shall inform the authorities of the Member State of issuance and give the reasons for doing so; the latter shall ensure that the previous mobile licence can no**	***The Member State performing the exchange of a mobile driving licence shall inform the authorities of the Member State of issuance and give the reasons for doing so; the latter shall ensure that the previous mobile licence can no longer be***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		driving licence can no longer be viewed. For the purposes of communication, Member States shall make use of the EU driving licence network referred to in Article 19(1).	**longer be displayed through the mobile device used for this purpose by the holder. The Member States shall use the EU driving licence network referred to in Article 19(1) for communication purposes.**	***displayed through the mobile device used for this purpose by the holder. The Member States shall use the EU driving licence network referred to in Article 19(1) for communication purposes.*** B ITM 11.11.24 Text Origin: Council General Approach
Article 11(4)				
G	259	4. A replacement for a driving licence which has been lost or stolen may only be obtained from the competent authorities of the Member State in which the holder has his or her normal residence. Those authorities shall provide the replacement on the basis of the information in their possession or, where appropriate, proof from the competent authorities of the Member State which issued the original licence.	4. A replacement for a **physical** driving licence which has been **damaged,** lost or stolen**, and a replacement of a physical or mobile driving licence of which a fraudulent use was made,** may only be obtained from the competent authorities of the Member State in which the holder has his or her normal residence. Those authorities shall provide the replacement on the basis of the information in their possession or, where appropriate, proof from the competent authorities of the Member State which issued the original licence. **In case a driving licence was replaced by a Member State other than the**	4. A replacement for a ***physical*** driving licence which has been ***damaged,*** lost or stolen***, and a replacement of a physical or mobile driving licence of which a fraudulent use was made,*** may only be obtained from the competent authorities of the Member State in which the holder has his or her normal residence. Those authorities shall provide the replacement on the basis of the information in their possession or, where appropriate, proof from the competent authorities of the Member State which issued the original licence. ***In case a driving licence was replaced by a Member State other than the one***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			one that issued it and the replaced driving licence is still in the possession of, or can be displayed by, the holder, the procedures set out in paragraph 3 shall apply.	***that issued it and the replaced driving licence is still in the possession of, or can be displayed by, the holder, the procedures set out in paragraph 3 shall apply.*** B ITM 16.1.25 EP can accept as part of the compromise on 259-259c Text Origin: Council General Approach
Article 11a				
G 259a		***Article 11a*** ***Interim driving licence***		***Article 11a*** ***Accrediting the right to drive during exchange or replacement*** C 3rd trilogue 18 Feb 25 Text Origin: EP vote P9_TA(2024)0095
Article 11a first paragraph				
G 259b		***1. During the replacement, renewal or exchange of a driving licence, the Member State performing the replacement, renewal or exchange shall issue an interim driving licence in a form of a certificate, even if is the same Member State which has***		***During the replacement or exchange of a driving licence, the Member State performing the replacement or exchange shall ensure that competent authorities are able to verify the validity of the driving rights of the holder, in***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		issued the previous licence. The Commission is empowered to adopt by 31 December 2025 a delegated acts in accordance with Article 21 to supplement this Directive by laying down a model standardised form for such a certificate. When adopting those delegated acts the Commission shall have due regard to any risk of forgery of such forms.		***particular during road-side checks.*** ***To that end, the Member State shall provide the necessary information about the replacement or exchange without delay in the EU driving licence network referred to in Article 19 in case the duration of the exchange or replacement procedure makes it necessary. In such cases, the Member State shall provide the holder of the licence concerned with a document indicating that a request for the replacement or exchange of their driving licence has been made.*** C ITM 16.1.25 compromise of 2nd trilogue confirmed
Article 11a first paragraph				
G	259c	***2. The certificate issued by a Member State under this Article shall be valid for a maximum period of 1 month. Such certificates shall be mutually recognised by Member States. Where the replacement, renewal or exchange of the driving licence is taking longer Member States may renew that certificate twice,***		C see line before

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		each for the period not exceeding 1 month. The validity of such a certificate shall automatically cease once the holder comes into the possession of a physical or mobile licence in accordance with Article 3.		
Article 12				
260	Article 12 Exchange of driving licences issued by third countries		Article 12 Exchange of driving licences issued by third countries	Article 12 Exchange of driving licences issued by third countries Text Origin: Commission Proposal
Article 12(1)				
261	1. Where a Member State provides for the exchange of a driving licence issued by a third country to a holder that has taken up normal residence in its territory, that Member State shall exchange the driving licence in accordance with the provisions of this Article.		1. Where a Member State provides for the exchange of a driving licence issued by a third country to a holder that has taken up normal residence in its territory, that Member State shall exchange the driving licence in accordance with the provisions of this Article.	1. Where a Member State provides for the exchange of a driving licence issued by a third country to a holder that has taken up normal residence in its territory, that Member State shall exchange the driving licence in accordance with the provisions of this Article. Text Origin: Commission Proposal
Article 12(2), first subparagraph				
262	2. Where a Member State exchanges a driving licence issued by a third country that has not been the object of an		2. Where a Member State exchanges a driving licence issued by a third country that has not been the object of an	2. Where a Member State exchanges a driving licence issued by a third country that has not been the object of an

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	implementing decision referred to in paragraph 7, such exchange shall be recorded on the driving licence issued by that member State by way of marking the relevant code from Annex I, Part E, as shall any subsequent renewal or replacement. If the holder of that licence transfers his or her normal residence to another Member State, the latter need not apply the principle of mutual recognition set out in Article 3(6).		implementing decision referred to in paragraph 7, such exchange shall be recorded on the driving licence issued by that member State by way of marking the relevant code from Annex I, Part E, as shall any subsequent renewal or replacement. If the holder of that licence transfers his or her normal residence to another Member State, the latter need not apply the principle of mutual recognition set out in Article 3(6).	implementing decision referred to in paragraph 7, such exchange shall be recorded on the driving licence issued by that member State by way of marking the relevant code from Annex I, Part E, as shall any subsequent renewal or replacement. If the holder of that licence transfers his or her normal residence to another Member State, the latter need not apply the principle of mutual recognition set out in Article 3(6). Text Origin: Commission Proposal
Article 12(2), second subparagraph				
G 263	Member States shall apply, for such exchanges, the provisions of their national legislation, in accordance with the conditions provided for in this paragraph.		Member States shall apply, for such exchanges, the provisions of their national legislation, in accordance with the conditions provided for in this paragraph.	Member States shall apply, for such exchanges, the provisions of their national legislation, in accordance with the conditions provided for in this paragraph. Text Origin: Commission Proposal
Article 12(3)				
G 264	3. Where the driving licence is issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, such exchange shall not be recorded on the driving licence		3. Where the driving licence is issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, such exchange shall ~~not~~ be recorded on the driving licence	C ITM 11.11.24: EP positive scrutiny, should be agreed after looking into Annex I.

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	issued by the Member State concerned. In those cases, Member States shall exchange the driving licence in accordance with the conditions set out in the relevant implementing decision.		issued by the Member State concerned **using the relevant code from Annex I, Part E**. In those cases, Member States shall exchange the driving licence in accordance with the conditions set out in the relevant implementing decision.	2nd trilogue 11.12.24: Commission explains that a separate code is acceptable
Article 12(4), first subparagraph				
G 265	4. Where a driving licence issued by a Member State was exchanged for a driving licence issued by a third country, Member States shall not require the fulfilment of any additional conditions other than those set out in point (a) of Article 10(3) or record any additional information for exchanging that driving licence for a driving licence issued by them, as regards the categories of the initial driving licence.		4. Where a driving licence issued by a Member State was exchanged for a driving licence issued by a third country, Member States shall not require the fulfilment of any additional conditions other than those set out in ~~point (a) of~~ Article 10(3) **point (a),** or record any additional information for exchanging that driving licence for a driving licence issued by them, as regards the categories of the initial driving licence.	4. Where a driving licence issued by a Member State was exchanged for a driving licence issued by a third country, Member States shall not require the fulfilment of any additional conditions other than those set out in ~~*point (a) of*~~ Article 10(3) ***point (a),*** or record any additional information for exchanging that driving licence for a driving licence issued by them, as regards the categories of the initial driving licence. A Text Origin: Council General Approach
Article 12(4), second subparagraph				
G 266	In the situation referred to in the first subparagraph, where an applicant requests to exchange a		In the situation referred to in the first subparagraph, where an applicant requests to exchange a	In the situation referred to in the first subparagraph, where an applicant requests to exchange a

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	driving licence that is also valid for categories concerning which he or she acquired the right to drive in a third country, the following rules shall apply:		driving licence that is also valid for categories concerning which he or she acquired the right to drive in a third country, the following rules shall apply:	driving licence that is also valid for categories concerning which he or she acquired the right to drive in a third country, the following rules shall apply: Text Origin: Commission Proposal
Article 12(4), second subparagraph, point (a)				
267	(a) if the driving licence was issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, paragraph 3 shall apply;		(a) if the driving licence was issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, paragraph 3 shall apply;	(a) if the driving licence was issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, paragraph 3 shall apply; Text Origin: Commission Proposal
Article 12(4), second subparagraph, point (b)				
268	(b) in the absence of such implementing decision, paragraph 2 shall apply.		(b) in the absence of such implementing decision, paragraph 2 shall apply.	(b) in the absence of such implementing decision, paragraph 2 shall apply. Text Origin: Commission Proposal
Article 12(5)				
269	5. The exchanges referred to in paragraphs 2, 3 and 4 shall only occur if the driving licence issued by the third country has been surrendered to the competent		5. The exchanges referred to in paragraphs 2, 3 and 4 shall only occur if the driving licence issued by the third country has been surrendered to the competent	5. The exchanges referred to in paragraphs 2, 3 and 4 shall only occur if the driving licence issued by the third country has been surrendered to the competent

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	authorities of the Member State making the exchange.		authorities of the Member State making the exchange.	authorities of the Member State making the exchange. Text Origin: Commission Proposal
Article 12(6), first subparagraph				
270	6. The Commission may identify that a third country has a road transport framework guaranteeing, wholly or partially, a level of road safety that is comparable to the Union one, which allows for the driving licences issued by this third country to be exchanged without recording such exchange on the driving licences issued by Member States, if necessary after complying with certain pre-defined conditions.		6. The Commission may identify that a third country has a road transport framework guaranteeing, wholly or partially, a level of road safety that is comparable to the Union one, which allows for the driving licences issued by this third country to be exchanged ~~without recording such exchange on the driving licences issued by Member States~~**in accordance with paragraph 3**, if necessary after complying with certain pre-defined conditions.	C See line 264
Article 12(6), second subparagraph				
271	Where the Commission identifies such a third country, it may assess the third country's road transport framework in cooperation with the Member States. Member States shall have six months to provide their opinion on the road transport framework in place in the identified third country. The Commission shall proceed with	Where the Commission identifies such a third country, it may assess the third country's road transport framework in cooperation with the Member States. Member States shall have six months to provide their opinion on the road transport framework in place in the identified third country. The Commission shall proceed with	Where the Commission identifies such a third country, it may assess the third country's road transport framework in cooperation with the Member States. Member States shall ~~have~~**be given by the Commission at least** six months to provide their opinion on the road transport framework in place in the identified third country. The	Where the Commission identifies such a third country, it may assess the third country's road transport framework in cooperation with the Member States. Member States shall ~~*have six months to*~~ provide their opinion on the road transport framework in place in the identified third country ***within***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	the assessment once it has received an opinion from all Member States or once the time limit for sending the opinions has passed, whichever is later.	the assessment once it has received an opinion from all Member States or once the time limit for sending the opinions has passed, whichever is ~~*later*~~***earlier***.	Commission shall proceed with the assessment once it has received an opinion from all Member States or once the time limit for sending the opinions has passed, whichever is ~~later~~**earlier**.	***the period set by the Commission. That period shall be at least six months and no more than 18 months long***. The Commission shall proceed with the assessment once it has received an opinion from all Member States or once the time limit for sending the opinions has passed, whichever is ~~*later*~~***earlier***. B/C ITM 2.12.24 and trilogue 11.12.2024: EP reformulation above is acceptable to Council
Article 12(6), third subparagraph				
272	When assessing the road transport framework in place in a third country the Commission shall take into account at least the following elements:		When assessing the road transport framework in place in a third country the Commission shall take into account at least the following elements:	When assessing the road transport framework in place in a third country the Commission shall take into account at least the following elements: Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (a)				
273	(a) the driver licensing requirements in place, such as the classification of driving licence categories, minimum age requirements, training and driving tests' requirements and conditions,		(a) the driver licensing requirements in place, such as the classification of driving licence categories, minimum age requirements, training and driving tests' requirements and conditions,	(a) the driver licensing requirements in place, such as the classification of driving licence categories, minimum age requirements, training and driving tests' requirements and conditions,

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	and medical standards for issuing the licence;		and medical standards for issuing the licence;	and medical standards for issuing the licence; Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (b)				
274	(b) whether the third country issues mobile driving licences and if so, the applicable technical and structural details for operating the system;		(b) whether the third country issues mobile driving licences and if so, the applicable technical and structural details for operating the system;	(b) whether the third country issues mobile driving licences and if so, the applicable technical and structural details for operating the system; Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (c)				
275	(c) the extent to which there are forged driving licences in circulation and what measures are taken to prevent forgery of driving licences;		(c) the extent to which there are forged driving licences in circulation and what measures are taken to prevent forgery of**, and corruption in relation to,** driving licences;	(c) the extent to which there are forged driving licences in circulation and what measures are taken to prevent forgery of***, and corruption in relation to,*** driving licences; C ITM 11.11.2024 Text Origin: Council General Approach
Article 12(6), third subparagraph, point (d)				
276	(d) the period of administrative validity of the driving licences issued by the third country;		(d) the period of administrative validity of the driving licences issued by the third country;	(d) the period of administrative validity of the driving licences issued by the third country;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (e)				
277	(e) the traffic conditions in the third country and whether they are comparable to the traffic conditions on the road networks in the Union;		(e) the traffic conditions in the third country and whether they are comparable to the traffic conditions on the road networks in the Union;	(e) the traffic conditions in the third country and whether they are comparable to the traffic conditions on the road networks in the Union; Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (f)				
278	(f) the road safety performance of the third country.		(f) the road safety performance of the third country~~.~~**;**	(f) the road safety performance of the third country. Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (fa)				
278a		***(fa) the exchange system established for EU driving licences in the third country.***	**(g) the third country's practice of exchanging EU driving licences.**	***(fa) the third country's legal framework and practice in exchanging driving licences of the EU member states*** B Suggestion following ITM 11.11.24
Article 12(7), first subparagraph				
279	7. The Commission may, after conducting the assessment referred to in paragraph 6 and by means of implementing decisions, decide that a third country has a		7. The Commission may, after conducting the assessment referred to in paragraph 6 and by means of implementing decisions, decide that a third country has a	C See line 264

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	road transport framework in place that wholly or partially guarantees a level of road safety that is comparable to the Union one for the driving licences issued by that third country to be exchanged without recording such exchange on the driving licence issued by a Member State.		road transport framework in place that wholly or partially guarantees a level of road safety that is comparable to the Union one for the driving licences issued by that third country to be exchanged ~~without recording such exchange on the driving licence issued by a Member State.~~**in accordance with paragraph 3.**	
Article 12(7), second subparagraph				
280	The implementing decision shall contain at least:		The implementing decision shall contain at least:	The implementing decision shall contain at least: Text Origin: Commission Proposal
Article 12(7), second subparagraph, point (a)				
281	(a) the driving licence categories referred to in Article 6, regarding which an exchange may be made without recording it on the driving licence issued by a Member State;		(a) the driving licence categories referred to in Article 6, regarding which an exchange may be made ~~without recording it on the driving licence issued by a Member State~~**in accordance with paragraph 3**;	C See line 264
Article 12(7), second subparagraph, point (b)				
282	(b) the dates of issuance of the third country driving licences from which an exchange may be made without recording it on the driving licence issued by a Member State;		(b) the dates of issuance of the third country driving licences from which an exchange may be made ~~without recording it on the driving licence issued by a~~	C see line 264

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			~~Member State;~~**in accordance with paragraph 3:**	
Article 12(7), second subparagraph, point (c)				
283	(c) any general conditions to be complied with for the purpose of verifying the authenticity of the official document to be exchanged;		(c) any general conditions to be complied with for the purpose of verifying the authenticity of the official document to be exchanged;	(c) any general conditions to be complied with for the purpose of verifying the authenticity of the official document to be exchanged; Text Origin: Commission Proposal
Article 12(7), second subparagraph, point (d)				
284	(d) any general conditions the applicant has to comply with to demonstrate compliance with the medical standards laid down in Annex III, prior to the exchange.		(d) any general conditions the applicant has to comply with to demonstrate compliance with the medical standards laid down in Annex III, prior to the exchange.	(d) any general conditions the applicant has to comply with to demonstrate compliance with the medical standards laid down in Annex III, prior to the exchange. Text Origin: Commission Proposal
Article 12(7), third subparagraph				
285	Where the driving licence of the applicant does not allow compliance with the second subparagraph, points (a) or (b), of this paragraph, Member States may decide to exchange the driving licence in accordance with paragraph 2. Where the applicant is not able to comply with the second subparagraph, points (c) or (d), of this paragraph, Member		Where the driving licence of the applicant does not allow compliance with the second subparagraph, points (a) or (b), of this paragraph, Member States may decide to exchange the driving licence in accordance with paragraph 2. Where the applicant is not able to comply with the second subparagraph, points (c) or (d), of this paragraph, Member	Where the driving licence of the applicant does not allow compliance with the second subparagraph, points (a) or (b), of this paragraph, Member States may decide to exchange the driving licence in accordance with paragraph 2. Where the applicant is not able to comply with the second subparagraph, points (c) or (d), of this paragraph, Member

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	States shall refuse to exchange the driving licence. Any additional condition that the implementing decision may contain shall provide for either the applicability of the national provisions of the Member State in accordance with paragraph 2, or for the refusal of the exchange of the driving licence, where such conditions are not complied with by the applicant.		States shall refuse to exchange the driving licence. Any additional condition that the implementing decision may contain shall provide for either the applicability of the national provisions of the Member State in accordance with paragraph 2, or for the refusal of the exchange of the driving licence, where such conditions are not complied with by the applicant.	States shall refuse to exchange the driving licence. Any additional condition that the implementing decision may contain shall provide for either the applicability of the national provisions of the Member State in accordance with paragraph 2, or for the refusal of the exchange of the driving licence, where such conditions are not complied with by the applicant. Text Origin: Commission Proposal
Article 12(7), fourth subparagraph				
286	The implementing decisions shall be adopted in accordance with the examination procedure referred to in Article 22(2).		The implementing decisions shall be adopted in accordance with the examination procedure referred to in Article 22(2).	The implementing decisions shall be adopted in accordance with the examination procedure referred to in Article 22(2). Text Origin: Commission Proposal
Article 12(8)				
287	8. The implementing decision referred to in paragraph 7 shall provide for a periodic review, at least every four years, of the road safety situation in the third country concerned. Depending on the conclusions of the review, the Commission shall maintain, amend or suspend, to the extent necessary, or repeal the		8. The implementing decision referred to in paragraph 7 shall provide for a periodic review, **by the Commission in cooperation with the Member States,** at least every four years, of the road safety situation **and of other elements mentioned in paragraph 6,** in the third country concerned. Depending on the	8. The implementing decision referred to in paragraph 7 shall provide for a periodic review, at least every four years, of the road safety situation in the third country concerned***. The Commission shall conduct this review. Member States shall have the possibility to provide their opinion***. Depending on the

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	implementing decision referred to in paragraph 7.		conclusions of the review, the Commission shall maintain, amend or suspend, to the extent necessary, or repeal the implementing decision referred to in paragraph 7.	conclusions of the review, the Commission shall maintain, amend or suspend, to the extent necessary, or repeal the implementing decision referred to in paragraph 7. B ITM 27.11.24: Commission reformulation accepted Text Origin: Commission Proposal
Article 12(8a)				
287a		***8a. A certificate of professional competence (CPC), or an equivalent certificate, issued by a third country referred to in paragraph 2 may be replaced by a new CPC issued by a Member State where the holder has completed in that Member State additional competence training of up to 35 hours. That additional competence training shall be carried out in the EU language best understood by a [candidate]. If necessary, in line with Directive (EU) 2022/2561 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers[1a],***		C After 3rd trilogue: Commission suggest instead the recital in line 36a as a compromise

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		to ensure a high level of competence and road safety, appropriate linguistic support shall be provided. ***For the purpose of determining whether third countries have rules wholly or partially comparable to corresponding Union rules that guarantee a level of road safety that is wholly or partially comparable to that in the Union, the Commission is empowered to adopt by ... [2 years after the entry into force of this amending Directive] delegated acts in accordance with Article 21 to supplement this Directive, by laying down the conditions for, and the criteria and methodologies to be used when, assessing third-country rules on professional training for drivers or third-country rules on certification and examination procedures, or both.*** ***On the basis of those [delegated acts/ assessment conditions, criteria and methodologies], and in cooperation with the Member States in accordance with the procedure set out in paragraph 6, the Commission shall adopt implementing acts, setting out its***		

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		decision that a specific third country has rules on professional training for drivers and/or rules on certification and examination procedures wholly or partially comparable to corresponding Union rules that guarantee a level of road safety that is wholly or partially comparable to that in the Union. Those implementing acts shall be adopted in accordance with examination procedure referred to in Article 22(2). ***1a Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46.).*** See recital line 35		
Article 12(9)				
288	9. The Commission shall publish in the Official Journal of the European Union and on its website a list of the third countries that have been the object of an implementing decision in accordance with paragraph 7, and	9. The Commission shall publish in the Official Journal of the European Union and on its website a list of the third countries that have been the object of an implementing decision in accordance with ~~*paragraph*~~	9. The Commission shall publish in the Official Journal of the European Union and on its website a list of the third countries that have been the object of an implementing decision in accordance with paragraph 7, and	C consequential change

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	shall also publish accordingly any relevant changes made in accordance with paragraph 9.	~~7~~*paragraphs 7 and 8a*, and shall also publish accordingly any relevant changes made in accordance with paragraph ~~9~~*8*.	shall also publish accordingly any relevant changes made in accordance with paragraph ~~9~~**8**.	
Article 12(10)				
G 289	10. The Commission shall establish a knowledge network to aggregate, process and disseminate knowledge and information on best practices for the integration of foreign professional drivers in the internal market. The network shall include relevant Members States authorities, centres of excellence, universities and researchers, social partners and other relevant actors of the road transport sector.		10. The Commission shall establish a knowledge network to aggregate, process and disseminate knowledge and information on best practices for the integration of foreign professional drivers in the internal market. The network shall include relevant Members States authorities, centres of excellence, universities and researchers, social partners and other relevant actors of the road transport sector.	10. The Commission shall establish a knowledge network to aggregate, process and disseminate knowledge and information on best practices for the integration of foreign professional drivers in the internal market. The network shall include relevant Members States authorities, centres of excellence, universities and researchers, social partners and other relevant actors of the road transport sector. Text Origin: Commission Proposal G
Article 12a				
289a		*Article 12a* *Platform for cooperation*		C See comment in next line
Article 12a(1)				
289b		*1. The Commission shall establish a platform for cooperation to aggregate, process and disseminate knowledge and information on best practices for*		C ITM 27.1.25: EP does not insist on the format of cooperation, but wants that a forward-looking discussion among experts/stakeholders on the range of the problem, particularly in cross

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		(a) the training schemes of drivers in the Member States, including training of special use vehicles such as Non Road Mobile Machinery; ***(b) the licencing and normal use of special use vehicles, such as Non Road Mobile Machinery in the different Member States, including cross border implications of differences of these rules with the view to facilitating use of such machinery; and*** ***(c) any other issue deemed appropriate.***		border context (including seasonal workers/posted workers), be anchored in Directive
Article 12a(2)				
289c		***2. The platform shall include relevant Members States authorities, and relevant stakeholders of the road transport sector, and where possible facilitate building on these best practices.***		C See comment in line before
Article 13				
G 290	Article 13 Effects of a restriction, suspension, withdrawal or cancellation of the right to drive or driving licence		Article 13 Effects of a restriction, suspension, withdrawal or cancellation of the right to drive or driving licence	Article 13 Effects of a restriction, suspension, withdrawal or cancellation of the right to drive or driving licence Text Origin: Commission Proposal G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 13(1)				
291	1. A Member State shall refuse to issue a driving licence to an applicant whose driving licence is restricted, suspended, withdrawn or cancelled in another Member State.		1. A Member State shall refuse to issue a driving licence to an applicant whose driving licence is restricted, suspended, withdrawn or cancelled in another Member State.	1. A Member State shall refuse to issue a driving licence to an applicant whose driving licence is restricted, suspended, withdrawn or cancelled in another Member State. Text Origin: Commission Proposal
Article 13(2)				
292	2. A Member State shall refuse to recognise the validity of any driving licence issued by another Member State to a person whose driving licence or right to drive is restricted, suspended, withdrawn or cancelled in the former Member State's territory.		2. A Member State shall refuse to recognise the validity of any driving licence issued by another Member State to a person whose driving licence or right to drive is restricted, suspended, withdrawn or cancelled in the former Member State's territory.	2. A Member State shall refuse to recognise the validity of any driving licence issued by another Member State to a person whose driving licence or right to drive is restricted, suspended, withdrawn or cancelled in the former Member State's territory. Text Origin: Commission Proposal
Article 13(3), first subparagraph				
293	3. A driving licence or the right to drive shall be considered as restricted, suspended, withdrawn, or cancelled for the purposes of this Article as long as the person concerned is yet to fulfil any conditions, imposed by a Member State, with which he or she must comply with in order to be able to recover his or her right		3. A driving licence or the right to drive shall be considered as restricted, suspended, withdrawn, or cancelled for the purposes of this Article as long as the person concerned is yet to fulfil any conditions, imposed by a Member State, with which he or she must comply with in order to be able to recover his or her right	3. A driving licence or the right to drive shall be considered as restricted, suspended, withdrawn, or cancelled for the purposes of this Article as long as the person concerned is yet to fulfil any conditions, imposed by a Member State, with which he or she must comply with in order to be able to recover his or her right

Public

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	to drive or driving licence or to be able to apply for a new one.		to drive or driving licence or to be able to apply for a new one.	to drive or driving licence or to be able to apply for a new one. Text Origin: Commission Proposal
Article 13(3), second subparagraph				
294	Member States shall ensure that any conditions they impose in order for the holder to be able to recover his or her right to drive or driving licence or to be able to apply for a new one are proportionate, non-discriminatory to holders of driving licences issued by any other Member State and that they do not, by themselves, lead to an indefinite refusal to issue a driving licence or to recognise a driving licence issued by another Member State.		Member States shall ensure that any conditions they impose in order for the holder to be able to recover his or her right to drive or driving licence or to be able to apply for a new one are proportionate, non-discriminatory to holders of driving licences issued by any other Member State and that they do not, by themselves, lead to an indefinite refusal to issue a driving licence or to recognise a driving licence issued by another Member State.	Member States shall ensure that any conditions they impose in order for the holder to be able to recover his or her right to drive or driving licence or to be able to apply for a new one are proportionate, non-discriminatory to holders of driving licences issued by any other Member State and that they do not, by themselves, lead to an indefinite refusal to issue a driving licence or to recognise a driving licence issued by another Member State. Text Origin: Commission Proposal
Article 13(3a)				
294a		***A Member State shall suspend a driving licence if the medical examination confirming validity referred to in Article 10 shows that the physical and psychological requirements regarding the medical conditions referred to in Annex III temporarily cannot be met.***		C linked to the complex fitness to drive ITM 6.2.25: EP explains that the amendment is strictly limited to a medical examination when it is necessary to obtain or renew DL. Should be further discussed in the context of medical checks.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 13(4), first subparagraph				
295	4. Nothing in this Article shall be understood as preventing Member States from banning a person from driving in their territories indefinitely without providing him or her the possibility to recover his or her right to drive or driving licence or to be able to apply for a new one, where this is justified on the basis of his or her conduct.		4. ~~Nothing in this Article shall be understood as preventing~~**Where this is justified on the basis of a person's conduct or physical or mental fitness,** Member States ~~from banning a~~**may ban that** person from driving in their ~~territories~~**territory** indefinitely without providing him or her the possibility to recover his or her right to drive or driving licence or to ~~be able to~~ apply for a new one~~, where this is justified on the basis of his or her conduct~~.	4. ~~*Nothing in this Article shall be understood as preventing*~~***Where this is justified on the basis of a person's conduct or physical or mental fitness,*** Member States ~~*from banning a*~~***may ban that*** person from driving in their ~~*territories*~~***territory*** indefinitely without providing him or her the possibility to recover his or her right to drive or driving licence or to ~~*be able to*~~ apply for a new one~~*, where this is justified on the basis of his or her conduct*~~. B ITM 6.2.25 Text Origin: Council General Approach
Article 13(4), second subparagraph				
296	Where a Member State, in accordance with this paragraph, has imposed an indefinite ban on driving, such Member State may refuse to recognise the validity of any driving licence, issued by another Member State, in its respective territory indefinitely. By way of derogation from paragraph 1 other Member States may, after consulting with the		~~Where a~~**By way of derogation from paragraph 1 other Member States may, after consulting with the** Member State~~, in accordance with~~ **imposing the indefinite driving ban referred to in** this paragraph, ~~has imposed an indefinite ban on~~**issue a** driving~~, such~~ **licence to such a person. However, the latter** Member State may refuse to	~~*Where a*~~***By way of derogation from paragraph 1 other Member States may, after consulting with the*** Member State~~*, in accordance with*~~ ***imposing the indefinite driving ban referred to in*** this paragraph, ~~*has imposed an indefinite ban on*~~***issue a*** driving~~*, such*~~ ***licence to such a person. However, the latter*** Member State may refuse to recognise the

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	Member State imposing the indefinite driving ban, issue a driving licence to such a person.		recognise the validity of any driving licence, issued by another Member State, in its respective territory indefinitely. ~~By way of derogation from paragraph 1 other Member States may, after consulting with the Member State imposing the indefinite driving ban, issue a driving licence to such a person.~~	validity of any driving licence, issued by another Member State, in its respective territory indefinitely. ~~*By way of derogation from paragraph 1 other Member States may, after consulting with the Member State imposing the indefinite driving ban, issue a driving licence to such a person.*~~ B ITM 6.2.25 Text Origin: Council General Approach
Article 14				
297	Article 14 Accompanied driving scheme		Article 14 Accompanied driving scheme	Article 14 Accompanied driving scheme Text Origin: Commission Proposal
Article 14(1)				
298	1. By way of derogation from Article 7(1), points (b) and (d) respectively, Member States shall issue driving licences, in accordance with Article 10(1), for categories B and C marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.	1. By way of derogation from Article 7(1), points (b) and (d) respectively, Member States shall issue driving licences, in accordance with Article 10(1), for categories B***, C and C1*** ~~*and C*~~ marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.	1. By way of derogation from Article 7(1), ~~points (b) and (d) respectively~~**point (b)**, Member States shall issue driving licences, in accordance with Article 10(1), for ~~categories B and C~~**category B** marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.	C 3rd trilogue 18 February 2025: EP considers a compromise option based on B+C1 as mandatory part of the scheme.
Article 14(1a)				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
298a			**1a. By way of derogation from Article 7(1), points (b) and (d), respectively, Member States may, for driving on their teritory, issue driving licences for category C1 or C, in accordance with Article 10(1), provided the driver holds a Certificate of Professional Competence awarded in accordance with Article 6 of Directive (EU) 2022/2561, marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.** **Licences issued in accordance with the first subparagraph shall be mutually recognised by the Member States that issue such licences.**	C Depends on previous line
Article 14(1b)(2)				
299	2. Holders of a driving licence marked with the Union code 98.02 who have not reached the age of 18 years shall only drive when accompanied by a person who meets the following conditions:	2. Holders of a driving licence marked with the Union code 98.02 who have not reached the age of 18 years shall only drive when accompanied by a person ***in the front passenger seat, who is able to provide guidance during the driving. The accompanying person shall comply with the rules on driving under the***	2. Holders of a driving licence marked with the Union code 98.02 who have not reached the age of 18 years shall only drive when accompanied by a person**, in the front passenger seat, who is able to provide guidance during the driving. The accompanying person shall comply with the rules on driving under the**	2. Holders of a driving licence marked with the Union code 98.02 who have not reached the age of 18 years shall only drive when accompanied by a person***, in the front passenger seat, who is able to provide guidance during the driving. The accompanying person shall comply with the rules on driving under the***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		influence of alcohol or drugs or in an incapacitated state due to any other reason, and shall meet ~~*who meets*~~ the following conditions:	**influence of alcohol or drugs. The accompanying person shall meet** ~~who meets~~ the following conditions:	***influence of alcohol or drugs. The accompanying person shall meet*** ~~*who meets*~~ the following conditions: B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 14(1b)(2), point (a)				
300	(a) has a minimum age of 25 years;		(a) has a minimum age of ~~25~~**24** years;	(a) has a minimum age of ~~*25*~~***24*** years; C 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 14(1b)(2), point (b)				
301	(b) holds a driving licence of the relevant category issued more than five years ago;	(b) holds ~~*a*~~***an EU*** driving licence of the relevant category issued more than five years ago;	(b) holds a driving licence of the relevant category issued more than five years ago;	(b) holds ~~*a*~~***an EU*** driving licence of the relevant category issued more than five years ago; B 3rd trilogue 18 Feb 25 Text Origin: EP vote P9_TA(2024)0095
Article 14(1b)(2), point (c)				

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	302	(c) has not been subject to a driving disqualification over the last five years;		(c) has not been subject to a driving disqualification over the last five years~~;~~ **in the Member State of issuance.**[1] **1. NOTE: In point (c), a driving disqualification effected by another Member State may be added to the condition after agreement on the Directive on the union-wide effect of certain driving disqualifications.**	(c) has not been subject to a driving disqualification over the last five years ***[in the Member State of issuance]***[1]; ***1. Should cover disqualifications in general when Driving Disqualification Directive is agreed on*** C ITM 27.11.24 Text Origin: Commission Proposal	G
	Article 14(1b)(2), point (d)					
G	303	(d) has not been subject to a decision in the field of criminal law resulting from a road-traffic related offence;		*deleted*	C *3rd trilogue 18 February 2025: tentative agreement: deletion.*	G
	Article 14(1b)(2), point (e)					
Y	*304*	*(e)* in the case of a vehicle of category C has the qualification and training provided by Directive (EU) 2022/2561.	(e) in the case of a vehicle of ~~*category C*~~***categories C and C1*** has the qualification and training provided by Directive (EU) 2022/2561.	*deleted*	C *3rd trilogue 18 February 2025: Council could compromise on a minimum requirement of training requirements, replacing lines 304, 304a, 304b.* *See Commission proposal within paragraph 3.*	Y
	Article 14(1b)(2), point (ea)					
Y	*304a*		***(ea) in the case of a vehicle category C and C1, has***		C	Y

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		undergone a dedicated 7-hour training course to learn the necessary professional and pedagogical skills, as part of their periodic CPC training.		3rd trilogue 18 February 2025: Council could compromise on a minimum requirement of training requirements, replacing lines 304, 304a, 304b.. See Commission proposal within paragraph 3.
Article 14(2), second subparagraph (new)				
304b		***Member States may decide to increase the duration of the training up to 14 hours.***	-	C 3rd trilogue 18 February 2025: Council could compromise on a minimum requirement of training requirements, replacing lines 304, 304a, 304b.. See Commission proposal within paragraph 3
Article 14(3)				
305	3. Member States may require the identification of the accompanying persons referred to in the paragraph 2 in order to ensure compliance with this Article. Member States may limit the number of possible accompanying persons.		3. Member States may require the identification of the accompanying persons referred to in the paragraph 2 in order to ensure compliance with this Article. Member States may limit the number of possible accompanying persons. **Member States may on their territory apply additional conditions to be fulfilled by the person accompanying the holder of a driving licence issued by them. They shall inform the Commission thereof. The**	3. Member States may require the identification of the accompanying persons referred to in the paragraph 2 in order to ensure compliance with this Article. Member States may limit the number of possible accompanying persons. ***Member States may on their territory apply additional conditions, which shall be proportionate and suitable to achieve the aims of the accompanied driving scheme, to be fulfilled by the person accompanying the holder of a***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			Commission shall make this information available to the public.	***driving licence issued by them. They shall inform the Commission thereof. The Commission shall make this information available to the public.*** ***Concerning the accompanying person of holders of driving licences of category C or C1, the requirements referred to in the first subparagraph may include in particular:*** ***(a) the requirement that the accompanying person has the relevant qualification and training provided by Directive (EU) 2022/2561; or*** ***(b) the requirement that the accompanying person has undergone a dedicated training course [of 7 hours, which may be raised to 14 hours] to learn the necessary professional and pedagogical skills, as part of their periodic CPC training.*** C After 18 February 25: last paragraph compromise formulation by the Commission replacing lines 304-304b Text Origin: Council General Approach

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 14(3a)				
G 305a		***3a. The accompanied driving scheme does not restrict Member States' existing options to lower the minimum age for category B as set in Article 7(2) of this Directive and to apply related conditions at national level.***		***3a. The accompanied driving scheme does not restrict Member States' existing options to lower the minimum age for category B as set in Article 7(2) of this Directive and to apply related conditions at national level.*** B 3rd trilogue 18 Feb 25 Text Origin: EP vote P9_TA(2024)0095
Article 14(4)				
G 306	4. Member States may apply additional conditions for the issuance of a driving licence marked with the Union code 98.02 to applicants who have not reached the age of 18 years. They shall inform the Commission thereof. The Commission shall make this information available to the public.		4. Member States may apply additional conditions for the issuance of a driving licence marked with the Union code 98.02 to applicants who have not reached the age of 18 years. They shall inform the Commission thereof. The Commission shall make this information available to the public.	4. Member States may apply additional conditions for the issuance of a driving licence marked with the Union code 98.02 to applicants who have not reached the age of 18 years. They shall inform the Commission thereof. The Commission shall make this information available to the public. Text Origin: Commission Proposal
Article 14(4a)				
G 306a		***4a. Member States may reduce the age set out in paragraph 1 to persons having their normal residence in their***		***General approach*** C

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		territory in order to run pilot projects and collect data on the effect of accompanied driving schemes with a lower age as a part of applicant's training until he or she reaches 3500 km. If a Member State wishes to make use of that option, it shall submit a reasoned request to the Commission. The Commission shall assess such request through a dialogue with the Member State concerned and render a decision within 3 months. The Commission may approve or deny the request by submitting a reasoned opinion, or approve it upon additional conditions in order to ensure road safety. The provisions of paragraphs 2, 3 and 4 shall remain applicable, where a derogation is granted by the Commission. Member States shall monitor results of the approved pilot projects and report them to the Commission. The Commission shall assess the requests and, when available, the results of the approved pilot projects in its periodic reviews.		3rd trilogue 18 Feb 25
Article 15				
G 307	Article 15 Probationary period		Article 15 Probationary period	Article 15 Probationary period G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 15(-1)(1)				
308	1. The holder of a driving licence of a given category issued for the first time shall be considered a novice driver and shall be subject to a probationary period of at least two years.	1. The holder of a driving licence of a given category issued for the first time shall be considered a novice driver and shall be subject to a probationary period of at least two years. ***Member States shall lay down rules on the length of the period and the penalties for novice drivers.***	1. ~~The holder of~~ A driving licence ~~of a given category~~ issued ~~for the first time~~ shall ~~be considered a novice driver and~~**after the passing of a driving test required under point (a) of Article 10(1)** shall be subject to a probationary period**. If the holder of the driving license already has a valid driving license for another category, the probationary period shall only include what may remain of the probationary period for the existing driving license, unless the existing driving license is issued for category AM only** ~~of at least two years~~. Compare last sentence to EP amendment line 312a	C See EP amendment in line 312a 3rd trilogue 18 February 2025: no agreement
Article 15(-1), (1) a				
308a			**The duration of the probationary period shall be determined by the Member State issuing the driving licence and shall not be less than two years.**	C ITM 2.12.24: EP tentatively could agree with Council text

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			Compare to EP amendment line 308 second sentence	
Article 15(-1), (1) b				
308b		***1a. Member States shall establish an obligation for novice drivers to display a standard Union disk on the back windscreen of their vehicle during the whole length of their probationary period. The Commission shall, no later than [6 months from the date of entry into force of this directive] adopt a delegated act in accordance with Article 21 establishing the common visual specifications for the common disk.***		C ITM 2.12.24: Council against, among the few MS using the disk, several are currently considering discontinuing them. 2nd trilogue: EP will not insist if other demands are met.
Article 15(2)				
309	2. Member States shall lay down rules on penalties for novice drivers who drive with a blood alcohol level exceeding 0.0g/mL and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non- discriminatory.	2. Member States shall lay down rules on penalties for novice drivers who drive with a blood alcohol level exceeding ~~0~~***0.2g /mL or under the influence of psychotropic substances or narcotics*** ~~*0g/mL*~~ ***The enforcement authorities of Member States shall establish a technical zero tolerance measuring threshold on the basis of the lowest limit of quantification that takes account of passive or accidental exposure***	2. Member States shall lay down **stricter** rules ~~on penalties~~**or sanctions, or both, for driving under the influence of alcohol** for novice drivers ~~who drive with a blood alcohol level exceeding 0.0g/mL~~**than for experienced drivers** and take all measures necessary to ensure that they are implemented. ~~Those penalties~~ **Member States** shall ~~be effective, proportionate, dissuasive and~~	2. Member States shall lay down ***stricter*** rules ~~*on penalties*~~***or sanctions, or both, for driving under the influence of alcohol*** for novice drivers ~~*who drive with a blood alcohol level exceeding 0.0g/mL*~~***than for experienced drivers*** and take all measures necessary to ensure that they are implemented. ~~*Those penalties*~~ ***Member States*** shall ~~*be effective, proportionate, dissuasive and*~~

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and ~~non - discriminatory~~*non-discriminatory, and may include driving disqualifications*.	~~non - discriminatory~~**take measures with the purpose of reducing driving under the influence of drugs among novice drivers**.	~~non - discriminatory~~*take measures with the purpose of reducing* *(a) driving under the influence of drugs among novice drivers;* *(b) non-compliance with the laws, regulations and administrative provisions transposing Council Directive 91/671/EEC relating to the compulsory use of safety belts and child-restraint systems in vehicles*. *2a. Nothing in this Article shall prevent Member States from introducing into their national legislation provisions banning the prior consumption of alcohol or drugs for all drivers.* C 3rd trilogue 2025: Commission compromise proposal together with recitals 30-30b. EP inisists on distinct BAC level for novice drivers, which could be expressed as the minimum detection level. Council can not move further.
Article 15(2a)				
309a		*2a. Member States shall lay down stricter rules on penalties for novice drivers, including where they fail to use safety equipment or drive without a*		C Part of the compromise in previous line

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		valid driving licence, and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.		
Article 15(2b)				
309b		***2b. Member States may extend the application of the zero tolerance system for alcohol and illicit psychoactive drugs to all drivers.***		C As part of the compromise, reflected in line 309 linked to line 60
Article 15(3)				
310	3. Member States may establish additional rules applicable on their territory to novice drivers during the probationary period to improve road safety. They shall inform the Commission thereof.	3. Member States may establish additional rules applicable on their territory to novice drivers during the probationary period to improve road safety. They shall inform the Commission thereof. ***Those rules shall not limit night-time driving.***	3. Member States may establish additional rules applicable on their territory to novice drivers ~~during the probationary period~~ to improve road safety**, which may include imposing a second probationary period for a different category**. They shall inform the Commission thereof.	C ITM 2.12.24: Council and Commission against EP amendment. EP inisists, but showed in 2nd trilogue that it will drop in case other demands are met.
Article 15(3a)				
G 310a			**3a. If a competent authority of the Member State of normal residence decides to prolong a probationary period on account of any unlawful conduct, it shall**	***3a. If a competent authority of the Member State of normal residence decides to prolong a probationary period on account of any unlawful conduct, it shall*** G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			ensure that the new period is recorded on the driving licence.	***ensure that the new period is recorded on the driving licence.*** C ITM 2.12.24: EP finds acceptable Text Origin: Council General Approach
Article 15(4)				
G 311	4. Member States shall mark driving licences issued during a probationary period with the Union code 98.01 specified in Annex I, Part E.		4. Member States shall mark driving licences issued during a probationary period with the Union code 98.01 specified in Annex I, Part E.	4. Member States shall mark driving licences issued during a probationary period with the Union code 98.01 specified in Annex I, Part E. Text Origin: Commission Proposal G
Article 15(5)				
Y 312	5. A probationary period shall not be applied to drivers obtaining a driving licence of category A2 or A in accordance with Article 10(1), point (c).		*deleted*	*deleted* C *ITM 2.12.24: EP tentatively agreed. Linked to Council GA line 308* Y
Article 15(5a)				
312a		***5a. For drivers obtaining a new category during their probationary period for a previously issued licence category, the probationary period for the new category may be reduced taking into account***		C compare to Council lines 308, 310 3rd trilogue 18 February 2025: no agreement

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		already completed probationary period, subject to a minimum of 6 months. Such a reduction shall not apply if the existing driving licence is issued for category AM only.		
Article 15(5b)				
312b		***5b. Member States are encouraged to include age-appropriate training on road safety rules and traffic risk awareness trainings as part of their elementary and secondary school curricula. Member States may use revenues earmarked under [Directive 2015/413 of the European Parliament and of the Council[1a]] to financially support such initiatives. The Commission may use the resources indicated in [Article 8a of that Directive] also to financially support such initiatives.*** ***[1a] Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).***		C 3rd trilogue 18 February 2025: compromise to transfer into recital 26a, content not yet agreed.
Article 16				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
313	Article 16 Examiners		Article 16 Examiners	Article 16 Examiners Text Origin: Commission Proposal
Article 16(1), first subparagraph				
314	1. Driving examiners shall meet the minimum standards set out in Annex IV.		1. Driving examiners shall meet the minimum standards set out in Annex IV.	1. Driving examiners shall meet the minimum standards set out in Annex IV. Text Origin: Commission Proposal
Article 16(1), second subparagraph				
315	Driving examiners already working in that capacity before 19 January 2013 shall be subject only to the requirements concerning quality assurance and regular periodic training measures.	Driving examiners already working in that capacity before ~~*19 January 2013*~~***the entry into force of this Directive*** shall be subject only to the requirements concerning quality assurance and regular periodic training measures.	Driving examiners already working in that capacity before 19 January 2013 shall be subject only to the requirements concerning quality assurance and regular periodic training measures.	Driving examiners already working in that capacity before 19 January 2013 shall be subject only to the requirements concerning quality assurance and regular periodic training measures. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 16(2)				
316	2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex IV where necessary in order to take account		2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex IV where necessary in order to take account	2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex IV where necessary in order to take account

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	of technical, operational or scientific developments.		of technical, operational or scientific developments.	of technical, operational or scientific developments. Text Origin: Commission Proposal
Article 17				
G 317	Article 17 Normal residence		Article 17 Normal residence	Article 17 Normal residence Text Origin: Commission Proposal
Article 17(1), first subparagraph				
G 318	1. For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in each calendar year, because of personal and occupational ties, or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.	1. For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in each calendar year, because of personal ~~and~~***or*** occupational ties~~, or~~ ***and***, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.	1. For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in ~~each calendar year~~**the latest 365 days**, because of personal and occupational ties, or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.	1. For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in ~~each calendar year~~***the latest 365 days***, because of personal and occupational ties, or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 17(1), second subparagraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 319	However, the normal residence of a person whose occupational ties are in a different place from his or her personal ties and who consequently lives in turn in different places situated in two or more Member States shall be regarded as being the place of his or her personal ties, provided that such person returns there regularly. This last condition need not be met where the person is living in a Member State in order to carry out a task of a definite duration. Attendance at a university or school shall not imply transfer of normal residence.		However, the normal residence of a person whose occupational ties are in a different place from his or her personal ties and who consequently lives in turn in different places situated in two or more Member States shall be regarded as being the place of his or her personal ties, provided that such person returns there regularly. This last condition need not be met where the person is living in a Member State in order to carry out a task of a definite duration. Attendance at a university or school shall not imply transfer of normal residence.	However, the normal residence of a person whose occupational ties are in a different place from his or her personal ties and who consequently lives in turn in different places situated in two or more Member States shall be regarded as being the place of his or her personal ties, provided that such person returns there regularly. This last condition need not be met where the person is living in a Member State in order to carry out a task of a definite duration. Attendance at a university or school shall not imply transfer of normal residence. Text Origin: Commission Proposal
Article 17(2), first subparagraph				
G 320	2. For the purposes of Article 10(3), point (b) and Article 11(4), the normal residence of the staff of diplomatic services of the Union or of its Member States, or of the members of their families forming part of their households, shall be considered to be in the territory of the Member States that issued the driving licences that are being renewed or replaced.		2. For the purposes of Article 10(3), point (b) and Article 11(4), the normal residence of the staff of diplomatic services of the Union or of its Member States, or of the members of their families forming part of their households, **accredited to third countries** shall be considered to be in the territory of the Member States that	2. For the purposes of Article 10(3), point (b) and Article 11(4), the normal residence of the staff of diplomatic services of the Union or of its Member States, or of the members of their families forming part of their households, ***accredited to third countries*** shall be considered to be in the territory of the Member States that issued

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			issued the driving licences that are being renewed or replaced.	the driving licences that are being renewed or replaced. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 17(2), second subparagraph				
G	321		For the purposes of this Article "diplomatic services of the Union" shall include officials from relevant departments of the General Secretariat of the Council and of the Commission, as well as staff seconded from national diplomatic services of the Member States and any other employee or contractor working for the Union institutions, bodies, offices and agencies in the area of external representation and who, in order to be able to perform their contractual duties, have to live at least 181 days in the territory of one or several third countries in a calendar year.	For the purposes of this Article "diplomatic services of the Union" shall include officials from relevant departments of the General Secretariat of the Council and of the Commission, as well as staff seconded from national diplomatic services of the Member States and any other employee or contractor working for the Union institutions, bodies, offices and agencies in the area of external representation and who, in order to be able to perform their contractual duties, have ~~to live~~**lived** at least 181 days in the ~~territory of one or several third countries in a calendar year~~**latest 365 days outside the EU**.	For the purposes of this Article "diplomatic services of the Union" shall include officials from relevant departments of the General Secretariat of the Council and of the Commission, as well as staff seconded from national diplomatic services of the Member States and any other employee or contractor working for the Union institutions, bodies, offices and agencies in the area of external representation and who, in order to be able to perform their contractual duties, have ~~*to live*~~***lived*** at least 181 days in the ~~*territory of one or several third countries in a calendar year*~~***latest 365 days outside the EU***. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 17(3)				
322	3. Where the holder of a driving licence cannot prove the establishment of his or her normal residence in a given Member State under paragraph 1, the holder may as a last resource have his or her driving licence renewed in the Member State that originally issued it.		3. **In exceptional cases,** where the holder of a driving licence cannot prove the establishment of his or her normal residence in a given Member State under paragraph 1, the holder may ~~as a last resource~~ have his or her driving licence renewed **or replaced** in the Member State that originally issued it.	3. ***In exceptional cases,*** where the holder of a driving licence cannot prove the establishment of his or her normal residence in a given Member State under paragraph 1, the holder may ~~*as a last resource*~~ have his or her driving licence renewed ***or replaced*** in the Member State that originally issued it. B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 17(4)				
323	4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence of category B, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may have his or her driving licence issued by the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical or practical tests in one of the official	4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence ~~*of category B*~~, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may have his or her driving licence issued by the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical or practical tests in one of the official ***EU***	4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence of category B, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may ~~have his or her driving licence issued by~~**take the theory test in** the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical ~~or practical~~ tests in one of the official languages of the	C 3rd trilogue 18 Feb 25: EP ready to limit to categories A and B, covering both the theoretical and practical test

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	languages of the Member State of citizenship or with an interpreter.	languages of the Member State of citizenship or with an interpreter.	Member State of citizenship or with an interpreter. **Upon request by the driving licence authorities of the Member State of normal residence, the Member State of citizenship where the applicant has taken the theory test shall inform the former about the test taken and passed using the EU driving licence network referred to in Article 19(1). The recipient Member State shall not require further testing of the applicant's theoretical knowledge.**	
Article 18				
G 324	Article 18 Equivalences between non-Union standard model licences		Article 18 Equivalences between non-Union standard model licences	Article 18 Equivalences between non-Union standard model licences Text Origin: Commission Proposal G
Article 18(1)				
G 325	1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945[1] between entitlements obtained before 19 January 2013 and the categories set out in Article 6 of this Directive. _____ 1. Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences	1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945[1] between entitlements obtained before ~~*19 January 2013*~~***entry into force of this Directive*** and the categories set out in Article 6 of this Directive. _____ 1. Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences	1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945[1] between entitlements obtained before 19 January 2013 and the categories set out in Article 6 of this Directive. _____ 1. Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences	1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945[1] between entitlements obtained before 19 January 2013 and the categories set out in Article 6 of this Directive. _____ 1. Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences G

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		between categories of driving licences (OJ L 302, 9.11.2016, p. 62).	between categories of driving licences (OJ L 302, 9.11.2016, p. 62).	between categories of driving licences (OJ L 302, 9.11.2016, p. 62).	between categories of driving licences (OJ L 302, 9.11.2016, p. 62). B 3rd trilogue 18 Feb 25 Text Origin: Commission Proposal
Article 18(2)					
G	326	2. Any entitlement to drive granted before 19 January 2013 shall not be removed or in any way qualified by the provisions of this Directive.	2. Any entitlement to drive granted before ~~*19 January 2013*~~***entry into force of this Directive*** shall not be removed or in any way qualified by the provisions of this Directive.	2. Any entitlement to drive granted before 19 January 2013 shall not be removed or in any way qualified by the provisions of this Directive.	2. Any entitlement to drive granted before 19 January 2013 shall not be removed or in any way qualified by the provisions of this Directive. B 3rd trilogue 18 Feb 25 Text Origin: Commission Proposal
Article 19					
G	327	Article 19 Mutual assistance		Article 19 Mutual assistance	Article 19 Mutual assistance Text Origin: Commission Proposal
Article 19(1)					
G	328	1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the licences they have issued, exchanged, replaced, renewed,		1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the licences they have issued, exchanged, replaced, renewed,	1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the licences they have issued, exchanged, replaced, renewed,

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	restricted, suspended, withdrawn, cancelled or revoked, on the driving disqualifications they have imposed or plan to enact and consult each other in order to verify whether an applicant for a driving licence is not subject to a driving disqualification in any Member State. They shall use the EU driving licence network set up for those purposes.		restricted, suspended, withdrawn, cancelled or revoked, on the driving disqualifications they have imposed **[** or plan to enact**]**[1] and consult each other ~~in order to verify whether~~**when there are reasonable grounds to suspect that** an applicant for a driving licence is ~~not~~ subject to a driving disqualification in ~~any~~ **another** Member State. They shall use the EU driving licence network set up for those purposes. _____ **1. NOTE: Text in brackets may be added later, dependent on the progress on proposal on driver disqualifications.**	restricted, suspended, withdrawn, cancelled or revoked, on the driving disqualifications they have imposed ***[*** or plan to enact***]***[1] and consult each other ~~*in order to verify whether*~~***when there are reasonable grounds to suspect that*** an applicant for a driving licence is ~~*not*~~ subject to a driving disqualification in ~~*any*~~ ***another*** Member State. They shall use the EU driving licence network set up for those purposes. _____ ***1. NOTE: Text in brackets may be added later, dependent on the progress on proposal on driver disqualifications.*** C ITM 7.2.25 Text Origin: Council General Approach
Article 19(2)				
G 329	2. Member States may also use the EU driving licence network for the exchange of information for the following purposes:		2. Member States may also use the EU driving licence network for the exchange of information for the following purposes:	2. Member States may also use the EU driving licence network for the exchange of information for the following purposes: Text Origin: Commission Proposal
Article 19(2), point (a)				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 330	(a) to enable their authorities to verify the validity and authenticity of a driving licence during road-side checks or as part of anti-forgery measures;		(a) to enable their authorities to verify the validity and authenticity of a driving licence during road-side checks**, investigations** or as part of anti-forgery measures;	(a) to enable their authorities to verify the validity and authenticity of a driving licence***, in particular*** during road-side checks***, investigations*** or as part of anti-forgery measures; C 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 19(2), point (b)				
G 331	(b) to facilitate investigations that aim to identify the liable person for road-safety-related traffic offences, in accordance with Directive (EU) 2015/413 of the European Parliament and of the Council[1]; _____ 1. Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).		(b) to facilitate investigations ~~that aim to identify the liable person for road-safety-related traffic offences,~~ in accordance with Directive (EU) 2015/413 of the European Parliament and of the Council[1]; _____ 1. Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).	(b) to facilitate investigations ~~*that aim to identify the liable person for road-safety-related traffic offences,*~~ in accordance with Directive (EU) 2015/413 of the European Parliament and of the Council[1]; _____ 1. Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9). C 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 19(2), point (c)				

Public

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
332	(c) to prevent, detect and investigate criminal offences as referred to in [REFERENCE TO PRÜM II];	(c) to prevent, detect and investigate ***road traffic-related*** criminal offences ~~*as referred to*~~ in ***accordance with*** [REFERENCE TO PRÜM II]**,** ***provided all necessary conditions therein for that purpose apply and with due observance of the principles of purpose limitation, necessity and proportionality***;	(c) to prevent, detect and investigate criminal offences ~~as referred to in~~**for the purposes established in Article 2 of** [REFERENCE TO PRÜM II];	*deleted* C *3rd trilogue 18 Feb 25*
Article 19(2), point (d)				
333	*(d)* to enforce Directive (EU) 2022/2561;		(d) to enforce Directive (EU) 2022/2561 **and to verify the validity and authenticity of a driving licence when enforcing Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014**;	(d) to enforce Directive (EU) 2022/2561 ***and to verify the validity and authenticity of a driving licence when enforcing Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014***; C 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Article 19(2), point (e)				
334	(e) to implement and enforce [NEW DIRECTIVE ON THE UNION-WIDE EFFECT OF CERTAIN DRIVING DISQUALIFICATIONS].		(e) **[** to implement and enforce [NEW DIRECTIVE ON THE UNION-WIDE EFFECT OF CERTAIN DRIVING DISQUALIFICATIONS] **]**[1].	C ITM 7.2.25: If Driving Disqualification will be agreed as an amendment to Driving Licence Directive, this line will be deleted.

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			1. NOTE: Text in brackets may be added later, dependent on the progress on proposal on driver disqualifications.	
Article 19(3), first subparagraph				
G	335	3. Access to the network shall be secured. The network shall provide for both synchronous (real time) and asynchronous exchange of information, and for the sending and receiving of secured messages, notifications and attachments.	3. Access to the network shall be secured. The network shall provide for both synchronous (real time) and asynchronous exchange of information, and for the sending and receiving of secured messages, notifications and attachments.	3. Access to the network shall be secured. The network shall provide for both synchronous (real time) and asynchronous exchange of information, and for the sending and receiving of secured messages, notifications and attachments. Text Origin: Commission Proposal
Article 19(3), second subparagraph				
G	336	Member States shall take all necessary steps to ensure that the information exchanged through the network is up-to-date.	Member States shall take all necessary steps to ensure that the information exchanged through the network is up-to-date.	Member States shall take all necessary steps to ensure that the information exchanged through the network is up-to-date. Text Origin: Commission Proposal
Article 19(3), third subparagraph				
G	337	Member States may grant access for the network only to the authorities competent for the purposes referred to in paragraphs 1 and 2.	Member States may grant access for the network only to the authorities competent for the purposes referred to in paragraphs 1 and 2.	Member States may grant access for the network only to the authorities competent for the purposes referred to in paragraphs 1 and 2. Text Origin: Commission Proposal
Article 19(4)				

EN

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	338	4. Member States shall also assist each other in the implementation of the mobile driving licence, in particular to guarantee the seamless interoperability between the applications and verification features referred to in Annex I, Part C.		4. Member States shall also assist each other in the implementation of the mobile driving licence, in particular to guarantee the seamless interoperability between the applications and verification features referred to in Annex I, Part C.	4. Member States shall also assist each other in the implementation of the mobile driving licence, in particular to guarantee the seamless interoperability between the applications and verification features referred to in Annex I, Part C. Text Origin: Commission Proposal	G
	Article 19(5)					
Y	339	5. In order to ensure interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in this context, the Commission shall adopt by 6 June 2026 implementing acts laying down the detailed operational, interface and technical requirements of the EU driving licence network. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).		5. In order to ensure interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in this context, the Commission shall adopt by 6 June 2026 implementing acts laying down the detailed operational, interface and technical requirements of the EU driving licence network. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	5. In order to ensure interoperability between national systems connected to the EU driving licence network ~~*and*~~**,** the protection of personal data exchanged in this context ***and the adequate serving of all functionalities under this Directive, other acts of the Union and national legislation***, the Commission shall adopt by 6 June 2026 implementing acts laying down ***a common set of rules governing the operation of the EU driving licence network, including*** the detailed operational, interface and technical requirements ~~*of the EU driving licence network*~~. Those implementing acts shall be	Y

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				adopted in accordance with the examination procedure referred to in Article 22(2). Commission update following 3rd trilogue Text Origin: Commission Proposal
Article 19(6)				
G 340	6. Member States may cooperate in the enforcement of any partial restriction, suspension, withdrawal or cancellation of the right to drive or a driving licence, in particular where the respective measures are limited to certain driving licence categories or to the territories of certain Member States, in particular through endorsements on the driving licences they have issued.		6. Member States may cooperate in the enforcement of any partial restriction, suspension, withdrawal or cancellation of the right to drive or a driving licence, in particular where the respective measures are limited to certain driving licence categories or to the territories of certain Member States, in particular through endorsements on the driving licences they have issued.	6. Member States may cooperate in the enforcement of any partial restriction, suspension, withdrawal or cancellation of the right to drive or a driving licence, in particular where the respective measures are limited to certain driving licence categories or to the territories of certain Member States, in particular through endorsements on the driving licences they have issued. Text Origin: Commission Proposal
Article 20				
G 341	Article 20 Review		Article 20 Review	Article 20 ~~*Review*~~ ***Reporting by Member States*** Presidency compromise for 4th trilogue

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Article 20, first paragraph				
342	Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences.	Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences. ***Member States shall also inform the Commission within 3 months if the laws, regulations and administrative provisions they adopted, which are necessary to comply with this Directive, are changed in a way affecting the application of the provisions of this Directive.***	Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category~~, including data on the issuance and use of~~**. The data shall be provided separately for** mobile driving licences **and physical driving licences**.	***1.*** Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category~~, including data on the issuance and use of~~***. The data shall be provided separately for*** mobile driving licences ***and physical driving licences***. C Council compromise proposal in lines 342, 342a, 342c, 342d, 343 NOTE: EP amendment reflected in Article 25 line 365 Text Origin: EP vote P9_TA(2024)0095
Article 20, first paragraph a				
342a		***Member States shall also share data on their best practices as regards road safety measures and risk awareness trainings, especially as regards novice drivers and within the lifelong training, on types of medical fitness checks per age group, use of support system per age group***		***Accetable as addition to recital 35 Line 45 as follows: (35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on a yearly basis regarding the number of physical and mobile***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner as well as measures to increase road safety measures among vulnerable road users, including measures regulating micro mobility.		***driving licences issued, renewed, replaced, withdrawn and exchanged, for each category. The Commission should also receive accident statistics involving drivers in the accompanied driving scheme.*** ***In view of the preparation for those reports, the Member States' mutual assistance in the implementation of this Directive, and the Member States' joint efforts to improve road safety in general, Member States are encouraged to share information among each other and with the Commission on their best practices as regards driver-related road safety measures, for instance risk awareness trainings, novice driver schemes, attention to vulnerable road users, lifelong training, or monitoring of the driver's fitness to drive; those exchanges may be part of project work (such as European Road Safety Observatory, EU Road Safety Exchange) or regular expert group meetings. Differences in methods, practices and national characteristics between Member States are a***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				valuable source for mutual learning and exchange of best practices. C Council compromise proposal for 4th trilogue
Article 20, first paragraph b				
342b		***By 1 July 2027, the Commission is invited to present a report to the European Parliament and to the Council on the effects of use of national provisions on Non Road Mobile Machinery and its implication on internal market and road safety. The report may be accompanied, if appropriate, by a proposal to the European Parliament and the Council with the view to facilitating use of Non Road Mobile Machinery across the Union.***		C See Commisssion proposal replacing this line, in line 46a
Article 20, first paragraph c				
342c		***Member States shall annually report to the Commission statistics on road accidents per driving licence category, caused by novice drivers under accompanied driving scheme as defined by Article 14. Every 3 years, the Commission is invited to prepare a report comparing the***		***2. By [entry into force + 4 years], and every five years thereafter, as contribution to the preparation of the Commission's report referred to in Article 20a, Member States shall provide the Commission with statistics on road accidents in which a person is killed or injured, involving drivers of 17***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		road accidents caused by drivers who obtained a driving licence following accompanied driving scheme with the other drivers. The report shall take into account data per each category of driving licence. The Commission shall make the report publically available, including through the CBE portal as established by the [CBE directive].		***years of age (accompanied driving), separately for the driving licence categories [C1 and C].*** C Council compromise proposal for 4th trilogue
Article 20, first paragraph d				
342d				***Article 20a*** ***Review and reporting by the Commission*** Council compromise proposal for 4th trilogue
Article 20, second paragraph				
343	By [entry into force + 5 years], and every five years thereafter, the Commission shall present a report to the European Parliament and the Council on the implementation of this Directive, including its impact on road safety.		By [entry into force + 5 years], and every five years thereafter, the Commission shall present a report to the European Parliament and the Council on the implementation of this Directive, including its impact on road safety.	By [entry into force + 5 years], and every five years thereafter, the Commission shall present a report to the European Parliament and the Council on the implementation of this Directive***. As part of the report, the Commission shall assess:*** ***(a) the Directive's***~~*, including its*~~ impact on road safety***, in particular:***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				(i) any impact resulting from the equivalences granted under Article 9(2) (h) and (ha); ***(ii) any impact resulting from the granting of equivalences under Article 9(4);*** ***(b) the effects of the implementation of the accompanied driving scheme for [categories C1 and C1] on road safety and on the shortage of drivers, based on the reports received by the Member States in accordance with Article 20(2);*** ***[(c) the possibility to further extend the application of Articles 12a to 12f of this Directive to driving disqualifications resulting from driving offences other than those referred to in Article 2(12h), or to driving disqualifications imposed in relation to offences committed on multiple occasions by the same person, and to further facilitate the implementation of a driving disqualification imposed in Member States other than the Member State of the issuance or normal residence.[1]]*** ***The report shall be accompanied, if appropriate, by a proposal to***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				the European Parliament and the Council for further revision of this Directive. ***1. point (c) shown as a reference to the negotiation on the Driving Disqualification Directive; it is subject to the outcome on reporting and review there.*** Council compromise proposal for 4th trilogue Text Origin: Commission Proposal
Article 21				
344	Article 21 Exercise of the delegation		Article 21 Exercise of the delegation	Article 21 Exercise of the delegation Text Origin: Commission Proposal
Article 21(1)				
345	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.		1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. Text Origin: Commission Proposal
Article 21(2)				
346	2. The power to adopt delegated acts referred to in	2. The power to adopt delegated acts referred to in	2. The power to adopt delegated acts referred to in	B

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period.	Article 4(8), Article 5(6), Article 8(2), Article ***9(2), Article 10(8), Article 11(a), Article 12(8a)*** ~~10(8)~~ and Article 16(2) ***and Article 16a(2)*** shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period.	Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period.	to be adjusted after agreement on scope of del acts
Article 21(3)				
G 347	3. The delegation of power referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European		3. The delegation of power referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European	3. The delegation of power referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.		Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force. Text Origin: Commission Proposal
Article 21(4)				
G 348	4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.		4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.	4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. Text Origin: Commission Proposal
Article 21(5)				
G 349	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.		5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council. Text Origin: Commission Proposal
Article 21(6)				
G 350	6. A delegated act adopted pursuant to Article 4(8), Article 5(6), Article 8(2), Article 10(8)		6. A delegated act adopted pursuant to Article 4(8), Article 5(6), Article 8(2), Article 10(8)	6. A delegated act adopted pursuant to Article 4(8), Article 5(6), Article 8(2), Article 10(8)

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	and Article 16(2) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council, or if before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.		and Article 16(2) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council, or if before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.	and Article 16(2) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council, or if before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council. Text Origin: Commission Proposal
Article 22				
G 351	Article 22 Committee procedure		Article 22 Committee procedure	Article 22 Committee procedure Text Origin: Commission Proposal
Article 22(1)				
G 352	1. The Commission shall be assisted by the committee on driving licences. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.		1. The Commission shall be assisted by the committee on driving licences. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	1. The Commission shall be assisted by the committee on driving licences. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
					Text Origin: Commission Proposal
Article 22(2), first subparagraph					
G	353	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.		2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Text Origin: Commission Proposal
Article 22(2), second subparagraph					
G	354	Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.		Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request. Text Origin: Commission Proposal
Article 22(2), third subparagraph					
G	355	Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.		Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.	Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply. Text Origin: Commission Proposal

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Article 22(3)				
356	3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011 shall apply.		3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011 shall apply.	3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011 shall apply. Text Origin: Commission Proposal
Article 23				
357	Article 23 Amendments to Directive (EU) 2022/2561		Article 23 Amendments to Directive (EU) 2022/2561	Article 23 Amendments to Directive (EU) 2022/2561 Text Origin: Commission Proposal
Article 23, first paragraph				
358	In Article 5(2) of Directive (EU) 2022/2561, the following point (c) is added:		In Article 5(2) of Directive (EU) 2022/2561, the following point (c) is added:	In Article 5(2) of Directive (EU) 2022/2561, the following point (c) is added: Text Origin: Commission Proposal
Article 23, first paragraph, amending provision, numbered paragraph (c)				
359	‘ (c) from the age of 17, a vehicle in licence category C, provided they hold a CPC as referred to in Article 6(1) and only under the conditions laid down in Article 14(2) of Directive [REFERENCE-TO-THIS-DIRECTIVE];	‘ (c) from the age of 17, a vehicle in licence ~~category C~~ ***categories C and C1***, provided they hold a CPC as referred to in Article 6(1) and only under the conditions laid down in Article 14(2) of Directive [REFERENCE-TO-THIS-DIRECTIVE];’	‘ (c) **‘**from the age of 17, a vehicle in licence category **C1 or** C, provided they hold a CPC as referred to in Article 6(1) and only under the conditions laid down in Article ~~14(2)~~**14(1a) and (2)** of Directive [REFERENCE-TO-THIS-DIRECTIVE];**’;**	C consequential change to lines 298,298a

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	’	’	’	
Article 23, first paragraph a				
359a		***In Article 5, paragraph 3, point a is replaced by following:***		C
Article 23, first paragraph a, amending provision, point (a)				
359b		‘ ***‘(a) from the age of 21:*** ***(i) a vehicle in driving licence categories D and D + E provided that they hold a CPC as referred to in Article 6(2).*** ***Any Member State may authorise drivers of vehicles in driving licence categories D1 and D1 + E to drive such vehicles within its territory from the age of 18, provided that they hold a CPC as referred to in Article 6(1).*** ***Any Member State may lower the minimum age for categories D and DE for professional bus and coach drivers to:*** ***- 19 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561;*** ***- 18 years on their territory, provided that drivers have***		C See separate text proposal from Council. 3rd trilogue 18 February 2025: EP highlights request to allow national measure on bus age limit of 19 years, subject to road safety guarantees decided by the Member State

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561, and drive such vehicles without passengers or on lines of less than 50 km with passengers. ***(ii) a vehicle in driving licence categories D and D + E, provided that they hold a CPC as referred to in Article 6(1).*** ***Any Member State may lower the minimum age for categories D and DE for professional bus and coach drivers to:*** ***- 19 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561;*** ***- 18 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561, and drive such vehicles without passengers or on lines of less than 50 km with passengers.*** ,		
Article 23, first paragraph b				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
359c		***In Article 5, paragraph 3, point (b) is deleted.*** ***[Deleted text:*** ***(b) from the age of 23, a vehicle in driving licence categories D and D + E, provided that they hold a CPC as referred to in Article 6(2)]***		C See separate text proposal from Council. 3rd trilogue 18 February 2025: no agreement yet.
Article 24				
360	Article 24 Amendments to Regulation (EU) 2018/1724		Article 24 Amendments to Regulation (EU) 2018/1724	Article 24 Amendments to Regulation (EU) 2018/1724 Text Origin: Commission Proposal
Article 24, first paragraph				
361	In Annex II of Regulation (EU) 2018/1724, is amended as follows:		In Annex II of Regulation (EU) 2018/1724, is amended as follows:	In Annex II of Regulation (EU) 2018/1724, is amended as follows: Text Origin: Commission Proposal
Article 24, first paragraph, point (a)				
362	(a) in the second column, belonging to the row 'Moving', the following cell is added: 'Acquiring and renewing a driving licence';		(a) in the second column, belonging to the row 'Moving', the following cell is added: 'Acquiring and renewing a driving licence';	(a) in the second column, belonging to the row 'Moving', the following cell is added: 'Acquiring and renewing a driving licence'; Text Origin: Commission Proposal
Article 24, first paragraph, point (b)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
363	(b) in the third column, belonging to the row 'Moving', the following cell is added: 'Issuance, exchange and replacement of EU driving licences'.		(b) in the third column, belonging to the row 'Moving', the following cell is added: 'Issuance, exchange and replacement of EU driving licences'.	(b) in the third column, belonging to the row 'Moving', the following cell is added: 'Issuance, exchange and replacement of EU driving licences'. Text Origin: Commission Proposal
Article 25				
364	Article 25 Transposition		Article 25 Transposition	Article 25 Transposition Text Origin: Commission Proposal
Article 25(1), first subparagraph				
365	1. Member States shall adopt and publish, by [date-of-adoption+2 years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.	1. ***Without prejudice to paragraph 1a,*** Member States shall adopt and publish, by [date-of-adoption+2 years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.	1. Member States shall adopt and publish, by [~~date-of-adoption+2~~**date of entry into force + 3** years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.	1. ***Without prejudice to paragraph 1a,*** Member States shall adopt and publish, by [~~*date-of-adoption+2*~~***date of entry into force + 3*** years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions***[, and subsequent changes to them]***. C Council compromise to reflect EP amendment line 342

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Article 25(1), second subparagraph				
366	They shall apply those provisions as from [date-of-adoption+3 years].	***Without prejudice to paragraph 1a,*** they shall apply those provisions as from [date-of-adoption+3 years].	They shall apply those provisions as from [~~date of adoption+3~~**date of entry into force + 4** years].	~~*They*~~***Without prejudice to paragraph 1a,they*** shall apply those provisions as from [~~*date of adoption+3*~~***date-of-entry into force + 4*** years]. C Council compromise for 4th trilogue Text Origin: Commission Proposal
Article 25(1), third subparagraph				
G 367	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official publication. Member States shall determine how such reference is to be made.		When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official publication. Member States shall determine how such reference is to be made. Text Origin: Commission Proposal G
Article 25(1), third subparagraph a				
367a		***1a. Member States shall adopt and publish, by [date-of-adoption+4 months] at the latest, the laws, regulations and administrative provisions***		***1a. Member States shall adopt and publish, by [ ] at the latest, the laws, regulations and administrative provisions***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		necessary to comply with Article 9 paragraph 2 of this Directive. They shall apply those provisions from [date-of-adoption+4 months]. Art 9(2) see lines 195 to 203f		***necessary to comply with Article 9 paragraph 2 of this Directive. They shall apply those provisions from [ ].*** C 3rd trilogue 18 February 2025: Council could compromsie on a application deadline for alt fuelled vehicles slightly shorter than GA line 366.
Article 25(2)				
G	368	2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.		2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive. Text Origin: Commission Proposal
Article 26				
G	369	Article 26 Repeal	Article 26 Repeal	Article 26 Repeal Text Origin: Commission Proposal
Article 26(1), first subparagraph				
	370	1. Directive 2006/126/EC is repealed with effect from [date-of-adoption+3 years].	1. Directive 2006/126/EC is repealed with effect from [~~date of adoption+3~~**date of entry into force + 4** years].	C consequential change to line 366
Article 26(1), second subparagraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
371	References made to Directive 2006/126/EC shall be construed as references to this Directive and be read in accordance with the correlation table in Annex VII.		References made to Directive 2006/126/EC shall be construed as references to this Directive and be read in accordance with the correlation table in Annex VII.	References made to Directive 2006/126/EC shall be construed as references to this Directive and be read in accordance with the correlation table in Annex VII. Text Origin: Commission Proposal
Article 26(2)				
372	2. Regulation (EU) No 383/2012 is repealed with effect from [date-of-adoption+3 years].		2. Regulation (EU) No 383/2012 is repealed with effect from [~~date-of-adoption+3~~**date of entry into force + 4** years].	C consequential change to line 366
Article 26(3)				
373	3. References made Regulation (EU) No 383/2012 shall be construed as references to Annex I, Part B, to this Directive, and be read in accordance with the correlation table in Annex VII.		3. References made Regulation (EU) No 383/2012 shall be construed as references to Annex I, Part B, to this Directive, and be read in accordance with the correlation table in Annex VII.	3. References made Regulation (EU) No 383/2012 shall be construed as references to Annex I, Part B, to this Directive, and be read in accordance with the correlation table in Annex VII. Text Origin: Commission Proposal
Article 27				
374	Article 27 Entry into force		Article 27 Entry into force	Article 27 Entry into force Text Origin: Commission Proposal
Article 27, first paragraph				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
375	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.		This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union. Text Origin: Commission Proposal
Article 28				
376	Article 28 Addressees		Article 28 Addressees	Article 28 Addressees Text Origin: Commission Proposal
Article 28, first paragraph				
377	This Directive is addressed to the Member States.		This Directive is addressed to the Member States.	This Directive is addressed to the Member States. Text Origin: Commission Proposal
Formula				
378	Done at Brussels,		Done at Brussels,	
Formula				
379	For the European Parliament			
Formula				
380	The President			
Formula				
381	For the Council			
Formula				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
382	The President			
Annex II				
383	Annex II		Annex II	Annex II Text Origin: Commission Proposal
Annex II, first paragraph				
384	MINIMUM REQUIREMENTS FOR DRIVING TESTS AND KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE		MINIMUM REQUIREMENTS FOR DRIVING TESTS AND KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE	MINIMUM REQUIREMENTS FOR DRIVING TESTS AND KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE Text Origin: Commission Proposal
Annex II, Part I				
385	Part I I. MINIMUM REQUIREMENTS FOR DRIVING TESTS		Part I I. MINIMUM REQUIREMENTS FOR DRIVING TESTS	Part I I. MINIMUM REQUIREMENTS FOR DRIVING TESTS Text Origin: Commission Proposal
Annex II, second paragraph				
G 386	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 powered-driven vehicle. The tests introduced to this effect must consist of:		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 ~~powered-driven~~**power-driven** vehicle. The	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 ~~*powered-driven*~~***power-driven*** vehicle. The G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			tests introduced to this effect must consist of:	tests introduced to this effect must consist of: B (please compare to row 818) ITM 15.11.24 Text Origin: Council General Approach
Annex II, third paragraph				
387	- a theory test;		- a theory test;	- a theory test; Text Origin: Commission Proposal
Annex II, fourth paragraph				
388	- following successful participation in the theory test, a test of skills and behaviour.		- following successful participation in the theory test, a test of skills and behaviour.	- following successful participation in the theory test, a test of skills and behaviour. Text Origin: Commission Proposal
Annex II, fifth paragraph				
389	The conditions under which these tests shall be conducted are set out below.		The conditions under which these tests shall be conducted are set out below.	The conditions under which these tests shall be conducted are set out below. Text Origin: Commission Proposal
Annex II, sixth paragraph				
390	A. THEORY TEST		A. THEORY TEST	A. THEORY TEST Text Origin: Commission Proposal
Annex II, eighth paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
391	1. Form		1. Form	1. Form Text Origin: Commission Proposal
Annex II, ninth paragraph				
392	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.		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.	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. Text Origin: Commission Proposal
Annex II, tenth paragraph				
393	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.		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.	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. Note: to be checked if text in line 417a would be better placed here Text Origin: Commission Proposal
Annex II, twelfth paragraph				
394	2. Content of the theory test concerning all vehicle categories		2. Content of the theory test concerning all vehicle categories	2. Content of the theory test concerning all vehicle categories Text Origin: Commission Proposal
Annex II, thirteenth paragraph				

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	395	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:		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:	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: Text Origin: Commission Proposal	G
Annex II, thirteenth paragraph, point (a)						
G	396	(a) road traffic regulations:		(a) road traffic regulations:	(a) road traffic regulations: Text Origin: Commission Proposal	G
Annex II, fourteenth paragraph						
G	397	- in particular as regards road signs, markings and signals, rights of way and speed limits;		- in particular as regards road signs, markings and signals, rights of way and speed limits;	- in particular as regards road signs, markings and signals, rights of way and speed limits; Text Origin: Commission Proposal	G
Annex II, fifteenth paragraph						
G	398	(b) the driver:		(b) the driver:	(b) the driver: Text Origin: Commission Proposal	G
Annex II, sixteenth paragraph						
G	399	- importance of alertness and of attitude towards other road users, including micro mobility users;		- importance of alertness and of attitude towards other road users, including micro mobility users;	- importance of alertness and of attitude towards other road users, including micro mobility users; Text Origin: Commission Proposal	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex II, seventeenth paragraph				
400	- 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;		- 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;	- 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; Text Origin: Commission Proposal
Annex II, seventeenth paragraph a				
400a		***- impacts on the risk of distraction due to the use of GSM or other electronic devices while driving and safety consequences;***		***- - impacts on the risk of distraction due to the use of GSM or other electronic devices while driving and safety consequences;*** B ITM 15.11.24 Text Origin: EP vote P9_TA(2024)0095
Annex II, eighteenth paragraph				
401	(c) the road:		(c) the road:	(c) the road: Text Origin: Commission Proposal
Annex II, nineteenth paragraph				
402	- the most important principles concerning the observance of a safe distance	- the most important principles concerning the observance of a safe distance	- the most important principles concerning the observance of a safe distance	- the most important principles concerning the observance of a safe distance

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	between vehicles, braking distances and road holding under various weather and road conditions;	between vehicles, braking distances and road holding under various weather and road conditions, ***including in particular snow and slippery conditions***;	between vehicles, braking distances and road holding under various weather and road conditions;	between vehicles, braking distances and road holding under various weather and road conditions, ***including in particular snow and slippery conditions***; B ITM 15.11.24 Text Origin: EP vote P9_TA(2024)0095
Annex II, twentieth paragraph				
G	403	- 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;		- 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;	- 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; Text Origin: Commission Proposal	G
Annex II, twenty-first paragraph				
G	404	- characteristics of various types of road and the related statutory requirements;		- characteristics of various types of road and the related statutory requirements;	- characteristics of various types of road and the related statutory requirements; Text Origin: Commission Proposal	G
Annex II, twenty-second paragraph				
G	405	- safe driving in road tunnels;		- safe driving in road tunnels;	- ***- adaptation of driving behavior to the layout of the***	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				route, in particular to ensure safe driving in road tunnels***, as well as driving uphill and downhill***; ***- detection of blind spots;*** ITM 15.11.: Commission suggestion following discussion on line 408a Text Origin: Commission Proposal
Annex II, twenty-third paragraph				
406	(d) other road users:		(d) other road users:	(d) other road users: Text Origin: Commission Proposal
Annex II, twenty-fourth paragraph				
407	- 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-wheel vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.	- specific risk factors related to the lack of experience of other road users, especially on vulnerable road users that enjoy a lesser degree of protection in traffic compared to users of motor vehicles such as cars, buses and lorries and who are directly exposed to the forces of collisions. This category includes ***children,*** pedestrians, cyclists, users of powered two-wheel vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.	- 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-wheel vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.	- specific risk factors related to the lack of experience of other road users, especially on vulnerable road users that enjoy a lesser degree of protection in traffic compared to users of motor vehicles such as cars, buses and lorries and who are directly exposed to the forces of collisions. This category includes ***children,*** pedestrians, cyclists, users of powered two-wheel vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				B ITM 15.11.24 Text Origin: EP vote P9_TA(2024)0095
Annex II, twenty-fifth paragraph				
G 408	- 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;	- risks involved in the movement***, interaction with*** and driving of various types of vehicles ***due to different scale and driving dynamics and to*** ~~*and of*~~ the different fields of view of their drivers~~*, including vehicles with advanced driving assistance systems and other automation features*~~;	- 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~~**driver** assistance systems and other ~~automation features~~**automated systems**;	- risks involved in the movement***, interaction with*** and driving of various types of vehicles ***that differ with regard to their weight, their dimensions and the field*** ~~*and of the different fields*~~ of view of their drivers, including vehicles with advanced ~~*driving*~~***driver*** assistance systems and ~~*other automation features*~~***automated driving systems***; B ITM 27.11. EP accepts reformulation G
Annex II, twenty-fifth paragraph a				
G 408a		***– blind spots and gradient changes;***		***General approach*** B ITM 27.11. EP accepts Commission reformulation see lines 405 and 405a Text Origin: EP vote P9_TA(2024)0095 G
Annex II, twenty-fifth paragraph b				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
408b		***– proper and timely use of direction indicators;***		***– proper and timely use of direction indicators;*** B ITM 15.11.24 Text Origin: EP vote P9_TA(2024)0095
Annex II, twenty-sixth paragraph				
409	(e) general rules and regulations and other matters:		(e) general rules and regulations and other matters:	(e) general rules and regulations and other matters: Text Origin: Commission Proposal
Annex II, twenty-seventh paragraph				
410	- rules concerning the administrative documents required for the use of vehicles;		- rules concerning the administrative documents required for the use of vehicles;	- rules concerning the administrative documents required for the use of vehicles; Text Origin: Commission Proposal
Annex II, twenty-eighth paragraph				
411	- 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;		- 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;	- general rules specifying how the driver must behave in the event of an accident (setting warning devices and raising the alarm)***, including rules on how to behave if an emergency vehicle is approaching and what to do at the site of a collision,*** and the measures which he can take to assist road accident victims where

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				necessary***, including basic knowledge of first aid, in particular cardiopulmonary resuscitation***; ITM 27.11. Linked to lines 411a and 417a (see line 417a, can be part of a separate exercise). Text Origin: Commission Proposal
Annex II, twenty-eighth paragraph a				
411a		***– rules on how to behave if an emergency vehicle is approaching and what to do at the site of a collision;***		***General approach*** B ITM 15.11.24: to be incorporated into line 411
Annex II, twenty-ninth paragraph				
412	- safety factors relating to the vehicle, the load and persons carried;		- safety factors relating to the vehicle, the load and persons carried;	- safety factors relating to the vehicle, the load and persons carried; Text Origin: Commission Proposal
Annex II, thirtieth paragraph				
413	- knowledge safety aspects related to alternatively fuelled vehicles;	- knowledge safety aspects related to alternatively fuelled vehicles ***and/or with battery, especially risks of flashover/conflagration or chemical reaction in case of accident or breakdown***;	- knowledge **of** safety aspects related to alternatively fuelled vehicles;	- knowledge ***of*** safety aspects related to alternatively fuelled vehicles; B ITM 15.11.24

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Annex II, thirty-first paragraph				
G 414	(f) precautions necessary when alighting from the vehicle;	(f) precautions necessary when alighting from the vehicle, ***including ensuring that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility users***;	(f) precautions necessary when alighting from the vehicle;	(f) precautions necessary when alighting from the vehicle, ***including ensuring that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility users***; B 3rd trilogue 18 Feb 25 Text Origin: EP vote P9_TA(2024)0095
Annex II, thirty-second paragraph				
G 415	(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;		(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;	(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; Text Origin: Commission Proposal
Annex II, thirty-third paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 416	(h) vehicle safety equipment and, in particular, the use of seat-belts, head restraints, child safety equipment and charging of electrical vehicles;		(h) vehicle safety equipment and, in particular, the use of seat-belts, head restraints, child safety equipment ~~and~~; **(ha)** charging of electrical vehicles;	(h) vehicle safety equipment and, in particular, the use of seat-belts, head restraints, child safety equipment ~~*and*~~***;*** ***(ha)*** charging of electrical vehicles; B ITM 15.11.24 Text Origin: Council General Approach
Annex II, thirty-fourth paragraph				
G 417	(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.).	(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***, brake*** and road wear etc.).	(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.)~~.~~**;**	(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*~~***microparticles*** from tyre***, brake*** and road wear etc.). B ITM 15.11.24 Text Origin: EP vote P9_TA(2024)0095
Annex II, thirty-fourth paragraph a				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 417a		***(ia) basic knowledge on how to use first aid equipment and being capable to provide first aid, including CPR;*** ***Member States may alternatively enable the option that a previously completed certified first aid practical training, which shall include CPR, allows for an exemption of the first aid-related content of the theory test;***		***[New line after line 393]*** ***"Member States may exempt applicants form the questions regarding the basic knowledge of first aid as referred to in point (e) of point 2., in case the applicant has completed a certified first aid practical training, including CPR, any time before the test of skills and behaviour is taken."*** B ITM 27.11. The Commission suggests: "Member States are exempt from the obligation to ask questions regarding the basic knowledge of first aid as referred to in point (e), in case the Member State requires applicants to complete a certified first aid practical training before passing the practical test;." Before 2nd trilogue EP suggests: "Member States shall exempt from questions regarding the basic knowledge of first aid as referred to in point (e), in case applicants have completed a certified first aid practical training, including CPR, before passing the theory test. " Council suggestion above in italics shifts the option to the general provisions as a new line after line 393 (section on the form of the theory test). EP tentatively agrees.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				(See also lines 429, 561).
Annex II, thirty-fourth paragraph b				
G 417b		***(ib) safe interaction with advanced driver assistance systems functions and other automation features, including their associated advantages, limitations and risks;***	**(j) Advantages, limitations and risks associated with advanced driver assistance systems and automated driving systems. The importance of their differences and safe usage, as well as driver interaction, driver obligations and how the systems can impact the driver's awareness and behaviour. This includes the field of use of the systems, the existence of take-over requests generated by the systems, and remaining obligations of the driver during the systems' activation.**	***(j) Advantages, limitations and risks associated with advanced driver assistance systems and automated driving systems. The importance of their differences and safe usage, as well as driver interaction, driver obligations and how the systems can impact the driver's awareness and behaviour. This includes the field of use of the systems, the existence of take-over requests generated by the systems, and remaining obligations of the driver during the systems' activation.*** B ITM 15.11.24 Text Origin: Council General Approach G
Annex II, thirty-fourth paragraph c				
G 417c		***(ic) basic regulatory framework on urban vehicle access restrictions, including low emission zones;***		***General approach*** B ITM 15.11.24 G
Annex II, thirty-sixth paragraph				

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	418	3. Specific provisions concerning categories A1, A2 and A		3. Specific provisions concerning categories A1, A2 and A	3. Specific provisions concerning categories A1, A2 and A Text Origin: Commission Proposal	G
Annex II, thirty-seventh paragraph						
G	419	Compulsory check of general knowledge on:		Compulsory check of general knowledge on:	Compulsory check of general knowledge on: Text Origin: Commission Proposal	G
Annex II, thirty-seventh paragraph, point (a)						
G	420	(a) use of protective outfit such as gloves, boots, clothes and safety helmet;		(a) use of protective outfit such as gloves, boots, clothes and safety helmet;	(a) use of protective outfit such as gloves, boots, clothes and safety helmet; Text Origin: Commission Proposal	G
Annex II, thirty-seventh paragraph, point (b)						
G	421	(b) visibility of motorcycle riders for other road users;		(b) visibility of motorcycle riders for other road users;	(b) visibility of motorcycle riders for other road users; Text Origin: Commission Proposal	G
Annex II, thirty-seventh paragraph, point (c)						
G	422	(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;		(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;	(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;	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, thirty-seventh paragraph, point (d)				
423	(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.		(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.	(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. Text Origin: Commission Proposal
Annex II, thirty-eighth paragraph				
424	4. Specific provisions concerning categories C, CE, C1, C1E, D, DE, D1 and D1E	4. Specific provisions concerning categories C, CE, C1, C1E, D, DE, D1~~ and D1E~~, ***D1E and T***	4. Specific provisions concerning categories C, CE, C1, C1E, D, DE, D1 and D1E	C ITM 27.1.25: Council and Commission against T category
Annex II, thirty-ninth paragraph				
425	(1) Compulsory check of general knowledge on:		(1) Compulsory check of general knowledge on:	(1) Compulsory check of general knowledge on: Text Origin: Commission Proposal
Annex II, thirty-ninth paragraph, point (a)				
426	(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;		(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;	(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;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	_____ 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).		_____ 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).	_____ 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). Text Origin: Commission Proposal
Annex II, thirty-ninth paragraph, point (b)				
427	(b) rules concerning the type of transport concerned: goods or passengers;		(b) rules concerning the type of transport concerned: goods or passengers;	(b) rules concerning the type of transport concerned: goods or passengers; Text Origin: Commission Proposal
Annex II, thirty-ninth paragraph, point (c)				
428	(c) vehicle and transport documents required for the national and international carriage of goods and passengers;		(c) vehicle and transport documents required for the national and international carriage of goods and passengers;	(c) vehicle and transport documents required for the national and international carriage of goods and passengers; Text Origin: Commission Proposal
Annex II, thirty-ninth paragraph, point (d)				
429	(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	(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	(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	(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

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	as evacuation of passengers and basic knowledge of first aid;	as evacuation of passengers and basic knowledge of first aid, ***including CPR***;	as evacuation of passengers and basic knowledge of first aid;	as evacuation of passengers and basic knowledge of first aid; B ITM 27.11..24: Commission suggestion to add the requirement in line 411 (knowledge for all vehicle categories) Text Origin: Commission Proposal
Annex II, thirty-ninth paragraph, point (e)				
430	(e) the precautions to be taken during the removal and replacement of wheels;		(e) the precautions to be taken during the removal and replacement of wheels;	(e) the precautions to be taken during the removal and replacement of wheels; Text Origin: Commission Proposal
Annex II, thirty-ninth paragraph, point (f)				
431	(f) rules on vehicle weights and dimensions; rules on speed limiters;		(f) rules on vehicle weights and dimensions; rules on speed limiters;	(f) rules on vehicle weights and dimensions; rules on speed limiters; Text Origin: Commission Proposal
Annex II, thirty-ninth paragraph, point (fa)				
431a		***(fa) purpose and use of retarders/exhaust and brakes;***		***(fa) purpose and use of endurance braking systems;*** B ITM 15.11.24

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: EP vote P9_TA(2024)0095
Annex II, thirty-ninth paragraph, point (g)				
G 432	(g) obstruction of the field of view caused by the characteristics of their vehicles;	(g) obstruction of the field of view caused by the characteristics of their vehicles***, particularly regarding pedestrians at the front of the vehicle and cyclists at the side and front of the vehicle***;	(g) obstruction of the field of view caused by the characteristics of their vehicles;	(g) obstruction of the field of view caused by the characteristics of their vehicles***, particularly regarding the detection of vulnerable road users at the front and the sides of the vehicle***; B ITM 27.11; Commission suggestion for reformulation ok Text Origin: EP vote P9_TA(2024)0095
Annex II, thirty-ninth paragraph, point (h)				
G 433	(h) reading a road map, route planning, including the use of electronic navigation systems (optional);		(h) reading a road map, route planning, including the use of electronic navigation systems (optional);	(h) reading a road map, route planning, including the use of electronic navigation systems (optional); Text Origin: Commission Proposal
Annex II, thirty-ninth paragraph, point (ha)				
G 433a		***(ha) defensive and eco-driving: distance to the vehicle in front; curve overtaking, change of lane, priority rules, speed limits;***		***General approach*** B 3rd trilogue 18 Feb 25
Annex II, thirty-ninth paragraph, point (i)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	434	(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);	(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, ***T*** only)~~;~~	(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);	C ITM 27.1.25: Council and Commission against T category
	Annex II, thirty-ninth paragraph, point (ia)			
G	434a		***(ia) safety measures, procedures and protocols regarding safe parking areas;***	***General approach*** B 3rd trilogue 18 Feb 25
	Annex II, thirty-ninth paragraph, point (j)			
Y	435	(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).	(j) the driver's responsibility in respect to the carriage of passengers; comfort and safety of passengers***, and in particular persons with disabilities and reduced mobility, as well as appropriate response in the event of gender-based harassment and violence***; 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).	(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).	(j) the driver's responsibility in respect to the carriage of passengers; comfort and safety of passengers***, and in particular persons with disabilities and reduced mobility***; transport of children; necessary checks before driving away; all sorts of buses shall be part of the theory test (public service buses and coaches, buses with special dimensions, …) (categories D, DE, D1, D1E only). B 3rd trilogue 18 Feb 25: EP compromise text

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
					Text Origin: Council General Approach
Annex II, thirty-ninth paragraph, point (k)					
G	436	(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).		(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).	(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). Text Origin: Commission Proposal
Annex II, fortieth paragraph					
G	437	(2) Compulsory check of general knowledge on the following additional provisions concerning categories C, CE, D and DE:		(2) Compulsory check of general knowledge on the following additional provisions concerning categories C, CE, D and DE:	(2) Compulsory check of general knowledge on the following additional provisions concerning categories C, CE, D and DE: Text Origin: Commission Proposal
Annex II, fortieth paragraph, point (a)					
G	438	(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.);		(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.);	(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.);

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, fortieth paragraph, point (b)				
439	(b) lubrication and antifreeze protection;		(b) lubrication and antifreeze protection;	(b) lubrication and antifreeze protection; Text Origin: Commission Proposal
Annex II, fortieth paragraph, point (c)				
440	(c) the principles of the construction, the fitting, correct use and care of tyres;		(c) the principles of the construction, the fitting, correct use and care of tyres;	(c) the principles of the construction, the fitting, correct use and care of tyres; Text Origin: Commission Proposal
Annex II, fortieth paragraph, point (d)				
441	(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;		(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;	(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; Text Origin: Commission Proposal
Annex II, fortieth paragraph, point (e)				
442	(e) the principles of the types, operation, main parts, connection, use and day-to-day maintenance of coupling systems (categories CE, DE only);		(e) the principles of the types, operation, main parts, connection, use and day-to-day maintenance of coupling systems (categories CE, DE only);	(e) the principles of the types, operation, main parts, connection, use and day-to-day maintenance of coupling systems ***including the various trailer to truck coupling mechanisms, taking into account***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				the fifth wheel coupling for articulated vehicles (for semi-trailers), and drawbar hitch coupling for drawbar trailers (rigid truck), as well as the standard operating procedures and protocols for connecting and disconnecting trailers from trucks while using these coupling mechanisms (categories CE, DE only); 3rd trilogue 18 Feb 25 Text Origin: Commission Proposal
Annex II, fortieth paragraph, point (f)				
G	443	(f) methods of locating causes of breakdowns;	(f) methods of locating causes of breakdowns;	(f) methods of locating causes of breakdowns; Text Origin: Commission Proposal
Annex II, fortieth paragraph, point (g)				
G	444	(g) preventive maintenance of vehicles and necessary running repairs;	(g) preventive maintenance of vehicles and necessary running repairs;	(g) preventive maintenance of vehicles and necessary running repairs; Text Origin: Commission Proposal
Annex II, fortieth paragraph, point (h)				
G	445	(h) the driver's responsibility in respect of the receipt, carriage	(h) the driver's responsibility in respect of the receipt, carriage	(h) the driver's responsibility in respect of the receipt, carriage

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	and delivery of goods in accordance with the agreed conditions (categories C, CE only).		and delivery of goods in accordance with the agreed conditions (categories C, CE only).	and delivery of goods in accordance with the agreed conditions (categories C, CE only). Text Origin: Commission Proposal
Annex II, forty-first paragraph				
446	B. TEST OF SKILLS AND BEHAVIOUR		B. TEST OF SKILLS AND BEHAVIOUR	B. TEST OF SKILLS AND BEHAVIOUR Text Origin: Commission Proposal
Annex II, forty-second paragraph				
447	5. The vehicle and its equipment		5. The vehicle and its equipment	5. The vehicle and its equipment Text Origin: Commission Proposal
Annex II, forty-third paragraph				
448	(1) Vehicle transmission		(1) Vehicle transmission	(1) Vehicle transmission Text Origin: Commission Proposal
Annex II, forty-third paragraph, point (a), first subparagraph				
449	(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.		(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.	(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. Text Origin: Commission Proposal

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex II, forty-third paragraph, point (a), second subparagraph				
G	450	‘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.		‘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. Text Origin: Commission Proposal	G
Annex II, forty-third paragraph, point (b), first subparagraph				
G	451	(b) Vehicles that do not meet the criteria laid down in point 5.(1) point (a) shall be considered to have automatic transmission.		(b) Vehicles that do not meet the criteria laid down in point 5.(1) point (a) shall be considered to have automatic transmission. Text Origin: Commission Proposal	G
Annex II, forty-third paragraph, point (b), second subparagraph				
G	452	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.		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.	G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, forty-third paragraph, point (c), first subparagraph				
G 453	(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.	(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 ***not be imposed displayed or shall*** be removed if the holder passes a dedicated test of skills and behaviour or completes a dedicated training***, which may occur before or after the test of skills and behaviour on a vehicle with automatic transmission***.	~~(c)~~ The Union code ~~marked on~~**described in the first paragraph shall not be recorded on, or shall subsequently be removed from,** 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~~ **or B** if the **applicant or** holder passes a dedicated test of skills and behaviour or completes a dedicated training**, which may occur before or after the test of skills and behaviour on a vehicle with automatic transmission**.	(c) The Union code ~~*marked on*~~***described in the first paragraph shall not be recorded on, or shall subsequently be removed from,*** 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*~~***or BE*** if the ***applicant or*** holder passes a dedicated test of skills and behaviour or completes a dedicated training***, which may occur before or after the test of skills and behaviour on a vehicle with automatic transmission***. B ITM 21.11.: EP accepts GA if category coverage is as in proposal Text Origin: Council General Approach
Annex II, forty-third paragraph, point (c), second subparagraph				
G 454	Member States shall take the necessary measures to:		Member States shall take the necessary measures to:	Member States shall take the necessary measures to: Text Origin: Commission Proposal

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex II, forty-third paragraph, point (c), second subparagraph, point (i)				
455	(i) approve and supervise the dedicated training; or,	(i) approve and supervise the dedicated training***, including as part of the general driver training; or,*** ~~; or,~~	(i) approve and supervise the dedicated training; or,	(i) approve and supervise the dedicated training***, which may be part of the general driver training; or,*** ~~; or,~~ B ITM 21.11. Text Origin: EP vote P9_TA(2024)0095
Annex II, forty-third paragraph, point (c), second subparagraph, point (ii)				
456	(ii) organise the dedicated test of skills and behaviour.		(ii) organise the dedicated test of skills and behaviour.	(ii) organise the dedicated test of skills and behaviour. Text Origin: Commission Proposal
Annex II, forty-third paragraph, point (c), third subparagraph				
457	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.		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.	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. Text Origin: Commission Proposal
Annex II, forty-third paragraph, point (c), fourth subparagraph				
458	The length of the test of skills and behaviour and the distance travelled shall be sufficient to assess the skills and behaviour laid		The length of the test of skills and behaviour and the distance travelled shall be sufficient to assess the skills and behaviour laid	The length of the test of skills and behaviour and the distance travelled shall be sufficient to assess the skills and behaviour laid

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	down in point 6 or 7 of this Annex with particular attention paid to the operation of the vehicle transmission.		down in point 6 or 7 of this Annex with particular attention paid to the operation of the vehicle transmission.	down in point 6 or 7 of this Annex with particular attention paid to the operation of the vehicle transmission. Text Origin: Commission Proposal
Annex II, forty-third paragraph, point (c), fifth subparagraph				
G 459	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.		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.	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. Text Origin: Commission Proposal
Annex II, forty-third paragraph, point (d), first subparagraph				
460	(d) Specific provisions concerning vehicles of category BE, C, CE, C1, C1E, D, DE, D1 and D1E	(d) Specific provisions concerning vehicles of category BE, C, CE, C1, C1E, D, DE, D1 and D1E ***and T***	~~(d)~~**(c)** Specific provisions concerning vehicles of category BE, C, CE, C1, C1E, D, DE, D1 and D1E	C ITM 27.1.25: Council and Commission against T category
Annex II, forty-third paragraph, point (d), second subparagraph				
G 461	Member States may decide that no restriction to vehicles with automatic transmission shall be recorded on the driving licence for		Member States may decide that no restriction to vehicles with automatic transmission shall be recorded on the driving licence for	Member States may decide that no restriction to vehicles with automatic transmission shall be recorded on the driving licence for

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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.		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~~**without the restriction provided for under point (b)** in at least one of the following categories: B, BE, C, CE, C1, C1E, D, DE, D1 or D1E, and has performed the actions described in point 8.(4) during the test of skills and behaviour.	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*~~***without the restriction provided for under point (b)*** in at least one of the following categories: B, BE, C, CE, C1, C1E, D, DE, D1 or D1E, and has performed the actions described in point 8.(4) during the test of skills and behaviour. B ITM 21.11. Text Origin: Council General Approach
Annex II, forty-fourth paragraph				
G 462	(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.		(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.	(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. G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (a), first subparagraph				
463	(a) Category A1:		(a) Category A1:	(a) Category A1: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (a), second subparagraph				
464	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.		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.~~**80 km/h.**	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.*~~ ***80 km/h.*** B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Annex II, forty-fourth paragraph, point (a), third subparagraph				
465	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 internal combustion engine, the cylinder capacity of the engine shall be at least 120 cm3.	If the motorcycle is powered by an internal combustion engine, the cylinder capacity of the engine shall be at least 120 cm3. Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (a), fourth subparagraph				
466	If the motorcycle is powered by an electric motor, the power to weight		If the motorcycle is powered by an electric motor, the power to weight	If the motorcycle is powered by an electric motor, the power to weight

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	ratio of the vehicle shall be at least 0,08 kW/kg;		ratio of the vehicle shall be at least 0,08 kW/kg;	ratio of the vehicle shall be at least 0,08 kW/kg; Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (b), first subparagraph				
467	(b) Category A2:		(b) Category A2:	(b) Category A2: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (b), second subparagraph				
468	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.		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.	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. Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (b), third subparagraph				
469	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 internal combustion engine, the cubic capacity of the engine shall be at least 250 cm3.	If the motorcycle is powered by an internal combustion engine, the cubic capacity of the engine shall be at least 250 cm3. Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (b), fourth subparagraph				
470	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;		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;	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;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (c), first subparagraph				
471	(c) Category A:		(c) Category A:	(c) Category A: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (c), second subparagraph				
472	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.		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.	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. Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (c), third subparagraph				
473	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 internal combustion engine, the cubic capacity of the engine shall be at least 600 cm3.	If the motorcycle is powered by an internal combustion engine, the cubic capacity of the engine shall be at least 600 cm3. Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (c), fourth subparagraph				
474	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.		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.	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.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (d), first subparagraph				
475	(d) Category B:		(d) Category B:	(d) Category B: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (d), second subparagraph				
476	A four-wheeled category B vehicle capable of a speed of at least 100 km/h;		A four-wheeled category B vehicle capable of a speed of at least 100 km/h;	A four-wheeled category B vehicle capable of a speed of at least 100 km/h; Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (e), first subparagraph				
477	(e) Category BE:		(e) Category BE:	(e) Category BE: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (e), second subparagraph				
478	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		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	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

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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;		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;	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; Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (f), first subparagraph				
479	(f) Category B1:		(f) Category B1:	(f) Category B1: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (f), second subparagraph				
480	A motor-powered quadricycle capable of a speed of at least 60 km/h;		**(i)** A motor-powered quadricycle capable of a speed of at least 60 km/h; **or**	A motor-powered quadricycle capable of a speed of at least 60 km/h; ***or*** B Text Origin: Council General Approach
Annex II, forty-fourth paragraph, point (f), second subparagraph, point (i)				
480a			**(ii) if the driving licence shall authorise driving of vehicles referred to in Article 9(4), first subparagraph, point (c), the vehicle used in tests of skills and behaviour shall meet**	***(i) if the driving licence shall authorise driving of vehicles referred to in Article 9(4), first subparagraph, point (c), the vehicle used in tests of skills and behaviour shall meet the***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			the conditions stated in that paragraph.	***conditions stated in that paragraph.*** B linked to line 216 ITM 20.11. Text Origin: Council General Approach
Annex II, forty-fourth paragraph, point (g), first subparagraph				
G 481	(g) Category C:		(g) Category C:	(g) Category C: Text Origin: Commission Proposal G
Annex II, forty-fourth paragraph, point (g), second subparagraph				
G 482	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;	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;	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;	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; B 3rd trilogue 18 February 25 G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (h), first subparagraph				
G 483	(h) Category CE:		(h) Category CE:	(h) Category CE: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (h), second subparagraph				
Y 484	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;	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, ***fitted with a fifth wheel,*** equipped with ***a gearbox having at least eight forward ratios and*** 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;	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;	Either an articulated vehicle or a combination of a category C test vehicle and a trailer of at least 7,5 m in length; both the articulated vehicle and the combination shall have a maximum authorised mass of at least 20 000– kg, a length of at least 14 m and a width of at least 2,40 m, shall be capable of a speed of at least 80 km/h, fitted with anti-lock brakes, equipped with recording equipment as defined by Regulation (EU) No 165/2014; the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab; both the articulated vehicle and the combination shall be presented with a minimum of 15 000– kg real total mass; ***it is recommended, as good practice, that the vehicle be equipped with a fifth wheel*** Y

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				and a gearbox with at least eight forward ratios; B ITM 16.1.25: Compromise text proposal from Council after 3rd trlogue Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (i), first subparagraph				
485	(i) Category C1:		(i) Category C1:	(i) Category C1: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (i), second subparagraph				
486	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;	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;*~~	A subcategory C1 vehicle with a maximum authorised mass of at least 4 000 kg, with a length of at least 5 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EU) No 165/2014; the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab; **When the person is not going to be tested on his or her ability to use recording equipment, the vehicle does not need to be**	A subcategory C1 vehicle with a maximum authorised mass of at least 4 000 kg, with a length of at least 5 m and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EU) No 165/2014; the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab; ***When the person is not going to be tested on his or her ability to use recording equipment, the vehicle does not need to be***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			equipped with recording equipment.	***equipped with recording equipment.*** B See line 482 3rd trilogue 18 February 25 Text Origin: Council General Approach
Annex II, forty-fourth paragraph, point (j), first subparagraph				
487	(j) Category C1E:		(j) Category C1E:	(j) Category C1E: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (j), second subparagraph				
488	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;	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;	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;	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;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				B See line 482 3rd trilogue 18 February 25 Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (k), first subparagraph				
489	(k) Category D:		(k) Category D:	(k) Category D: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (k), second subparagraph				
490	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;		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;	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; Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (l), first subparagraph				
491	(l) Category DE:		(l) Category DE:	(l) Category DE: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (l), second subparagraph				
492	A combination made up of a category D test vehicle and a trailer with a maximum authorised	A combination made up of a category D test vehicle and a trailer with a maximum authorised	A combination made up of a category D test vehicle and a trailer with a maximum authorised	A combination made up of a category D test vehicle and a trailer with a maximum authorised

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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;	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;	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;	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; B See line 482 3rd trilogue 18 February 25 Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (m), first subparagraph				
G 493	(m) Category D1:		(m) Category D1:	(m) Category D1: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (m), second subparagraph				
G 494	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;		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;	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; Text Origin: Commission Proposal

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex II, forty-fourth paragraph, point (n), first subparagraph				
495	(n) Category D1E:		(n) Category D1E:	(n) Category D1E: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (n), second subparagraph				
496	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;		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;	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; Text Origin: Commission Proposal
Annex II, forty-fifth paragraph				
497	6. Skills and behaviour to be tested concerning categories A1, A2 and A		6. Skills and behaviour to be tested concerning categories A1, A2 and A	6. Skills and behaviour to be tested concerning categories A1, A2 and A Text Origin: Commission Proposal
Annex II, forty-seventh paragraph				
498	(1) Preparation and technical check of the vehicle with a bearing on road safety		(1) Preparation and technical check of the vehicle with a bearing on road safety	(1) Preparation and technical check of the vehicle with a bearing on road safety

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, forty-eighth paragraph				
499	Applicants shall demonstrate that they are capable of preparing to ride safely by satisfying the following requirements:		Applicants shall demonstrate that they are capable of preparing to ride safely by satisfying the following requirements:	Applicants shall demonstrate that they are capable of preparing to ride safely by satisfying the following requirements: Text Origin: Commission Proposal
Annex II, forty-eighth paragraph, point (a)				
500	(a) adjust the protective outfit, such as gloves, boots, clothes and safety helmet;		(a) adjust the protective outfit, such as gloves, boots, clothes and safety helmet;	(a) adjust the protective outfit, such as gloves, boots, clothes and safety helmet; Text Origin: Commission Proposal
Annex II, forty-eighth paragraph, point (b)				
501	(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.		(b) perform ~~a~~ random ~~check~~**checks** on the condition of the tyres, brakes, steering, emergency stop switch (if applicable), chain, oil levels, lights, reflectors, direction indicators and audible warning device.	(b) perform ~~a~~ random ~~check~~***checks*** on the condition of the tyres, brakes, steering, emergency stop switch (if applicable), chain, oil levels, lights, reflectors, direction indicators and audible warning device. B ITM 20.11. Text Origin: Council General Approach
Annex II, forty-ninth paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
502	(2) Special manoeuvres to be tested with a bearing on road safety:		(2) Special manoeuvres to be tested with a bearing on road safety:	(2) Special manoeuvres to be tested with a bearing on road safety: Text Origin: Commission Proposal
Annex II, forty-ninth paragraph, point (a)				
503	(a) putting the motorcycle on and off its stand and moving it, without the aid of the engine, by walking alongside the vehicle;		(a) putting the motorcycle on and off its stand and moving it, without the aid of the engine, by walking alongside the vehicle;	(a) putting the motorcycle on and off its stand and moving it, without the aid of the engine, by walking alongside the vehicle; Text Origin: Commission Proposal
Annex II, forty-ninth paragraph, point (b)				
504	(b) parking the motorcycle on its stand;		(b) parking the motorcycle on its stand;	(b) parking the motorcycle on its stand; Text Origin: Commission Proposal
Annex II, forty-ninth paragraph, point (c)				
505	(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;		(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~~**throttle,** brake, balance, vision direction and position on the motorcycle and the position of the feet on the foot rests; **If the test is taken on a motorcycle with manual**	(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*~~***throttle,*** brake, balance, vision direction and position on the motorcycle and the position of the feet on the foot rests; ***If the test is taken on a motorcycle with manual***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
			transmission, it shall be in combination with handling of the clutch.	***transmission, it shall be in combination with handling of the clutch.*** B ITM 20.11.24 Text Origin: Council General Approach
Annex II, forty-ninth paragraph, point (d)				
G	506	(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;	(d) at least two manoeuvres to be executed at higher speed, of which one manoeuvre ~~in second or third gear,~~ at least **at a minimum speed of** 30 km/h and one manoeuvre avoiding an obstacle at a minimum speed of 50 km/h; this shall allow competence to be assessed in the position on the motorcycle, vision direction, balance~~,~~ **and** steering technique**. If the test is taken on a motorcycle with manual transmission, one manoeuvre must be performed in second or third gear; this shall allow competence to be assessed in** ~~and~~ technique of changing gears;	(d) at least two manoeuvres to be executed at higher speed, of which one manoeuvre ~~*in second or third gear,*~~ at least ***at a minimum speed of*** 30 km/h and one manoeuvre avoiding an obstacle at a minimum speed of 50 km/h; this shall allow competence to be assessed in the position on the motorcycle, vision direction, balance~~,~~ ***and*** steering technique***. If the test is taken on a motorcycle with manual transmission, one manoeuvre must be performed in second or third gear; this shall allow competence to be assessed in*** ~~*and*~~ technique of changing gears; B ITM 20.11. Text Origin: Council General Approach

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex II, forty-ninth paragraph, point (e)				
507	(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.		(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.	(e) braking: at least two braking exercises shall be executed, including an emergency brake at a minimum speed of 50 km/h; this shall allow competence to be assessed in handling of the front and rear brake, vision direction and the position on the motorcycle**;** ***(f) making a U turn (if possible)***. ITM 21.11. : referred from line 514. EP to check if acceptable Text Origin: Commission Proposal
Annex II, fifty-first paragraph				
508	(3) Behaviour in traffic		(3) Behaviour in traffic	(3) Behaviour in traffic Text Origin: Commission Proposal
Annex II, fifty-second paragraph				
509	Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:		Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:	Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions: Text Origin: Commission Proposal
Annex II, fifty-second paragraph, point (a)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
510	(a) riding away: after parking, after a stop in traffic; exiting a driveway;		(a) riding away: after parking, after a stop in traffic; exiting a driveway;	(a) riding away: after parking, after a stop in traffic; exiting a driveway; Text Origin: Commission Proposal
Annex II, fifty-second paragraph, point (b)				
511	(b) riding on straight roads; passing oncoming vehicles, including in confined spaces;		(b) riding on straight roads; passing oncoming vehicles, including in confined spaces;	(b) riding on straight roads; passing oncoming vehicles, including in confined spaces; Text Origin: Commission Proposal
Annex II, fifty-second paragraph, point (c)				
512	(c) riding round bends;		(c) riding round bends;	(c) riding round bends; Text Origin: Commission Proposal
Annex II, fifty-second paragraph, point (d)				
513	(d) crossroads: approaching and crossing of intersections and junctions;		(d) crossroads: approaching and crossing of intersections and junctions;	(d) crossroads: approaching and crossing of intersections and junctions; Text Origin: Commission Proposal
Annex II, fifty-second paragraph, point (e)				
514	(e) changing direction: left and right turns; changing lanes;	(e) changing direction: left and right turns; changing lanes, ***making a U turn***;	(e) changing direction: left and right turns; changing lanes;	(e) changing direction ***including adequate use of indicators***: left and right turns; changing lanes; B

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				ITM 21.11. EP amd incorporated in line 507. Addition taken from EP amd line 517a Text Origin: Commission Proposal
Annex II, fifty-second paragraph, point (f)				
G 515	(f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;		(f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;	(f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane; Text Origin: Commission Proposal
Annex II, fifty-second paragraph, point (g)				
G 516	(g) overtaking/passing: overtaking other traffic (if possible); riding alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	(g) overtaking/passing: overtaking other traffic ~~(if possible)~~***including cyclists, micro-mobility users, pedestrians***; riding alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	(g) overtaking/passing: overtaking other traffic (if possible); riding alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	(g) overtaking/passing: overtaking other ~~traffic~~***road users including vulnerable users*** (if possible); riding alongside obstacles, for instance parked cars; being overtaken by other traffic ***and foreseeing blind spots of other vehicles*** (if appropriate); B ITM 20.11. See also line 517a Text Origin: EP vote P9_TA(2024)0095
Annex II, fifty-second paragraph, point (h)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
517	(h) special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;	(h) special road features (if available): roundabouts; railway level crossings***, bike lanes***; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;	(h) special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;	(h) special road features (if available): roundabouts; railway level crossings~~,~~ tram/bus stops~~,~~ pedestrian crossings***, bike lanes (paying due attention)***; riding up-/downhill on long slopes; tunnels; B ITM 20.11. Text Origin: Council General Approach
Annex II, fifty-second paragraph, point (ha)				
517a		***(ha) interaction with other vehicles, including foreseeing blind spots and adequate use of direction indicators;***		***General approach*** B 3rd trilogue 18 Feb 25
Annex II, fifty-second paragraph, point (i)				
518	(i) reacting and anticipating to hazardous situations using simulators;		(i) reacting and anticipating to hazardous situations**; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall only be performed where the hazardous situation is encountered accidentally; alternatively,** ~~using~~ simulators **may be used for the testing of these skills**;	(i) reacting and anticipating to hazardous situations***; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall only be performed where the hazardous situation is encountered accidentally; alternatively,*** ~~*using*~~ simulators ***may be used for the testing of these skills***; B

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				ITM 20.11. EP keeps request on recital (line 30a) Text Origin: Council General Approach
Annex II, fifty-second paragraph, point (j)				
519	(j) taking the necessary precautions when getting off the vehicle.	(j) taking the necessary precautions when getting off the vehicle***, especially regarding cyclists***.	(j) taking the necessary precautions when getting off the vehicle.	(j) taking the necessary precautions when getting off the vehicle. B ITM 20.11. Text Origin: Council General Approach
Annex II, fifty-third paragraph				
520	7. Skills and behaviour to be tested concerning categories B, B1 and BE		7. Skills and behaviour to be tested concerning categories B, B1 and BE	7. Skills and behaviour to be tested concerning categories B, B1 and BE Text Origin: Commission Proposal
Annex II, fifty-fifth paragraph				
521	(1) Preparation and technical check of the vehicle with a bearing on road safety		(1) Preparation and technical check of the vehicle with a bearing on road safety	(1) Preparation and technical check of the vehicle with a bearing on road safety Text Origin: Commission Proposal
Annex II, fifty-sixth paragraph				
522	Applicants shall demonstrate that they are capable of preparing to		Applicants shall demonstrate that they are capable of preparing to	Applicants shall demonstrate that they are capable of preparing to

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	drive safely by satisfying the following requirements:		drive safely by satisfying the following requirements:	drive safely by satisfying the following requirements: Text Origin: Commission Proposal
Annex II, fifty-sixth paragraph, point (a)				
523	(a) adjusting the seat as necessary to obtain a correct seated position;		(a) adjusting the seat as necessary to obtain a correct seated position;	(a) adjusting the seat as necessary to obtain a correct seated position; Text Origin: Commission Proposal
Annex II, fifty-sixth paragraph, point (b)				
524	(b) adjusting rear-view mirrors, seat belts and head restraints if available;		(b) adjusting rear-view mirrors, seat belts and head restraints if available;	(b) adjusting rear-view mirrors, seat belts and head restraints if available; Text Origin: Commission Proposal
Annex II, fifty-sixth paragraph, point (c)				
525	(c) checking that the doors are closed;		(c) checking that the doors are closed;	(c) checking that the doors are closed; Text Origin: Commission Proposal
Annex II, fifty-sixth paragraph, point (d)				
526	(d) performing a random check on the condition of the tyres, steering, brakes, fluids (for instance engine oil, coolant, washer fluid), lights, reflectors,		(d) performing ~~a~~ random ~~check~~**checks** on the condition of the tyres, steering, brakes, fluids (for instance engine oil, coolant, washer fluid), lights, reflectors,	(d) performing ~~*a*~~ random ~~*check*~~***checks*** on the condition of the tyres, steering, brakes, fluids (for instance engine oil, coolant, washer fluid), lights, reflectors,

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	direction indicators and audible warning device;		direction indicators and audible warning device;	direction indicators and audible warning device; B ITM 20.11. Text Origin: Council General Approach
Annex II, fifty-sixth paragraph, point (e)				
G 527	(e) checking the safety factors relating to vehicle loading: body, sheets, cargo doors, cabin locking, way of loading, securing load (category BE only);		(e) checking the safety factors relating to vehicle loading: body, sheets, cargo doors, cabin locking, way of loading, securing load (category BE only);	(e) checking the safety factors relating to vehicle loading: body, sheets, cargo doors, cabin locking, way of loading, securing load (category BE only); Text Origin: Commission Proposal
Annex II, fifty-sixth paragraph, point (f)				
G 528	(f) checking the coupling mechanism and the brake and electrical connections (category BE only).		(f) checking the coupling mechanism and the brake and electrical connections (category BE only).	(f) checking the coupling mechanism and the brake and electrical connections (category BE only). Text Origin: Commission Proposal
Annex II, fifty-eighth paragraph				
G 529	(2) Categories B and B1: special manoeuvres to be tested with a bearing on road safety		(2) Categories B and B1: special manoeuvres to be tested with a bearing on road safety	(2) Categories B and B1: special manoeuvres to be tested with a bearing on road safety Text Origin: Commission Proposal
Annex II, fifty-ninth paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 530	A selection of the following manoeuvres shall be tested (at least two manoeuvres for the four points, including one in reverse gear):		A selection of the following manoeuvres shall be tested (at least two manoeuvres for the four points, including one in reverse gear):	A selection of the following manoeuvres shall be tested (at least two manoeuvres for the four points, including one in reverse gear): Text Origin: Commission Proposal
Annex II, fifty-ninth paragraph, point (a)				
G 531	(a) reversing in a straight line or reversing right or left round a corner while keeping within the correct traffic lane;		(a) reversing in a straight line or reversing right or left round a corner while keeping within the correct traffic lane;	(a) reversing in a straight line or reversing right or left round a corner while keeping within the correct traffic lane; Text Origin: Commission Proposal
Annex II, fifty-ninth paragraph, point (b)				
G 532	(b) turning the vehicle to face the opposite way, using forward and reverse gears;		(b) turning the vehicle to face the opposite way, using forward and reverse gears;	(b) turning the vehicle to face the opposite way, using forward and reverse gears; Text Origin: Commission Proposal
Annex II, fifty-ninth paragraph, point (c)				
G 533	(c) parking the vehicle and leaving a parking space (parallel, oblique or right-angle, forwards or in reverse, on the flat, uphill or downhill);		(c) parking the vehicle and leaving a parking space (parallel, oblique or right-angle, forwards or in reverse, on the flat, uphill or downhill);	(c) parking the vehicle and leaving a parking space (parallel, oblique or right-angle, forwards or in reverse, on the flat, uphill or downhill); Text Origin: Commission Proposal
Annex II, fifty-ninth paragraph, point (d)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 534	(d) braking accurately to a stop; however, performing an emergency stop is optional.		(d) braking accurately to a stop; however, performing an emergency stop is optional.	(d) braking accurately to a stop; however, performing an emergency stop is optional. Text Origin: Commission Proposal
Annex II, sixtieth paragraph				
G 535	(3) Category BE - special manoeuvres to be tested with a bearing on road safety:		(3) Category BE - special manoeuvres to be tested with a bearing on road safety:	(3) Category BE - special manoeuvres to be tested with a bearing on road safety: Text Origin: Commission Proposal
Annex II, sixtieth paragraph, point (a)				
G 536	(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);		(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);	(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); Text Origin: Commission Proposal
Annex II, sixtieth paragraph, point (b)				
G 537	(b) reversing along a curve, the line of which shall be left to the discretion of the Member States;		(b) reversing along a curve, the line of which shall be left to the discretion of the Member States;	(b) reversing along a curve, the line of which shall be left to the discretion of the Member States; Text Origin: Commission Proposal
Annex II, sixtieth paragraph, point (c)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 538	(c) parking safely for loading/unloading.		(c) parking safely for loading/unloading.	(c) parking safely for loading/unloading. Text Origin: Commission Proposal G
Annex II, sixty-second paragraph				
G 539	(4) Behaviour in traffic		(4) Behaviour in traffic	(4) Behaviour in traffic Text Origin: Commission Proposal G
Annex II, sixty-third paragraph				
G 540	Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:		Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:	Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions: Text Origin: Commission Proposal G
Annex II, sixty-third paragraph, point (a)				
G 541	(a) driving away: after parking, after a stop in traffic; exiting a driveway;		(a) driving away: after parking, after a stop in traffic; exiting a driveway;	(a) driving away: after parking, after a stop in traffic; exiting a driveway; Text Origin: Commission Proposal G
Annex II, sixty-third paragraph, point (b)				
G 542	(b) driving on straight roads; passing oncoming vehicles, including in confined spaces;		(b) driving on straight roads; passing oncoming vehicles, including in confined spaces;	(b) driving on straight roads; passing oncoming vehicles, including in confined spaces; Text Origin: Commission Proposal G
Annex II, sixty-third paragraph, point (c)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
543	(c) driving round bends;		(c) driving round bends;	(c) driving round bends; Text Origin: Commission Proposal
Annex II, sixty-third paragraph, point (d)				
544	(d) Crossroads: approaching and crossing of intersections and junctions;		(d) Crossroads: approaching and crossing of intersections and junctions;	(d) Crossroads: approaching and crossing of intersections and junctions; Text Origin: Commission Proposal
Annex II, sixty-third paragraph, point (e)				
545	(e) changing direction: left and right turns; changing lanes;		(e) changing direction: left and right turns; changing lanes;	(e) changing direction ***with making adequate use of indicators***: left and right turns; changing lanes; ITM 20.11. See line 548a Text Origin: Commission Proposal
Annex II, sixty-third paragraph, point (f)				
546	(f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;		(f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;	(f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane; Text Origin: Commission Proposal
Annex II, sixty-third paragraph, point (g)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 547	(g) overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	(g) overtaking/passing: overtaking other ~~traffic~~***road users, including cyclists*** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	(g) overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	(g) overtaking/passing: overtaking other ~~traffic~~***road users including vulnerable users, foreseeing blind spots*** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate); B 3rd trilogue 18 Feb 25 Text Origin: EP vote P9_TA(2024)0095 G
Annex II, sixty-third paragraph, point (ga)				
G 547a		***(ga) independent driving towards a determined destination, beyond specific turning indications;***		***(ga) independent driving following road signs (if possible);*** B ITM 20.11. Text Origin: EP vote P9_TA(2024)0095 G
Annex II, sixty-third paragraph, point (h)				
G 548	(h) special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;	(h) special road features (if available): roundabouts***; taking roundabout with a large vehicle; right and left driving***; railway level crossings; tram/bus stops; pedestrian crossings; ~~riding~~***bike lanes; driving*** up-/downhill on long slopes; ***gradient changes;*** tunnels;	(h) special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;	(h) special road features (if available): roundabouts; railway level crossings~~,~~, tram/bus stops~~,~~, pedestrian crossings***, bike lanes (paying due attention); driving***~~,~~ ~~riding~~ up-/downhill on long slopes; tunnels; B G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				ITM 20.11. See line 517 Text Origin: Council General Approach
Annex II, sixty-third paragraph, point (ha)				
G 548a		***(ha) interaction with other road users, including foreseeing blind spots and adequate use of direction indicators;***		***General approach*** B Solution as for line 517a 3rd trilogue 18 Feb 25 G
Annex II, sixty-third paragraph, point (i)				
G 549	(i) taking the necessary precautions when alighting from the vehicle;	(i) ~~*taking the necessary precautions when*~~***entering and*** alighting from the vehicle***, including making sure that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility user, with particular emphasis on opening the door with the hand furthest from it***;	(i) taking the necessary precautions when alighting from the vehicle;	(i) ~~*taking the necessary precautions when*~~***entering and*** alighting from the vehicle***, including ensuring that it is safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility users, with particular emphasis on opening the door with the hand furthest from it***; B ITM 6.3.25 tentatively agreed Text Origin: Council General Approach G
Annex II, sixty-third paragraph, point (j)				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 550	(j) reacting and anticipating to hazardous situations using simulators.	(j) reacting and anticipating to hazardous situations***, including*** using simulators.	(j) reacting and anticipating to hazardous situations**; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall only be performed where the hazardous situation is encountered accidentally; alternatively,** ~~using~~ simulators~~.~~ **may be used for the testing of these skills;**	(j) reacting and anticipating to hazardous situations***; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall only be performed where the hazardous situation is encountered accidentally; alternatively,*** ~~*using*~~ simulators~~.~~ ***may be used for the testing of these skills;*** B ITM 20.11. Text Origin: Council General Approach
Annex II, sixty-fourth paragraph				
G 551	8. Skills and behaviour to be tested concerning categories C, CE, C1, C1E, D, DE, D1 and D1E		8. Skills and behaviour to be tested concerning categories C, CE, C1, C1E, D, DE, D1 and D1E	8. Skills and behaviour to be tested concerning categories C, CE, C1, C1E, D, DE, D1 and D1E Text Origin: Commission Proposal
Annex II, sixty-sixth paragraph				
G 552	(1) Preparation and technical check of the vehicle with a bearing on road safety		(1) Preparation and technical check of the vehicle with a bearing on road safety	(1) Preparation and technical check of the vehicle with a bearing on road safety Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 553	Applicants shall demonstrate that they are capable of preparing to drive safely by satisfying the following requirements:		Applicants shall demonstrate that they are capable of preparing to drive safely by satisfying the following requirements:	Applicants shall demonstrate that they are capable of preparing to drive safely by satisfying the following requirements: Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (a)				
G 554	(a) adjusting the seat as necessary to obtain a correct seated position;		(a) adjusting the seat as necessary to obtain a correct seated position;	(a) adjusting the seat as necessary to obtain a correct seated position; Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (b)				
G 555	(b) adjusting rear-view mirrors, seat belts and head restraints if available;		(b) adjusting rear-view mirrors, seat belts and head restraints if available;	(b) adjusting rear-view mirrors, seat belts and head restraints if available; Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (c)				
G 556	(c) random checks on the condition of the tyres, steering, brakes, lights, reflectors, direction indicators and audible warning device;		(c) random checks on the condition of the tyres, steering, brakes, lights, reflectors, direction indicators and audible warning device;	(c) random checks on the condition of the tyres, steering, brakes, lights, reflectors, direction indicators and audible warning device; Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (d)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 557	(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;		(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;	(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; Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (e)				
G 558	(e) checking the air pressure, air tanks and the suspension;		(e) checking the air pressure, air tanks and the suspension;	(e) checking the air pressure, air tanks and the suspension; Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (f)				
G 559	(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);		(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);	(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);

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (g)				
560	(g) checking the coupling mechanism and the brake and electrical connections (categories CE, C1E, DE, D1E only);		(g) checking the coupling mechanism and the brake and electrical connections (categories CE, C1E, DE, D1E only);	(g) checking the coupling mechanism and the brake and electrical connections (categories CE, C1E, DE, D1E only); Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (h)				
561	(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);		(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);	(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); Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (i)				
562	(i) reading a road map, route planning, including the use of electronic navigation systems (optional).		(i) reading a road map, route planning, including the use of electronic navigation systems (optional).	(i) reading a road map, route planning, including the use of electronic navigation systems (optional). Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (ia)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
562a			**(1a) Driving the towing vehicle without trailer (only C1E, CE, D1E and DE)**	***(1a) Driving the towing vehicle without trailer (only C1E, CE, D1E and DE)*** B ITM 21.11. Text Origin: Council General Approach
Annex II, sixty-seventh paragraph, point (ib)				
562b			**If the driver is not already entitled to drive the vehicles in categories C1, C, D1 and D, respectively, the competence for driving the towing vehicle must be ensured before driving in traffic with a connected trailer.**	***If the driver is not already entitled to drive the vehicles in categories C1, C, D1 and D, respectively, the competence for driving the towing vehicle must be ensured before driving in traffic with a connected trailer.*** B ITM 21.11. Text Origin: Council General Approach
Annex II, sixty-eighth paragraph				
563	(2) Special manoeuvres to be tested with a bearing on road safety:		(2) Special manoeuvres to be tested with a bearing on road safety:	(2) Special manoeuvres to be tested with a bearing on road safety: Text Origin: Commission Proposal
Annex II, sixty-eighth paragraph, point (a)				
564	(a) coupling and uncoupling, or uncoupling and re-coupling a		(a) coupling and uncoupling, or uncoupling and re-coupling a	(a) coupling and uncoupling, or uncoupling and re-coupling a

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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);		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);	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); Text Origin: Commission Proposal
Annex II, sixty-eighth paragraph, point (aa)				
G 564a		***(aa) the various trailer to truck coupling mechanisms, taking into account the fifth wheel coupling for articulated vehicles (for semi-trailers), and drawbar hitch coupling for drawbar trailers (rigid truck), as well as the standard operating procedures and protocols for connecting and disconnecting trailers from trucks while using these coupling mechanisms;***		***General approach*** B 3rd trilogue 18 Feb 25
Annex II, sixty-eighth paragraph, point (b)				
G 565	(b) reversing along a curve, the line of which shall be left to the discretion of the Member States;		(b) reversing along a curve, the line of which shall be left to the discretion of the Member States;	(b) reversing along a curve, the line of which shall be left to the discretion of the Member States; ***(ba) making a U turn (if possible);*** ITM 20.11.24

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, sixty-eighth paragraph, point (c)				
566	(c) parking safely for loading/unloading at a loading ramp/platform or similar installation (categories C, CE, C1, C1E only);	(c) parking safely for loading/unloading at a loading ramp/platform or similar installation (categories C, CE, C1, C1E, ***T*** only);	(c) parking safely for loading/unloading at a loading ramp/platform or similar installation (categories C, CE, C1, C1E only);	C ITM 27.1.25: Council and Commission against T category
Annex II, sixty-eighth paragraph, point (d)				
567	(d) parking to let passengers on or off the bus safely (categories D, DE, D1, D1E only).		(d) parking to let passengers on or off the bus safely (categories D, DE, D1, D1E only).	(d) parking to let passengers on or off the bus safely (categories D, DE, D1, D1E only). Text Origin: Commission Proposal
Annex II, seventieth paragraph				
568	(3) Behaviour in traffic		(3) Behaviour in traffic	(3) Behaviour in traffic Text Origin: Commission Proposal
Annex II, seventy-first paragraph				
569	Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:		Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:	Applicants shall perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions: Text Origin: Commission Proposal
Annex II, seventy-first paragraph, point (a)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
570	(a) driving away: after parking, after a stop in traffic; exiting a driveway;		(a) driving away: after parking, after a stop in traffic; exiting a driveway;	(a) driving away: after parking, after a stop in traffic; exiting a driveway; Text Origin: Commission Proposal
Annex II, seventy-first paragraph, point (b)				
571	(b) driving on straight roads; passing oncoming vehicles, including in confined spaces;		(b) driving on straight roads; passing oncoming vehicles, including in confined spaces;	(b) driving on straight roads; passing oncoming vehicles, including in confined spaces; Text Origin: Commission Proposal
Annex II, seventy-first paragraph, point (c)				
572	(c) driving round bends;		(c) driving round bends;	(c) driving round bends; Text Origin: Commission Proposal
Annex II, seventy-first paragraph, point (d)				
573	(d) crossroads: approaching and crossing of intersections and junctions;		(d) crossroads: approaching and crossing of intersections and junctions;	(d) crossroads: approaching and crossing of intersections and junctions; Text Origin: Commission Proposal
Annex II, seventy-first paragraph, point (e)				
574	(e) changing direction: left and right turns; changing lanes;	(e) changing direction: left and right turns; changing lanes, ***making a U turn***;	(e) changing direction: left and right turns; changing lanes;	(e) changing direction: left and right turns; changing lanes; B ITM 20.11. see line 565

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Annex II, seventy-first paragraph, point (ea)				
574a		***(ea) factoring in blind spots;***		***General approach*** B ITM 20.11.24 See line 576
Annex II, seventy-first paragraph, point (f)				
575	(f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;		(f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;	(f) approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane; Text Origin: Commission Proposal
Annex II, seventy-first paragraph, point (g)				
576	(g) overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	(g) overtaking/passing: overtaking other ~~traffic~~***road users and micromobility users, including cyclists and pedestrians*** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	(g) overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	(g) overtaking/passing: overtaking other ~~traffic~~***road users including vulnerable users, foreseeing blind spots*** (if possible); driving alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate); B ITM 20.11. see lines 547, 574
Annex II, seventy-first paragraph, point (h)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
577	(h) special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;	(h) special road features**:** ***taking*** ~~*(if available):*~~ roundabouts ***with a large vehicle; driving on the left and right***; railway level crossings; tram/bus stops; pedestrian crossings***, bike lanes***; riding up-/downhill on long slopes; tunnels;	(h) special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;	(h) special road features (if available): roundabouts; railway level crossings~~;~~**,** tram/bus stops~~;~~**,** pedestrian crossings***, bike lanes (paying due attention); driving*** ~~*riding*~~ up-/downhill on long slopes; tunnels~~;~~ B ITM 20.11.24 see line 548
Annex II, seventy-first paragraph, point (ha)				
577a			**(i) reacting and anticipating to hazardous situations; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall only be performed where the hazardous situation is encountered accidentally; alternatively, simulators may be used for the testing of these skills;** moved from line 581	***(ha) reacting and anticipating to hazardous situations; by way of derogation from the obligation to perform the actions in normal traffic situations, the actions shall only be performed where the hazardous situation is encountered accidentally; alternatively, simulators may be used for the testing of these skills;*** B ITM 20.11. Text Origin: Council General Approach
Annex II, seventy-first paragraph, point (i)				
578	(i) taking the necessary precautions when alighting from the vehicle.	(i) ~~*taking the necessary precautions when*~~***entering and*** alighting from the vehicle~~*.*~~**,** ***including making sure that it is***	~~(i)~~**(j)** taking the necessary precautions when alighting from the vehicle.	(i) ***[***taking the necessary precautions when ***[/][entering and]*** alighting from the vehicle~~*.*~~**,** ***including ensuring that it is safe***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		safe to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility;		***to open the vehicle door and that this will not create a hazard for other road users such as pedestrians, cyclists and micro-mobility users;*** B ITM 20.11.24 see lines 414, 549 The "necessary precaution" might not be needed because already part of the introductory part to point (i)
Annex II, seventy-first paragraph, point (ia)				
578a		***(ia) the precautions to be taken when entering and exiting a vehicle in a safe way.***		***General approach*** B ITM 20.11.
Annex II, seventy-second paragraph				
579	(4) Safe and energy-efficient driving:		(4) Safe and energy-efficient driving:	(4) Safe and energy-efficient driving: Text Origin: Commission Proposal
Annex II, seventy-second paragraph, point (a)				
580	(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;	(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***, distance to the vehicle in front***; ***curve overtaking, change***	~~(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~~;~~**.**	~~*(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~~;~~ ***(eco-driving).*** B 3rd trilogue 18 Feb 25

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		of lane, priority rules, speed limits;		Text Origin: Council General Approach
Annex II, seventy-second paragraph, point (b)				
G 581	(b) reacting and anticipating to hazardous situations using simulators	(b) reacting and anticipating to hazardous situations***, including*** using simulators	*deleted* *Moved to "Behaviour in traffic", paragraph (3) (i) line 577a*	*deleted* *B ITM 20.11.*
Annex II, seventy-third paragraph				
G *582*	*9.* Marking of the test of skills and behaviour		9. Marking of the test of skills and behaviour	9. Marking of the test of skills and behaviour Text Origin: Commission Proposal
Annex II, seventy-fifth paragraph				
G 583	(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		(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	(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

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	has to intervene. Nonetheless, the examiner shall be free to decide whether or not the skills and behaviour test shall be completed.		has to intervene. Nonetheless, the examiner shall be free to decide whether or not the skills and behaviour test shall be completed.	has to intervene. Nonetheless, the examiner shall be free to decide whether or not the skills and behaviour test shall be completed. Text Origin: Commission Proposal
Annex II, seventy-sixth paragraph				
G 584	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.	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~~ ***an independent*** 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.	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.	Driving examiners shall be trained to assess correctly the applicants' ability to drive safely. The work of driving examiners shall be monitored and supervised, by a body authorised by the Member State ***and fulfilling the requirements set out in part 4 point 1(e) of Annex IV***, to ensure correct and consistent application of fault assessment in accordance with the standards laid down in this Annex. G C ITM 20.11. See line 862 Text Origin: Council General Approach
Annex II, seventy-seventh paragraph				
G 585	(2) During their assessment, driving examiners shall pay special attention to whether an applicant is showing a defensive		(2) During their assessment, driving examiners shall pay special attention to whether an applicant is showing a defensive	(2) During their assessment, driving examiners shall pay special attention to whether an applicant is showing a defensive G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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.		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.	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. Text Origin: Commission Proposal
Annex II, seventy-eighth paragraph				
586	(3) The driving examiner shall furthermore assess whether the applicant:		(3) The driving examiner shall furthermore assess whether the applicant:	(3) The driving examiner shall furthermore assess whether the applicant: Text Origin: Commission Proposal
Annex II, seventy-eighth paragraph, point (a)				
587	(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	(a) controls the vehicle; taking into account: proper use of safety belts, ***modern safety and driving aids*** 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),	(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	(a) controls the vehicle; taking into account: proper use of safety belts, ***driving assistance systems and automated driving systems***, rear-view mirrors, head restraints; seat; proper use of lights and other equipment; proper use of clutch, gearbox, accelerator, braking systems (including third

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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);	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***, T*** only); the comfort of the passengers (categories D, DE, D1, D1E only) (no fast acceleration, smoothly driving and no hard braking);	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);	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); C ITM 21.11. ITM 27.1.25: As regards T licence, Council and Commission are against regulating such a category in DLD Text Origin: Council General Approach
Annex II, seventy-eighth paragraph, point (b)				
588	(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);	(b) drives economically and in a safe and energy-efficient way, taking into account the revolutions per minute, changing gears, braking and accelerating ***and uses intrinsic in-vehicle driving and/or safety aids*** (categories B, BE, C, CE, C1, C1E, D, DE, D1, D1E only);	(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);	(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); B ITM 21.11.

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Annex II, seventy-eighth paragraph, point (c)				
589	(c) complies with observation rules: all-round observation; proper use of mirrors; far, middle, near distance vision;	(c) complies with observation rules: all-round observation; proper use of mirrors ***and new technologies***; far, middle, near distance vision;	(c) complies with observation rules: all-round observation; proper use of mirrors; far, middle, near distance vision;	(c) complies with observation rules: all-round observation; proper use of mirrors; far, middle, near distance vision; B ITM 21.11. Text Origin: Council General Approach
Annex II, seventy-eighth paragraph, point (d)				
590	(d) respects priority/giving way: priority at crossroads, intersections and junctions; giving way at other occasions (for instance changing direction, changing lanes, special manoeuvres);		(d) respects priority/giving way: priority at crossroads, intersections and junctions; giving way at other occasions (for instance changing direction, changing lanes, special manoeuvres);	(d) respects priority/giving way: priority at crossroads, intersections and junctions; giving way at other occasions (for instance changing direction, changing lanes, special manoeuvres); Text Origin: Commission Proposal
Annex II, seventy-eighth paragraph, point (e)				
591	(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;		(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;	(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;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, seventy-eighth paragraph, point (f)				
592	(f) keeps distance: keeping adequate distance to the front and the side; keeping adequate distance from other road users in particular vulnerable road users;		(f) keeps distance: keeping adequate distance to the front and the side; keeping adequate distance from other road users in particular vulnerable road users;	(f) keeps distance: keeping adequate distance to the front and the side; keeping adequate distance from other road users in particular vulnerable road users; Text Origin: Commission Proposal
Annex II, seventy-eighth paragraph, point (g)				
593	(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;		(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;	(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; Text Origin: Commission Proposal
Annex II, seventy-eighth paragraph, point (h)				
594	(h) respects traffic lights, road signs and other indications: acting correctly at traffic lights; obeying instructions from traffic controllers; acting correctly at road		(h) respects traffic lights, road signs and other indications: acting correctly at traffic lights; obeying instructions from traffic controllers; acting correctly at road	(h) respects traffic lights, road signs and other indications: acting correctly at traffic lights; obeying instructions from traffic controllers; acting correctly at road

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	signs (prohibitions or commands); take appropriate action at road markings;		signs (prohibitions or commands); take appropriate action at road markings;	signs (prohibitions or commands); take appropriate action at road markings; Text Origin: Commission Proposal
Annex II, seventy-eighth paragraph, point (i)				
595	(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;		(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;	(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; Text Origin: Commission Proposal
Annex II, seventy-eighth paragraph, point (j)				
596	(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).	(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 ***and use of in-vehicle technologies*** (only for categories C, CE, D, DE).	(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).	(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). B ITM 21.11. Text Origin: Council General Approach

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex II, eightieth paragraph				
597	10. Length of the test		10. Length of the test	10. Length of the test Text Origin: Commission Proposal
Annex II, eighty-first paragraph				
598	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.		The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in title B of this Annex. In no circumstances shall the time spent driving on the road be less than 25 minutes for categories A, A1, A2, B, B1 and BE and 45 minutes for the other categories. This shall not include the reception of the applicant, the preparation of the vehicle, the technical check of the vehicle with a bearing on road safety, the special manoeuvres**, the ensurance of competence according to point 8(1a)** and the announcement of the outcome of the practical test. linked to lines 562a-b	The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in title B of this Annex. In no circumstances shall the time spent driving on the road be less than 25 minutes for categories A, A1, A2, B, B1 and BE and 45 minutes for the other categories. This shall not include the reception of the applicant, the preparation of the vehicle, the technical check of the vehicle with a bearing on road safety, the special manoeuvres***, the ensurance of competence according to point 8(1a)*** and the announcement of the outcome of the practical test. B ITM 21.11. Text Origin: Council General Approach
Annex II, eighty-third paragraph				
599	11. Location of the test		11. Location of the test	11. Location of the test

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex II, eighty-fourth paragraph				
600	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.		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.	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. Text Origin: Commission Proposal
Annex II, Part II				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 601	Part II II. KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE		Part II II. KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE	Part II II. KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE Text Origin: Commission Proposal
Annex II, eighty-fifth paragraph				
G 602	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:		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:	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: Text Origin: Commission Proposal
Annex II, eighty-sixth paragraph				
G 603	- recognise and anticipate traffic dangers and hazards and assess their seriousness;		- recognise and anticipate traffic dangers and hazards and assess their seriousness;	- recognise and anticipate traffic dangers and hazards and assess their seriousness; Text Origin: Commission Proposal
Annex II, eighty-seventh paragraph				
G 604	- have sufficient command of their vehicle not to create dangerous situations and to react appropriately should such situations occur;		- have sufficient command of their vehicle not to create dangerous situations and to react appropriately should such situations occur;	- have sufficient command of their vehicle not to create dangerous situations and to react appropriately should such situations occur; Text Origin: Commission Proposal
Annex II, eighty-eighth paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
605	- comply with road traffic regulations, and in particular those intended to prevent road accidents and to maintain the flow of traffic;		- comply with road traffic regulations, and in particular those intended to prevent road accidents and to maintain the flow of traffic;	- comply with road traffic regulations, and in particular those intended to prevent road accidents and to maintain the flow of traffic; Text Origin: Commission Proposal
Annex II, eighty-ninth paragraph				
606	- detect any major technical faults in their vehicles, in particular those posing a safety hazard, and have them remedied in an appropriate fashion;		- detect any major technical faults in their vehicles, in particular those posing a safety hazard, and have them remedied in an appropriate fashion;	- detect any major technical faults in their vehicles, in particular those posing a safety hazard, and have them remedied in an appropriate fashion; Text Origin: Commission Proposal
Annex II, ninetieth paragraph				
607	- 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;	- take account of all the factors affecting driving behaviour (for instance alcohol, fatigue, poor eyesight, ***use of electronic device*** etc.) so as to retain full use of the faculties needed to drive safely;	- 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;	- take account of all the factors affecting driving behaviour (for instance alcohol, fatigue, poor eyesight, ***use of electronic device*** etc.) so as to retain full use of the faculties needed to drive safely; B ITM 21.11. Text Origin: EP vote P9_TA(2024)0095
Annex II, ninety-first paragraph				
608	- help ensure the safety of all road users, and in particular of		- help ensure the safety of all road users, and in particular of	- help ensure the safety of all road users, and in particular of

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	the vulnerable road users, by showing due respect for others;		the vulnerable road users, by showing due respect for others;	the vulnerable road users, by showing due respect for others; Text Origin: Commission Proposal
Annex II, ninety-second paragraph				
G 609	- have sufficient knowledge of risk factors related to micro mobility means;	- have sufficient knowledge of risk factors related to ***cyclists, pedestrians and*** micro mobility ~~*means*~~***users***;	- have sufficient knowledge of risk factors related to micro mobility means;	- have sufficient knowledge of risk factors related to ***cyclists, pedestrians and*** micro mobility ~~*means*~~***users***; ITM 21.11. Text Origin: EP vote P9_TA(2024)0095
Annex II, ninety-third paragraph				
G 610	- have sufficient knowledge of safety related to the usage of alternatively fuelled vehicles;		- have sufficient knowledge of safety related to the usage of alternatively fuelled vehicles;	- have sufficient knowledge of safety related to the usage of alternatively fuelled vehicles; Text Origin: Commission Proposal
Annex II, ninety-fourth paragraph				
G 611	- have sufficient knowledge on the usage of advanced driving assistance systems and of other automation aspects of a vehicle.		- have sufficient knowledge on the usage of advanced ~~driving~~**driver** assistance systems and of other ~~automation aspects of a vehicle~~**automated systems**.	- have sufficient knowledge on the usage of advanced ~~*driving*~~***driver*** assistance systems and ~~*of other automation aspects of a vehicle*~~***automated driving systems***. B ITM 21.11., alignment with line 417b

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Annex II, ninety-fifth paragraph				
612	Member States may implement the appropriate measures to ensure that drivers who have lost the knowledge, skills and behaviour as described under points 1 to 9 can recover this knowledge and those skills and will continue to exhibit such behaviour required for driving a power-driven vehicle.	Member States ~~*may*~~***are enouraged to adopt and*** implement the appropriate measures to ensure that drivers who have lost the knowledge, skills and behaviour as described under points 1 to 9 can recover this knowledge and those skills and will continue to exhibit such behaviour required for driving a power-driven vehicle. ***Member States may use revenues earmarked under Directive 2015/413 to financially support such measures.***	Member States may implement the appropriate measures to ensure that drivers who have lost the knowledge, skills and behaviour as described under points 1 to 9 can recover this knowledge and those skills and will continue to exhibit such behaviour required for driving a power-driven vehicle.	Member States may implement the appropriate measures to ensure that drivers who have lost the knowledge, skills and behaviour as described under points 1 to 9 can recover this knowledge and those skills and will continue to exhibit such behaviour required for driving a power-driven vehicle. C 3rd trilogue 18 February 25 Text Origin: Commission Proposal
Annex III				
613	Annex III		Annex III	Annex III Text Origin: Commission Proposal
Annex III, first paragraph				
614	MINIMUM STANDARDS OF PHYSICAL AND MENTAL FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE	MINIMUM STANDARDS OF ~~*PHYSICAL AND MENTAL*~~ FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE	MINIMUM STANDARDS OF PHYSICAL AND MENTAL FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE	B Text Origin: Commission Proposal
Annex III, second paragraph				
615	DEFINITIONS		DEFINITIONS	DEFINITIONS

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex III, point 1.				
616	1. For the purpose of this Annex, drivers shall be classified in two groups:		1. For the purpose of this Annex, drivers shall be classified in two groups:	1. For the purpose of this Annex, drivers shall be classified in two groups: Text Origin: Commission Proposal
Annex III, third paragraph				
617	(1) Group 1: drivers of vehicles of categories A, A1, A2, AM, B, B1 and BE;	(1) Group 1: drivers of vehicles of categories A, A1, A2, AM, B, B1, ***BE and T*** ~~***and BE***~~;	(1) Group 1: drivers of vehicles of categories A, A1, A2, AM, B, B1 and BE;	C ITM 27.1.25: Council and Commission against regulating T category Text Origin: Commission Proposal
Annex III, fourth paragraph				
618	(2) Group 2: drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E.		(2) Group 2: drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E.	(2) Group 2: drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E. Text Origin: Commission Proposal
Annex III, fifth paragraph				
619	(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	(3) National legislation ~~*may*~~***shall*** 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	(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	C ITM 21.11.: Council: only GA Text Origin: Commission Proposal

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	for professional purposes (taxis, ambulances, etc.).	professional purposes (taxis, ambulances, etc.).	for professional purposes (taxis, ambulances, etc.).	
Annex III, point 2.				
620	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.		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.	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. Text Origin: Commission Proposal
Annex III, sixth paragraph				
621	MEDICAL EXAMINATIONS	~~*MEDICAL EXAMINATIONS*~~***FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE***	*deleted* *Moved to Articles, new Article 10a*	*C* *linked to the complex fitness to drive*
Annex III, point 3., first subparagraph				
622	*3.* Group 1:		*deleted* *Moved to Articles, new Article 10a*	*C* *linked to the complex fitness to drive*
Annex III, point 3., second subparagraph				
623	Applicants shall perform a self-assessment of their physical and mental fitness for driving a power-driven vehicle.	Applicants shall perform ***either*** a self-assessment ~~*of their physical and mental fitness*~~***or a medical examination*** for driving a power-driven vehicle ***in accordance with the national system in place in***	*deleted* *Moved to Articles, new Article 10a*	*C* *ITM 21.11.: EP will look at lines 623 and 624 together as regards the minimum standard for initial issuance. Will revert.*

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		the Member State of normal residence.		
Annex III, point 3., third subparagraph				
624	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 are likely to have one or more of the medical incapacities mentioned in this Annex.	The applicants shall be required to undergo a medical examination ~~*if it becomes apparent, from the self-assessment of their physical and mental fitness*~~***, including an appropriate examination for eyesight as described in point 6***, when the necessary formalities are being completed or during the tests which they have to undergo prior to obtaining a driving licence, ~~*that they are likely to have one or more of the*~~***culminating in the issue of a reasoned medical opinion by a*** medical ~~*incapacities mentioned in*~~***authority whose expertise is appropriate for the complexity of the combined purposes of*** this Annex.	*deleted* *Moved to Articles, new Article 10a*	*C* *ITM 21.11.: see previous line*
Annex III, point 3., fourth subparagraph				
625	Drivers shall be subject to the same procedure when their driving licences are renewed.	~~*Drivers shall be subject to the same procedure when their*~~***When renewing*** driving licences ~~*are renewed*~~***, drivers may be subject to a medical examination for driving a power-driven vehicle, the self-assessment or any other form of assessment of fitness to drive in accordance with the***	*deleted* *Moved to Articles, new Article 10a*	*C* *ITM 21.11.: Council prefers GA Article 10a paragraphs 2 and 3 as being more precise concerning the minimum required.*

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		national system in place in the Member State of normal residence.		
Annex III, point 3., fourth subparagraph a				
625a		***(3a). The Member States might set stricter standards and rules than those set out in this annex for the issue or subsequent renewal of driving licences.***		C ITM 21.11.: Council could accept as part of overall solution on medical fitness check based on Article 10a
Annex III, point 4., first subparagraph				
626	4. Group 2:		*deleted* *Moved to Articles, new Article 10a*	C *linked to the complex fitness to drive*
Annex III, point 4., second subparagraph				
627	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	Applicants shall undergo medical examinations ***of their physical and mental fitness for driving a power-driven vehicle*** 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***. The medical examination may be performed by a general practitioner, provided he or she has completed the online training course referred to in Article 10(8a).***	*deleted* *Moved to Articles, new Article 10a*	C *linked to the complex fitness to drive*

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex III, point 4., second subparagraph a				
627a		***(4a). Drivers shall be subject to the same procedure when their driving licences are renewed.***		C linked to the complex fitness to drive
Annex III, point 5.				
628	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.		*deleted*	C *linked to the complex fitness to drive* *ITM 21.11.24: Council can accept within overall solution for medical fitness based on Art 10a*
Annex III, seventh paragraph				
629	EYESIGHT		EYESIGHT	EYESIGHT Text Origin: Commission Proposal
Annex III, point 6., first subparagraph				
630	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	6. All applicants for a driving licence ***and for renewal*** shall undergo an appropriate investigation to ensure that they have adequate visual acuity, ***measured by means of validated visual acuity chart*** 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 ***or by a qualified eye-care professional authorised by***	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**, as well as an indicative investigation aimed at assessing if further examination of the field of vision is needed**. Where there is reason to doubt that the applicant's vision is adequate, he/she ~~should~~**shall** be examined by a competent medical authority. At	6. All applicants for a driving licence ***[and for renewal]*** shall undergo an appropriate investigation to ensure that they have adequate visual acuity ~~*and field of vision*~~ for driving power-driven vehicles ***as well as assessing if further examination of the field of vision is needed***. Where there is reason to doubt that the applicant's vision is adequate, he/she should be examined by a competent ~~*medical authority*~~***professional authorised***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	contrast sensitivity, diplopia and other visual functions that can compromise safe driving.	***national law***. At this examination attention shall be paid, in particular, to the following: visual acuity, field of vision, twilight vision, glare and contrast sensitivity, diplopia and other visual functions that can compromise safe driving.	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.	***by national law***. At this examination attention shall be paid, in particular, to the following: visual acuity, field of vision, twilight vision, glare and contrast sensitivity, diplopia and other visual functions that can compromise safe driving. C ITM 6.3.25: EP and Commission explain that an initial field of vision checking can be done without equipment. Agreement that the authorisation of the competent professional is for MS to decide, as there are different structures in place. EP inisists that the eye check should be performed also at renewal Text Origin: EP vote P9_TA(2024)0095
Annex III, point 6., second subparagraph				
G 631	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	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	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	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 G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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.	driver shall undergo examination by a competent medical authority ***or by a qualified eye-care professional authorised by national law*** to demonstrate that there is no other impairment of visual function, including glare, contrast sensitivity and twilight vision. The driver or applicant shall also be subject to a positive practical test conducted by a competent authority.	driver ~~shall~~**should** 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~~**should** also be subject to a positive practical test conducted by a competent authority.	driver shall undergo examination by a competent ~~*medical authority*~~***professional authorised by national law*** to demonstrate that there is no other impairment of visual function, including glare, contrast sensitivity and twilight vision. The driver or applicant ~~*shall*~~***should*** also be subject to a positive practical test conducted by a competent authority. C ITM 6.3.25 Text Origin: Council General Approach
Annex III, point 6., third subparagraph				
632	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
Annex III, ninth paragraph				
633	(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.	(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 ***(decimal notation)*** when using both eyes together.	(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.	(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. B ITM 6.3.25

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
					Text Origin: Commission Proposal	
	Annex III, tenth paragraph					
G	634	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.		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.	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. Text Origin: Commission Proposal	G
	Annex III, eleventh paragraph					
Y	635	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.		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.	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*]*. Text in brackets to be compared with line 630/631. Text Origin: Commission Proposal	Y
	Annex III, twelfth paragraph					
Y	636	(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	(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	(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	(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	Y

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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).	instance in the case of diplopia) shall have a visual acuity of at least 0,5 ***(decimal notation)***, 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).	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).	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). B ITM 6.3.25 Text in brackets to be compared with line 630/631. Text Origin: Commission Proposal
Annex III, thirteenth paragraph				
637	(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.	(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. ***The authority may establish temporary requirements and, where***	(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.	(3) After any recently developed diplopia or after the loss of vision in one eye, there shall be an appropriate adaptation period (for example, six months), during which driving is not allowed. After this period, driving shall only be allowed following a favourable opinion from vision and driving experts~~.~~ ***and may be subject to certain requirements or restrictions.***

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		appropriate, restrictions on night driving.		B ITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095
Annex III, fourteenth paragraph				
638	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, sixteenth paragraph				
639	(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.	(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 ***(decimal notation)*** in the better eye and at least 0,1 ***(decimal notation)*** 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. ***The medical examination may be performed by a general practitioner who has undergone an online training referred to in Article 10 (8a).***	(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.	(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. C ITM 6.3.25: Recital to be added about the competent medical practitioner reflecting various practices Text Origin: Commission Proposal

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex III, seventeenth paragraph				
640	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.		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.	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. Text Origin: Commission Proposal
Annex III, eighteenth paragraph				
641	Driving licences shall not be issued to or renewed for applicants or drivers with impaired contrast sensitivity or with diplopia.	Driving licences shall not be issued to or renewed for applicants or drivers ~~with~~***presenting significant changes in twilight vision and*** impaired contrast sensitivity ***and insufficient vision after glare, with inappropriate recovery time even in the better eye*** or with diplopia.	Driving licences shall not be issued to or renewed for applicants or drivers with impaired contrast sensitivity or with diplopia.	Driving licences shall not be issued to or renewed for applicants or drivers with impaired contrast sensitivity or with diplopia. B ITM 6.3.25: review of the eye-sight conditions by Commission expert group to be added to Council recital line 29a (see line 29a) Text Origin: Council General Approach
Annex III, nineteenth paragraph				
642	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	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	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	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

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	opinion from vision and driving experts.	opinion from vision and driving experts. ***The competent medical authority may allow driving subject to certain requirements or impose restrictions.***	opinion from vision and driving experts.	opinion from vision and driving experts ***and may be subject to certain requirements or restrictions.*** - B ITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095
Annex III, twentieth paragraph				
G 643	HEARING		HEARING	HEARING Text Origin: Commission Proposal G
Annex III, point 7.				
G 644	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.		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.	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. Text Origin: Commission Proposal G
Annex III, twenty-first paragraph				
G 645	PERSONS WITH A PHYSICAL DISABILITY		PERSONS WITH A PHYSICAL DISABILITY	PERSONS WITH A PHYSICAL DISABILITY Text Origin: Commission Proposal G
Annex III, point 8., first subparagraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 646	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.		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.	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. Text Origin: Commission Proposal
Annex III, point 8., second subparagraph				
G 647	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
Annex III, twenty-second paragraph				
G 648	(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		(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	(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

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
	device driving would not to be dangerous.		device driving would not to be dangerous.	device driving would not to be dangerous. Text Origin: Commission Proposal	
Annex III, twenty-fourth paragraph					
G 649	(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.		(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.	(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. Text Origin: Commission Proposal	G
Annex III, twenty-fifth paragraph					
G 650	Where the physical disability is static, driving licences may be issued or renewed without the applicant being subject to regular medical examination.		Where the physical disability is static, driving licences may be issued or renewed without the applicant being subject to regular medical examination.	Where the physical disability is static, driving licences may be issued or renewed without the applicant being subject to regular medical examination. Text Origin: Commission Proposal	G
Annex III, twenty-sixth paragraph					
G 651	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal	G
Annex III, twenty-seventh paragraph					

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 652	(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.		(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.	(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. Text Origin: Commission Proposal
Annex III, twenty-eighth paragraph				
G 653	CARDIOVASCULAR DISEASES		CARDIOVASCULAR DISEASES	CARDIOVASCULAR DISEASES Text Origin: Commission Proposal
Annex III, point 9.				
G 654	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.		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.	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. Text Origin: Commission Proposal
Annex III, twenty-ninth paragraph				
G 655	(1) For the following cardiovascular conditions, driving licences may be issued or renewed for applicants or drivers in the		(1) For the following cardiovascular conditions, driving licences may be issued or renewed for applicants or drivers in the	(1) For the following cardiovascular conditions, driving licences may be issued or renewed for applicants or drivers in the

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		indicated groups, only after the condition has been effectively treated and subject to competent medical authorisation and if appropriate, regular medical assessment:		indicated groups, only after the condition has been effectively treated and subject to competent medical authorisation and if appropriate, regular medical assessment:	indicated groups, only after the condition has been effectively treated and subject to competent medical authorisation and if appropriate, regular medical assessment: Text Origin: Commission Proposal
Annex III, twenty-ninth paragraph, point (a)					
G	656	(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);		(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);	(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); Text Origin: Commission Proposal
Annex III, twenty-ninth paragraph, point (b)					
G	657	(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);		(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);	(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); Text Origin: Commission Proposal

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex III, twenty-ninth paragraph, point (c)				
658	(c) tachy-arrhythmias (supraventricular and ventricular arrhythmias) with		(c) tachy-arrhythmias (supraventricular and ventricular arrhythmias) with	(c) tachy-arrhythmias (supraventricular and ventricular arrhythmias) with Text Origin: Commission Proposal
Annex III, thirtieth paragraph				
659	- structural heart disease and sustained ventricular tachycardia (VT) (applies to group 1 and 2), or		- structural heart disease and **especially** sustained ventricular tachycardia (VT) (applies to group 1 and 2), or	- structural heart disease and ***especially*** sustained ventricular tachycardia (VT) (applies to group 1 and 2), or B ITM 6.3.25 Text Origin: Council General Approach
Annex III, thirty-first paragraph				
660	- polymorphic nonsustained VT, sustained ventricular tachycardia or with an indication for a defibrillator (applies to group 2 only);		- polymorphic nonsustained VT~~, sustained ventricular tachycardia~~ or with an indication for a defibrillator (applies to group 2 only);	- polymorphic nonsustained VT~~, sustained ventricular tachycardia~~ or with an indication for a defibrillator (applies to group 2 only); B ITM 6.3.25 Text Origin: Council General Approach
Annex III, thirty-second paragraph				

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	661	(d) symptomatic of angina (applies to group 1 and 2);		(d) symptomatic of angina (applies to group 1 and 2);	(d) symptomatic of angina (applies to group 1 and 2); Text Origin: Commission Proposal	G
Annex III, thirty-third paragraph						
G	662	(e) permanent pacemaker implantation or replacement (applies to group 2 only);		(e) permanent pacemaker implantation or replacement (applies to group 2 only);	(e) permanent pacemaker implantation or replacement (applies to group 2 only); Text Origin: Commission Proposal	G
Annex III, thirty-fourth paragraph						
G	663	(f) defibrillator implantation or replacement or appropriate or inappropriate defibrillator shock (applies to group 1 only);		(f) defibrillator implantation or replacement or appropriate or inappropriate defibrillator shock (applies to group 1 only);	(f) defibrillator implantation or replacement or appropriate or inappropriate defibrillator shock (applies to group 1 only); Text Origin: Commission Proposal	G
Annex III, thirty-fifth paragraph						
G	664	(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);		(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);	(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); Text Origin: Commission Proposal	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex III, thirty-sixth paragraph				
665	(h) acute coronary syndrome (applies to group 1 and 2);		(h) acute coronary syndrome (applies to group 1 and 2);	(h) acute coronary syndrome (applies to group 1 and 2); Text Origin: Commission Proposal
Annex III, thirty-seventh paragraph				
666	(i) stable angina if symptoms do not occur with mild exercise (applies to group 1 and 2);		(i) stable angina if symptoms do not occur with mild exercise (applies to group 1 and 2);	(i) stable angina if symptoms do not occur with mild exercise (applies to group 1 and 2); Text Origin: Commission Proposal
Annex III, thirty-eighth paragraph				
667	(j) percutaneous coronary intervention (PCI) (applies to group 1 and 2);		(j) percutaneous coronary intervention (PCI) (applies to group 1 and 2);	(j) percutaneous coronary intervention (PCI) (applies to group 1 and 2); Text Origin: Commission Proposal
Annex III, thirty-ninth paragraph				
668	(k) coronary artery bypass graft surgery (CABG) (applies to group 1 and 2);		(k) coronary artery bypass graft surgery (CABG) (applies to group 1 and 2);	(k) coronary artery bypass graft surgery (CABG) (applies to group 1 and 2); Text Origin: Commission Proposal
Annex III, fortieth paragraph				
669	(l) stroke/transient ischemic attack (TIA) (applies to group 1 and 2);		(l) stroke/transient ischemic attack (TIA) (applies to group 1 and 2);	(l) stroke/transient ischemic attack (TIA) (applies to group 1 and 2);

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex III, forty-first paragraph				
670	(m) significant carotid artery stenosis (applies to group 2 only);		(m) significant carotid artery stenosis (applies to group 2 only);	(m) significant carotid artery stenosis (applies to group 2 only); Text Origin: Commission Proposal
Annex III, forty-second paragraph				
671	(n) maximum aortic diameter exceeding 5,5 cm (applies to group 2 only);		(n) maximum aortic diameter exceeding 5,5 cm (applies to group 2 only);	(n) maximum aortic diameter exceeding 5,5 cm (applies to group 2 only); Text Origin: Commission Proposal
Annex III, forty-third paragraph				
672	(o) heart failure:		(o) heart failure:	(o) heart failure: Text Origin: Commission Proposal
Annex III, forty-fourth paragraph				
673	- New York Heart Association (NYHA) I, II, III (applies to group 1 only);		- New York Heart Association (NYHA) I, II, III (applies to group 1 only);	- New York Heart Association (NYHA) I, II, III (applies to group 1 only); Text Origin: Commission Proposal
Annex III, forty-fifth paragraph				
674	- NYHA I and II provided that the left ventricular ejection fraction is at least 35 % (applies to group 2 only);		- NYHA I and II provided that the left ventricular ejection fraction is at least 35 % (applies to group 2 only);	- NYHA I and II provided that the left ventricular ejection fraction is at least 35 % (applies to group 2 only);

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex III, forty-sixth paragraph				
675	(p) heart transplantation (applies to group 1 and 2);		(p) heart transplantation (applies to group 1 and 2);	(p) heart transplantation (applies to group 1 and 2); Text Origin: Commission Proposal
Annex III, forty-seventh paragraph				
676	(q) cardiac assist device (applies to group 1 only);		(q) cardiac assist device (applies to group 1 only);	(q) cardiac assist device (applies to group 1 only); Text Origin: Commission Proposal
Annex III, forty-eighth paragraph				
677	(r) valvular heart surgery (applies to group 1 and 2);		(r) valvular heart surgery (applies to group 1 and 2);	(r) valvular heart surgery (applies to group 1 and 2); Text Origin: Commission Proposal
Annex III, forty-ninth paragraph				
678	(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);		(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);	(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); Text Origin: Commission Proposal
Annex III, fiftieth paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 679	(t) grade III blood pressure (diastolic blood pressure ≥ 110 mmHg and/or systolic blood pressure ≥ 180 mmHg) (applies to group 2 only);		(t) grade III blood pressure (diastolic blood pressure ≥ 110 mmHg and/or systolic blood pressure ≥ 180 mmHg) (applies to group 2 only);	(t) grade III blood pressure (diastolic blood pressure ≥ 110 mmHg and/or systolic blood pressure ≥ 180 mmHg) (applies to group 2 only); Text Origin: Commission Proposal
Annex III, fifty-first paragraph				
G 680	(u) congenital heart disease (applies to group 1 and 2);		(u) congenital heart disease (applies to group 1 and 2);	(u) congenital heart disease (applies to group 1 and 2); Text Origin: Commission Proposal
Annex III, fifty-second paragraph				
G 681	(v) hypertrophic cardiomyopathy if without syncope (applies to group 1 only);		(v) hypertrophic cardiomyopathy if without syncope (applies to group 1 only);	(v) hypertrophic cardiomyopathy if without syncope (applies to group 1 only); Text Origin: Commission Proposal
Annex III, fifty-third paragraph				
G 682	(w) long QT syndrome with syncope, Torsade des Pointes or QTc > 500 ms (applies to group 1 only).		(w) long QT syndrome with syncope, Torsade des Pointes or QTc > 500 ms (applies to group 1 only).	(w) long QT syndrome with syncope, Torsade des Pointes or QTc > 500 ms (applies to group 1 only). Text Origin: Commission Proposal
Annex III, fifty-fifth paragraph				
G 683	(2) For the following cardiovascular conditions, driving		(2) For the following cardiovascular conditions, driving	(2) For the following cardiovascular conditions, driving

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	licences shall not be issued or renewed for applicants or drivers in the indicated groups:		licences shall not be issued or renewed for applicants or drivers in the indicated groups:	licences shall not be issued or renewed for applicants or drivers in the indicated groups: Text Origin: Commission Proposal
Annex III, fifty-fifth paragraph, point (a)				
684	(a) implant of a defibrillator (applies to group 2 only);		(a) implant of a defibrillator (applies to group 2 only);	(a) implant of a defibrillator (applies to group 2 only); Text Origin: Commission Proposal
Annex III, fifty-fifth paragraph, point (b)				
685	(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);		(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);	(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); Text Origin: Commission Proposal
Annex III, fifty-fifth paragraph, point (c)				
686	(c) heart failure:		(c) heart failure:	(c) heart failure: Text Origin: Commission Proposal
Annex III, fifty-sixth paragraph				
687	- NYHA IV (applies to group 1 only);		- NYHA IV (applies to group 1 only);	- NYHA IV (applies to group 1 only);

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex III, fifty-seventh paragraph				
688	- NYHA III and IV (applies to group 2 only);		- NYHA III and IV (applies to group 2 only);	- NYHA III and IV (applies to group 2 only); Text Origin: Commission Proposal
Annex III, fifty-eighth paragraph				
689	(d) cardiac assist devices (applies to group 2 only);		(d) cardiac assist devices (applies to group 2 only);	(d) cardiac assist devices (applies to group 2 only); Text Origin: Commission Proposal
Annex III, fifty-ninth paragraph				
690	(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);		(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);	(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); Text Origin: Commission Proposal
Annex III, sixtieth paragraph				
691	(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		(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	(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

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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);		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);	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); Text Origin: Commission Proposal
Annex III, sixty-first paragraph				
G 692	(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);		(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);	(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); Text Origin: Commission Proposal G
Annex III, sixty-second paragraph				
G 693	(h) long QT syndrome with syncope, Torsade des Pointes and QTc > 500 ms (applies to group 2 only);		(h) long QT syndrome with syncope, Torsade des Pointes and QTc > 500 ms (applies to group 2 only);	(h) long QT syndrome with syncope, Torsade des Pointes and QTc > 500 ms (applies to group 2 only); G

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex III, sixty-third paragraph				
G 694	(i) Brugada syndrome with syncope or aborted sudden cardiac death (applies to group 1 and 2).		(i) Brugada syndrome with syncope or aborted sudden cardiac death (applies to group 1 and 2).	(i) Brugada syndrome with syncope or aborted sudden cardiac death (applies to group 1 and 2). Text Origin: Commission Proposal
Annex III, sixty-fourth paragraph				
G 695	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.		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.	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. Text Origin: Commission Proposal
Annex III, sixty-sixth paragraph				
G 696	(3) Other cardiomyopathies		(3) Other cardiomyopathies	(3) Other cardiomyopathies Text Origin: Commission Proposal
Annex III, sixty-seventh paragraph				
G 697	The risk of sudden incapacitating events shall be evaluated in applicants or drivers with well		The risk of sudden incapacitating events shall be evaluated in applicants or drivers with well	The risk of sudden incapacitating events shall be evaluated in applicants or drivers with well

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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.		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.	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. Text Origin: Commission Proposal
Annex III, sixty-eighth paragraph				
G 698	(4) Member States may restrict the issue or renewal of driving licences for applicants or drivers with other cardiovascular diseases.		(4) Member States may restrict the issue or renewal of driving licences for applicants or drivers with other cardiovascular diseases.	(4) Member States may restrict the issue or renewal of driving licences for applicants or drivers with other cardiovascular diseases. Text Origin: Commission Proposal
Annex III, sixty-ninth paragraph				
G 699	DIABETES MELLITUS		DIABETES MELLITUS	DIABETES MELLITUS Text Origin: Commission Proposal
Annex III, point 10., first subparagraph				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 700	10. For the purpose of the following points, the following definitions apply:		10. For the purpose of the following points, the following definitions apply:	10. For the purpose of the following points, the following definitions apply: Text Origin: Commission Proposal G
Annex III, point 10., second subparagraph				
G 701	‘severe hypoglycaemia’ means where the assistance of another person is needed;		‘severe hypoglycaemia’ means where the assistance of another person is needed;	‘severe hypoglycaemia’ means where the assistance of another person is needed; Text Origin: Commission Proposal G
Annex III, point 10., third subparagraph				
G 702	‘recurrent hypoglycaemia’ means a second severe hypoglycaemia during a period of 12 months.		‘recurrent hypoglycaemia’ means a second severe hypoglycaemia during a period of 12 months.	‘recurrent hypoglycaemia’ means a second severe hypoglycaemia during a period of 12 months. Text Origin: Commission Proposal G
Annex III, point 10., fourth subparagraph				
G 703	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal G
Annex III, seventieth paragraph				
G 704	(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		(1) Driving licences may be issued to, or renewed for, applicants or drivers who have diabetes mellitus. When treated with medication **with a low hypoglycaemia risk, they shall**	(1) Driving licences may be issued to, or renewed for, applicants or drivers who have diabetes mellitus. When treated with medication ***with a low hypoglycaemia risk, they shall be*** G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	opinion and regular medical review, appropriate to each case, but the interval shall not exceed ten years.		**be subject to regular medical review, appropriate to each case. When treated with medication with a high hypoglycaemia risk which can have consequences for the fitness to drive**, they shall be subject to authorised medical opinion and regular medical review, appropriate to each case, but the interval shall not exceed ten years.	***subject to regular medical review, appropriate to each case. When treated with medication with a high hypoglycaemia risk which can have consequences for the fitness to drive***, they shall be subject to authorised medical opinion and regular medical review, appropriate to each case, but the interval shall not exceed ten years. B ITM 6.3.25 Text Origin: Council General Approach
Annex III, seventy-first paragraph				
G 705	(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.	(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***, including through a continuous monitoring system where deemed necessary by a competent medical authority***.	(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.	(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. B ITM 6.3.25 Text Origin: Council General Approach
Annex III, seventy-second paragraph				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	706	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 inadequate awareness of hypoglycaemia. Text Origin: Commission Proposal	G
Annex III, seventy-third paragraph					
G	707	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 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 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. Text Origin: Commission Proposal	G
Annex III, seventy-fourth paragraph					
G	708	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		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	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	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	account the effects of the medical condition.		account the effects of the medical condition.	account the effects of the medical condition. Text Origin: Commission Proposal
Annex III, seventy-fifth paragraph				
709	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, seventy-seventh paragraph				
710	(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:		(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:	(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: Text Origin: Commission Proposal
Annex III, seventy-seventh paragraph, point (a)				
711	(a) no severe hypoglycaemic events have occurred in the previous 12 months;		(a) no severe hypoglycaemic events have occurred in the previous 12 months;	(a) no severe hypoglycaemic events have occurred in the previous 12 months; Text Origin: Commission Proposal
Annex III, seventy-seventh paragraph, point (b)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
712	(b) the driver has full hypoglycaemic awareness;		(b) the driver has full hypoglycaemic awareness;	(b) the driver has full hypoglycaemic awareness; Text Origin: Commission Proposal
Annex III, seventy-seventh paragraph, point (c)				
713	(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;		(c) the driver must ~~show~~**be able to perform** adequate control of the ~~condition by~~ blood glucose ~~sensors, insulin pump, insulin pen and/or hybrid close loop~~**levels by regular controls, using technical aids**, at least twice daily and at times relevant to driving;	(c) the driver must ~~*show*~~***be able to perform*** adequate control of the ~~*condition by*~~ blood glucose ~~*sensors, insulin pump, insulin pen and/or hybrid close loop*~~***levels by regular controls, using technical aids***, at least twice daily and at times relevant to driving; B ITM 6.3.25 Text Origin: Council General Approach
Annex III, seventy-seventh paragraph, point (d)				
714	(d) the driver must demonstrate an understanding of the risks of hypoglycaemia;		(d) the driver must demonstrate an understanding of the risks of hypoglycaemia;	(d) the driver must demonstrate an understanding of the risks of hypoglycaemia; Text Origin: Commission Proposal
Annex III, seventy-seventh paragraph, point (e)				
715	(e) there are no other debarring complications of diabetes.		(e) there are no other debarring complications of diabetes.	(e) there are no other debarring complications of diabetes.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex III, seventy-eighth paragraph				
G 716	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.	Moreover, in those cases, such licences shall be issued ***or renewed*** subject to the ***positive*** opinion of a competent medical authority and to regular medical review ***undertaken by a medical specialist***, undertaken at intervals of not more than three years.	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.	Moreover, in those cases, such licences shall be issued ***or renewed*** subject to the ***positive*** opinion of a competent medical authority and to regular medical review, undertaken at intervals of not more than three years. G B ITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095
Annex III, seventy-ninth paragraph				
G 717	(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.		(4) A severe hypoglycaemic event during waking hours, even unrelated to driving, ~~shall~~**should** be reported and ~~shall~~**should** give rise to a reassessment of the licensing status.	(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. G B ITM 6.3.25 Text Origin: Commission Proposal
Annex III, eightieth paragraph				

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	718	NEUROLOGICAL DISEASES AND OBSTRUCTIVE SLEEP APNOEA SYNDROME		NEUROLOGICAL DISEASES AND OBSTRUCTIVE SLEEP APNOEA SYNDROME	NEUROLOGICAL DISEASES AND OBSTRUCTIVE SLEEP APNOEA SYNDROME Text Origin: Commission Proposal	G
Annex III, point 11., first subparagraph						
G	719	11. The following rules apply to applicants with neurological diseases and obstructive sleep apnoea syndrome.		11. The following rules apply to applicants with neurological diseases and obstructive sleep apnoea syndrome.	11. The following rules apply to applicants with neurological diseases and obstructive sleep apnoea syndrome. Text Origin: Commission Proposal	G
Annex III, point 11., second subparagraph						
G	720	NEUROLOGICAL DISEASES		NEUROLOGICAL DISEASES	NEUROLOGICAL DISEASES Text Origin: Commission Proposal	G
Annex III, eighty-second paragraph						
G	721	(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.	(1) Driving licences shall not be issued to, or renewed for, applicants or drivers with a serious neurological disease, unless the application is supported by ***a positive*** authorised medical opinion ***undertaken by a medical specialist or competent medical authority***.	(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.	(1) Driving licences shall not be issued to, or renewed for, applicants or drivers with a serious neurological disease, unless the application is supported by ***a positive*** authorised medical opinion. B ITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex III, eighty-third paragraph				
722	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.	Neurological disturbances associated with ***developmental conditions,*** diseases***, medical*** or surgical intervention affecting the central or peripheral nervous system, which lead to ***cognitive, behavioural,*** sensory or motor impairments and affect ***performance/function,*** balance and coordination, shall accordingly be taken into account in relation to their functional effects ~~***and***~~***.*** The risks of progression ***of impairment and compliance with treatment needs to be taken into account***. In such cases, the issue or renewal of the licence may be subject to periodic assessment in the event of risk of deterioration.	Neurological disturbances associated with diseases or surgical intervention affecting the central or peripheral nervous system, which lead to **cognitive,** sensory or motor impairments and affect balance and coordination, shall accordingly be taken into account in relation to their functional effects **on driving** 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.	Neurological disturbances associated with ***developmental conditions,*** diseases***, medical*** or surgical intervention affecting the central or peripheral nervous system, which lead to ***cognitive, behavioural,*** sensory or motor impairments and affect ***performance or function,*** balance and coordination, shall accordingly be taken into account in relation to their functional effects ~~***and***~~***on driving.*** The risks of progression ***of impairment and compliance with treatment needs to be taken into account***. In such cases, the issue or renewal of the licence may be subject to periodic assessment in the event of risk of deterioration. B ITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095
Annex III, eighty-fourth paragraph				
723	OBSTRUCTIVE SLEEP APNOEA SYNDROME		OBSTRUCTIVE SLEEP APNOEA SYNDROME	OBSTRUCTIVE SLEEP APNOEA SYNDROME Text Origin: Commission Proposal
Annex III, eighty-sixth paragraph				

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
G	724	(2) For the purpose of the following points:		(2) For the purpose of the following points:	(2) For the purpose of the following points: Text Origin: Commission Proposal	G
Annex III, eighty-seventh paragraph						
G	725	‘moderate obstructive sleep apnoea syndrome’ means a number of apnoeas and hypopnoeas per hour (Apnoea-Hypopnoea Index) between 15 and 29;		‘moderate obstructive sleep apnoea syndrome’ means a number of apnoeas and hypopnoeas per hour (Apnoea-Hypopnoea Index) between 15 and 29;	‘moderate obstructive sleep apnoea syndrome’ means a number of apnoeas and hypopnoeas per hour (Apnoea-Hypopnoea Index) between 15 and 29; Text Origin: Commission Proposal	G
Annex III, eighty-eighth paragraph						
G	726	‘severe obstructive sleep apnoea syndrome’ means an Apnoea-Hypopnoea Index of 30 or more, both associated with excessive daytime sleepiness.		‘severe obstructive sleep apnoea syndrome’ means an Apnoea-Hypopnoea Index of 30 or more, both associated with excessive daytime sleepiness.	‘severe obstructive sleep apnoea syndrome’ means an Apnoea-Hypopnoea Index of 30 or more, both associated with excessive daytime sleepiness. Text Origin: Commission Proposal	G
Annex III, eighty-ninth paragraph						
G	727	(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		(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	(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	G

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		not to drive until confirmation of the diagnosis.		not to drive until confirmation of the diagnosis.	not to drive until confirmation of the diagnosis. Text Origin: Commission Proposal
Annex III, ninetieth paragraph					
G	728	(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.		(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.	(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. Text Origin: Commission Proposal
Annex III, ninety-first paragraph					
G	729	(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.		(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.	(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.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex III, ninety-second paragraph				
730	EPILEPSY		EPILEPSY	EPILEPSY Text Origin: Commission Proposal
Annex III, point 12., first subparagraph				
731	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.		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.	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. Text Origin: Commission Proposal
Annex III, point 12., second subparagraph				
732	For the purpose of the following points:		For the purpose of the following points:	For the purpose of the following points: Text Origin: Commission Proposal
Annex III, ninety-third paragraph				
733	‘epilepsy’ means a medical condition where the person concerned has had two or more epileptic seizures, less than five years apart;		‘epilepsy’ means a medical condition where the person concerned has had two or more epileptic seizures, less than five years apart;	‘epilepsy’ means a medical condition where the person concerned has had two or more epileptic seizures, less than five years apart; Text Origin: Commission Proposal

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
Annex III, ninety-fourth paragraph					
G	734	'provoked epileptic seizure' means a seizure which has a recognisable causative factor that is avoidable.		'provoked epileptic seizure' means a seizure which has a recognisable causative factor that is avoidable.	'provoked epileptic seizure' means a seizure which has a recognisable causative factor that is avoidable. Text Origin: Commission Proposal	G
Annex III, ninety-fifth paragraph					
G	735	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.		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.	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. Text Origin: Commission Proposal	G
Annex III, ninety-sixth paragraph					
G	736	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.		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.	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. Text Origin: Commission Proposal	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex III, ninety-seventh paragraph				
737	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
Annex III, ninety-ninth paragraph				
738	(1) Drivers assessed under group 1 with epilepsy shall be under licence review until they have been seizure-free for at least five years.		(1) Drivers assessed under group 1 with epilepsy shall be under licence review until they have been seizure-free for at least five years.	(1) Drivers assessed under group 1 with epilepsy shall be under licence review until they have been seizure-free for at least five years. Text Origin: Commission Proposal
Annex III, one hundred paragraph				
739	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.		If the person has epilepsy **and until he/she has been seizure-free for at least five years**, the criteria for an unconditional licence shall not be deemed to be met. ~~Notification shall be given to the licensing authority.~~	If the person has epilepsy ***and until he/she has been seizure-free for at least five years***, the criteria for an unconditional licence shall not be deemed to be met. ~~*Notification shall be given to the licensing authority.*~~ B ITM 6.3.25 Text Origin: Council General Approach
Annex III, one hundred first paragraph				
740	(2) Provoked epileptic seizure: the applicant having had such a condition because of a		(2) Provoked epileptic seizure: the applicant having had such a condition because of a	(2) Provoked epileptic seizure: the applicant having had such a condition because of a

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to neurological opinion (the assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol or other co-morbidity)).		recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to neurological opinion (the assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol or other co-morbidity)).	recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to neurological opinion (the assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol or other co-morbidity)). Text Origin: Commission Proposal
Annex III, one hundred second paragraph				
G 741	(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.		(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.	(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. Text Origin: Commission Proposal
Annex III, one hundred third paragraph				
G 742	(4) Other loss of consciousness: the loss of consciousness shall be assessed		(4) Other loss of consciousness: the loss of consciousness shall be assessed	(4) Other loss of consciousness: the loss of consciousness shall be assessed

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	according to the risk of recurrence while driving.		according to the risk of recurrence while driving.	according to the risk of recurrence while driving. Text Origin: Commission Proposal
Annex III, one hundred fourth paragraph				
G 743	(5) Epilepsy: drivers or applicants may be declared fit to drive after a one-year period free of further seizures.		(5) Epilepsy: drivers or applicants may be declared fit to drive after a one-year period free of further seizures.	(5) Epilepsy: drivers or applicants may be declared fit to drive after a one-year period free of further seizures. Text Origin: Commission Proposal
Annex III, one hundred fifth paragraph				
G 744	(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)).		(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)).	(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)). Text Origin: Commission Proposal
Annex III, one hundred sixth paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 745	(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)).		(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)).	(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)). Text Origin: Commission Proposal
Annex III, one hundred seventh paragraph				
G 746	(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		(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	(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

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	require three months off driving if the previously effective treatment is reinstated.		require three months off driving if the previously effective treatment is reinstated.	require three months off driving if the previously effective treatment is reinstated. Text Origin: Commission Proposal
Annex III, one hundred eighth paragraph				
747	(9) After curative epilepsy surgery: see 'Epilepsy' in point 12.(5).		(9) After curative epilepsy surgery: see 'Epilepsy' in point 12.(5).	(9) After curative epilepsy surgery: see 'Epilepsy' in point 12.(5). Text Origin: Commission Proposal
Annex III, one hundred ninth paragraph				
748	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, one hundred tenth paragraph				
749	(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		(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	(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

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	neurological assessment shall be performed after the acute episode.		neurological assessment shall be performed after the acute episode.	neurological assessment shall be performed after the acute episode. Text Origin: Commission Proposal
Annex III, one hundred twelfth paragraph				
G 750	(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.	(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 ***alone and for vehicles for private use but not for the transport of others***, subject to neurological opinion. An EEG and an appropriate neurological assessment shall be performed after the acute episode.	(11) ~~Provoked epileptic seizure: the applicant who has had~~**In the case of** a provoked epileptic seizure ~~because of a recognisable provoking~~**, due to an identifiable causative** factor ~~that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to~~**, a favourable** neurological ~~opinion. An EEG and an appropriate~~**report must be provided, certifying a seizure-free period of at least one year and including an electroencephalographic assessment. Other sections of this Annex shall be taken into account. In case of structural brain lesions with increased risk for the onset of epileptic seizures, their magnitude shall be assessed by means of a** neurological ~~assessment shall be performed after the acute episode.~~**report.**	(11) ~~*Provoked epileptic seizure: the applicant who has had*~~***In the case of*** a provoked epileptic seizure ~~*because of a recognisable provoking*~~***, due to an identifiable causative*** factor ~~*that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to*~~***, a favourable*** neurological ~~*opinion. An EEG and an appropriate*~~***report must be provided, certifying a seizure-free period of at least one year and including an electroencephalographic assessment. Other sections of this Annex shall be taken into account. In case of structural brain lesions with increased risk for the onset of epileptic seizures, their magnitude shall be assessed by means of a*** neurological ~~*assessment shall be performed after the acute episode.*~~***report.*** B ITM 6.3.25 G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Annex III, one hundred thirteenth paragraph				
G 751	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).		*deleted*	*deleted* B ITM 6.3.25
Annex III, one hundred fourteenth paragraph				
G *752*	*(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.	(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.*~~	(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.	(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*~~***The medical*** authorities may allow ~~*drivers*~~***a driver*** with recognised good prognostic indicators to drive sooner. B ITM 6.3.25

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Annex III, one hundred fifteenth paragraph				
G 753	(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.		(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.~~	(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.*~~ B ITM 6.3.25 Text Origin: Council General Approach
Annex III, one hundred seventeenth paragraph				
G 754	(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'.		(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'.	(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'. Text Origin: Commission Proposal
Annex III, one hundred eighteenth paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 755	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.		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.~~**.**	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.~~. B ITM 6.3.25 Text Origin: Council General Approach
Annex III, one hundred nineteenth paragraph				
G 756	MENTAL IMPAIRMENTS		MENTAL IMPAIRMENTS	MENTAL IMPAIRMENTS Text Origin: Commission Proposal
Annex III, point 13., first subparagraph				
G 757	13. The following rules apply to applicants or drivers with mental or intellectual impairment.		13. The following rules apply to applicants or drivers with mental or intellectual impairment.	13. The following rules apply to applicants or drivers with mental or intellectual impairment. Text Origin: Commission Proposal
Annex III, point 13., second subparagraph				
G 758	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex III, one hundred twenty-first paragraph				
759	(1) Driving licences shall not be issued to, or renewed for, applicants or drivers with:		(1) Driving licences shall not be issued to, or renewed for, applicants or drivers with:	(1) Driving licences shall not be issued to, or renewed for, applicants or drivers with: Text Origin: Commission Proposal
Annex III, one hundred twenty-first paragraph, point (a)				
760	(a) severe mental impairment, whether congenital or due to disease, trauma or neurosurgical operations;	(a) severe mental***, cognitive or behavioural*** impairment, whether congenital or due to disease, trauma or neurosurgical operations;	(a) severe mental impairment, whether congenital or due to disease, trauma or neurosurgical operations;	(a) severe mental***, cognitive or behavioural*** impairment, whether congenital or due to disease, trauma or neurosurgical operations; B ITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095
Annex III, one hundred twenty-first paragraph, point (b)				
761	(b) severe intellectual impairment;	*deleted*	*(b)* severe intellectual impairment;	*deleted* *B* *ITM 6.3.25*
Annex III, one hundred twenty-first paragraph, point (c)				
762	*(c)* severe behavioural problems, ageing-linked behavioural problems; or personality impairments leading to seriously impaired judgment, behaviour or adaptability,	(c) ~~*severe behavioural problems, ageing-linked behavioural problems; or*~~ personality impairments leading to seriously impaired judgment, behaviour or adaptability,	(c) severe behavioural problems, ageing-linked behavioural problems; or personality impairments leading to seriously impaired judgment, behaviour or adaptability,	(c) ~~*severe behavioural problems, ageing-linked behavioural problems; or*~~ personality impairments leading to seriously impaired judgment, behaviour or adaptability,

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				B ITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095
Annex III, one hundred twenty-second paragraph				
G 763	unless their application is supported by authorised medical opinion and, if necessary, subject to regular medical check-ups.		unless their application is supported by authorised medical opinion and, if necessary, subject to regular medical check-ups.– **A prior period of remission should be observed.**	unless their application is supported by authorised medical opinion and, if necessary, subject to regular medical check-ups.– ***A prior period of remission should be observed.*** B ITM 6.3.25 Text Origin: Council General Approach
Annex III, one hundred twenty-third paragraph				
G 764	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, one hundred twenty-fourth paragraph				
G 765	(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.	(2) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group. ***The competent medical authority may***	(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.	(2) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group. ***The competent medical authority may***

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
		establish temporary requirements or impose restrictions on driving.		***establish temporary requirements or impose restrictions on driving.*** B ITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095
Annex III, one hundred twenty-fifth paragraph				
G 766	ALCOHOL		ALCOHOL	ALCOHOL Text Origin: Commission Proposal
Annex III, point 14., first subparagraph				
G 767	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.		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.	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. Text Origin: Commission Proposal
Annex III, point 14., second subparagraph				
G 768	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
Annex III, one hundred twenty-seventh paragraph				
Y 769	(1) Driving licences shall not be issued to, or renewed for, applicants or drivers who are dependent on alcohol or unable to	(1) Driving licences shall not be issued to, or renewed for, applicants or drivers who ~~*are dependent on*~~***have*** alcohol ***use***	(1) Driving licences shall not be issued to, or renewed for, applicants or drivers who are dependent on alcohol or unable to	(1) Driving licences shall not be issued to, or renewed for, applicants or drivers who are dependent on alcohol or unable to

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	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).	***disorders or are*** ~~*or*~~ unable to refrain from drinking and driving unless appropriate restrictions are applied through ***their participation in rehabilitation programmes including monitoring and medical supervision and*** the use of technologies enabling to offset the dependency (~~*for example,*~~ ***including*** through the mandatory use of an alcohol interlock).	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)~~. text deleted is moved into new paragraph (1a)	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)*~~. B ITM 6.3.25: EP can agree that GA forms the basis. Needs to check if the aspect of "participation in rehabilitation programmes including monitoring and medical supervision" should be explicitly incorporated. Text Origin: Council General Approach
Annex III, one hundred twenty-eighth paragraph				
Y	770	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.	After a proven period of abstinence and subject to ***a positive*** authorised medical opinion and regular medical check-ups ***by the competent medical authority***, 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.	After a proven period of abstinence**, driving licences may be issued or renewed if the applicant or drivers are** ~~and~~ subject to authorised medical opinion and **a period of** 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~~.	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,*~~ ***if the*** applicant or drivers ~~*who have in the past been dependent on alcohol with no further restrictions.*~~ ***are subject to a positive authorised medical opinion and a period of regular medical check-ups.*** B

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				ITM 6.3.25 Text Origin: Council General Approach
Annex III, one hundred twenty-eighth paragraph a				
Y 770a			**(1a) Driving licences may be issued to, or renewed for, applicants or drivers who are dependent on alcohol or unable to refrain from drinking and driving provided that technologies enabling to offset the dependency (for example, through the mandatory use of an alcohol interlock) are used and that the driver is subject to periodic review of further treatment to address dependence or lack of dissociation of drinking from driving. If a period of abstinence is proven, driving licenses may be issued or renewed without use of such technologies if the driver is subject to authorised medical opinion and a period of regular medical check-ups. The regular medical check-ups may be performed during or after the use of such technologies, or both.**	***(1a) Driving licences may be issued to, or renewed for, applicants or drivers who are dependent on alcohol or unable to refrain from drinking and driving provided that technologies enabling to offset the dependency (for example, through the mandatory use of an alcohol interlock) are used and that the driver is subject to periodic review of further treatment to address dependence or lack of dissociation of drinking from driving. If a period of abstinence is proven, driving licenses may be issued or renewed without use of such technologies if the driver is subject to authorised medical opinion and a period of regular medical check-ups. The regular medical check-ups may be performed during or after the use of such technologies, or both.*** B ITM 6.3.25

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
					Text Origin: Council General Approach	
Annex III, one hundred twenty-ninth paragraph						
G	771	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal	G
Annex III, one hundred thirtieth paragraph						
G	772	(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.		(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.	(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. Text Origin: Commission Proposal	G
Annex III, one hundred thirtieth paragraph a						
G	772a		***2a. The competent medical authority may establish temporary requirements and, where appropriate, restrictions on driving.***		***(2) 2a. The competent medical authority may establish temporary requirements and, where appropriate, restrictions on driving.*** BITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095	G
Annex III, one hundred thirty-first paragraph						
G	773	DRUGS AND MEDICINAL PRODUCTS		DRUGS AND MEDICINAL PRODUCTS	DRUGS AND MEDICINAL PRODUCTS	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex III, point 15., first subparagraph				
774	15. The following rules apply to drugs and medical products.		15. The following rules apply to drugs and medical products.	15. The following rules apply to drugs and medical products. Text Origin: Commission Proposal
Annex III, point 15., second subparagraph				
775	Abuse:		Abuse:	Abuse: Text Origin: Commission Proposal
Annex III, one hundred thirty-third paragraph				
776	(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.	(1) Driving licences shall not be issued to or renewed for applicants or drivers who ~~*are dependent on*~~***make use of*** psychotropic substances or ~~*who are not dependent on such substances but regularly abuse them*~~***narcotics or***, whatever category of licence is requested.	(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~~**are not willing or unable to dissociate consumption from driving**, whatever category of licence is requested.	(1) Driving licences shall not be issued to or renewed for applicants or drivers who are dependent on psychotropic substances or ***narcotics, or*** who are not dependent on such substances but ~~*regularly abuse them*~~***are not willing or unable to dissociate consumption from driving***, whatever category of licence is requested. B ITM 6.3.25 Text Origin: Council General Approach
Annex III, one hundred thirty-fourth paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
777	Regular use:		Regular use:	Regular use: Text Origin: Commission Proposal
Annex III, one hundred thirty-fifth paragraph				
778	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
Annex III, one hundred thirty-seventh paragraph				
779	(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.	(2) Driving licences shall not be issued to, or renewed for, applicants or drivers who ~~*regularly use*~~***abuse or make regular use of*** psychotropic substances~~*, in whatever form, which can hamper*~~ ***if the quantity taken is such as to influence*** 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. ***The competent medical authority may establish temporary requirements and, where appropriate, restrictions on driving.***	(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~~**hamper the mental or physical** ability to drive.	(2) Driving licences shall not be issued to, or renewed for, applicants or drivers who regularly use psychotropic substances ***or narcotics***, in whatever form, which can hamper the ability to drive safely where the quantities absorbed are such as to have an adverse effect on driving. This shall apply to all other medicinal products or combinations of medicinal products which ~~*affect the*~~***hamper the mental or physical*** ability to drive. ***The competent medical authority may establish temporary requirements and, where appropriate, restrictions on driving.*** B ITM 6.3.25

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Council General Approach
Annex III, one hundred thirty-eighth paragraph				
780	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, one hundred thirty-ninth paragraph				
781	(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.	(3) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group ***and may establish temporary requirements and, where appropriate, restrictions on driving***.	(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.	(3) The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group ***and may establish certain requirements or restrictions.*** - B ITM 6.3.25 Text Origin: EP vote P9_TA(2024)0095
Annex III, one hundred fortieth paragraph				
782	RENAL DISORDERS		RENAL DISORDERS	RENAL DISORDERS Text Origin: Commission Proposal
Annex III, point 16., first subparagraph				
783	16. The following rules apply to applicants with renal disorders.		16. The following rules apply to applicants with renal disorders.	16. The following rules apply to applicants with renal disorders.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex III, point 16., second subparagraph				
784	Group 1:			Group 1: Text Origin: Commission Proposal
Annex III, one hundred forty-first paragraph				
785	(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.		(1) Driving licences may be issued or renewed for applicants and drivers with serious renal insufficiency **and resulting significant limitation of physical capacity** subject to authorised medical opinion and regular medical check-ups.	(1) Driving licences may be issued or renewed for applicants and drivers with serious renal insufficiency ***and resulting significant limitation of physical capacity*** subject to authorised medical opinion and regular medical check-ups. B ITM 6.3.25 Text Origin: Council General Approach
Annex III, one hundred forty-second paragraph				
786	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, one hundred forty-third paragraph				
787	(2) Save in exceptional cases duly justified by authorised medical opinion, and subject to regular medical check-ups, driving		(2) Save in exceptional cases duly justified by authorised medical opinion, and subject to regular medical check-ups, driving	(2) Save in exceptional cases duly justified by authorised medical opinion, and subject to regular medical check-ups, driving

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	licences shall not be issued to or renewed for applicants or drivers with serious and irreversible renal deficiency.		licences shall not be issued to or renewed for applicants or drivers with serious and irreversible renal deficiency.	licences shall not be issued to or renewed for applicants or drivers with serious and irreversible renal deficiency. Text Origin: Commission Proposal
Annex III, one hundred forty-fourth paragraph				
788	MISCELLANEOUS PROVISIONS		MISCELLANEOUS PROVISIONS	MISCELLANEOUS PROVISIONS Text Origin: Commission Proposal
Annex III, point 17., first subparagraph				
789	17. The following provisions are considered miscellaneous.		17. The following provisions are considered miscellaneous.	17. The following provisions are considered miscellaneous. Text Origin: Commission Proposal
Annex III, point 17., second subparagraph				
790	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
Annex III, one hundred forty-fifth paragraph				
791	(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		(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	(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

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	or an artificial implant which affects the ability to drive.		or an artificial implant which affects the ability to drive.	or an artificial implant which affects the ability to drive. Text Origin: Commission Proposal
Annex III, one hundred forty-sixth paragraph				
792	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, one hundred forty-seventh paragraph				
793	(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.		(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.	(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. Text Origin: Commission Proposal
Annex III, one hundred forty-eighth paragraph				
794	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.		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.	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.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex IV				
795	Annex IV		Annex IV	Annex IV Text Origin: Commission Proposal
Annex IV, first paragraph				
796	MINIMUM STANDARDS FOR PERSONS WHO CONDUCT PRACTICAL DRIVING TESTS		MINIMUM STANDARDS FOR PERSONS WHO CONDUCT PRACTICAL DRIVING TESTS	MINIMUM STANDARDS FOR PERSONS WHO CONDUCT PRACTICAL DRIVING TESTS Text Origin: Commission Proposal
Annex IV, Part I				
797	Part I 1. Competences required by a driving examiner		~~Part I~~ 1. ~~——~~Competences required by a driving examiner	~~*Part I*~~ 1. ~~——~~Competences required by a driving examiner
Annex IV, second paragraph				
798	(1) A person authorised to conduct practical assessments in a power-driven vehicle of the driving performance of a candidate shall have knowledge, skills and understanding related to the topics listed in points 1.(2) to 1.(6).		(1) A person authorised to conduct practical assessments in a power-driven vehicle of the driving performance of a candidate shall have knowledge, skills and understanding related to the topics listed in points 1.(2) to 1.(6).	(1) A person authorised to conduct practical assessments in a power-driven vehicle of the driving performance of a candidate shall have knowledge, skills and understanding related to the topics listed in points 1.(2) to 1.(6). Text Origin: Commission Proposal
Annex IV, third paragraph				
799	(2) The competences of an examiner shall be relevant to		(2) The competences of an examiner shall be relevant to	(2) The competences of an examiner shall be relevant to

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken.		assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken.	assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken. Text Origin: Commission Proposal
Annex IV, fourth paragraph				
G 800	(3) Knowledge and understanding of driving and assessment:		(3) Knowledge and understanding of driving and assessment:	(3) Knowledge and understanding of driving and assessment: Text Origin: Commission Proposal
Annex IV, fourth paragraph, point (a)				
G 801	(a) theory of driving behaviour;		(a) theory of driving behaviour;	(a) theory of driving behaviour; Text Origin: Commission Proposal
Annex IV, fourth paragraph, point (b)				
G 802	(b) hazard perception and accident avoidance;		(b) hazard perception and accident avoidance;	(b) hazard perception and accident avoidance; ***this includes to understand and to pay attention to the vulnerability of non-motorised road users and users of motorised two-wheelers;*** Suggestion after ITM 11.11.2024 See line 807a

PUBLIC

		Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text	
					Text Origin: Commission Proposal	
Annex IV, fourth paragraph, point (c)						
G	803	(c) the syllabus underpinning driving test standards;		(c) the syllabus underpinning driving test standards;	(c) the syllabus underpinning driving test standards; Text Origin: Commission Proposal	G
Annex IV, fourth paragraph, point (d)						
G	804	(d) the requirements of the driving test;		(d) the requirements of the driving test;	(d) the requirements of the driving test; Text Origin: Commission Proposal	G
Annex IV, fourth paragraph, point (e)						
G	805	(e) relevant road and traffic legislation, including relevant Union and national legislation and interpretative guidelines;		(e) relevant road and traffic legislation, including relevant Union and national legislation and interpretative guidelines;	(e) relevant road and traffic legislation, including relevant Union and national legislation and interpretative guidelines; Text Origin: Commission Proposal	G
Annex IV, fourth paragraph, point (f)						
G	806	(f) assessment theory and techniques;		(f) assessment theory and techniques;	(f) assessment theory and techniques; Text Origin: Commission Proposal	G
Annex IV, fourth paragraph, point (g)						
G	807	(g) defensive driving.		(g) defensive driving.	(g) defensive driving.	G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex IV, fourth paragraph, point (ga)				
807a		***(ga) understanding and paying attention to the vulnerability of non-motorised road users.***		B ITM 11.11.24: See line 802
Annex IV, fifth paragraph				
808	(4) Assessment skills:		(4) Assessment skills:	(4) Assessment skills: Text Origin: Commission Proposal
Annex IV, fifth paragraph, point (a)				
809	(a) ability to observe accurately, monitor, and evaluate overall candidate performance, in particular:		(a) ability to observe accurately, monitor, and evaluate ~~overall~~**the** candidate**'s overall** performance, in particular:	(a) ability to observe accurately, monitor, and evaluate ~~*overall*~~***the*** candidate***'s overall*** performance, in particular: A Text Origin: Council General Approach
Annex IV, fifth paragraph, point (b)				
810	(b) correct and comprehensive recognition of dangerous situations;		(b) correct and comprehensive recognition of dangerous situations;	(b) correct and comprehensive recognition of dangerous situations; Text Origin: Commission Proposal
Annex IV, fifth paragraph, point (c)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 811	(c) accurate determination of cause and likely effect of such situations;		(c) accurate determination of cause and likely effect of such situations;	(c) accurate determination of cause and likely effect of such situations; Text Origin: Commission Proposal
Annex IV, fifth paragraph, point (d)				
G 812	(d) achievement of competence and recognition of errors;		(d) achievement of competence and recognition of errors;	(d) achievement of competence and recognition of errors; Text Origin: Commission Proposal
Annex IV, fifth paragraph, point (e)				
G 813	(e) uniformity and consistency in assessment;		(e) uniformity and consistency in assessment;	(e) uniformity and consistency in assessment; Text Origin: Commission Proposal
Annex IV, fifth paragraph, point (f)				
G 814	(f) assimilate information quickly and extract key points;		(f) assimilate information quickly and extract key points;	(f) assimilate information quickly and extract key points; Text Origin: Commission Proposal
Annex IV, fifth paragraph, point (g)				
G 815	(g) look ahead, identify potential problems, and develop strategies to deal with them;		(g) look ahead, identify potential problems, and develop strategies to deal with them;	(g) look ahead, identify potential problems, and develop strategies to deal with them; Text Origin: Commission Proposal
Annex IV, fifth paragraph, point (h)				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
816	(h) provide timely and constructive feedback.		(h) provide timely and constructive feedback.	(h) provide timely and constructive feedback. Text Origin: Commission Proposal
Annex IV, seventh paragraph				
817	(5) Personal driving skills:		(5) Personal driving skills:	(5) Personal driving skills: Text Origin: Commission Proposal
Annex IV, eighth paragraph				
818	A person authorised to conduct a practical test for a category of driving licence must be able to drive to a consistently high standard that type of power-driven vehicle.		A person authorised to conduct a practical test for a category of driving licence must be able to drive to a consistently high standard that type of ~~power-driven~~**motor** vehicle.	A person authorised to conduct a practical test for a category of driving licence must be able to drive to a consistently high standard that type of power-driven vehicle. B (please compare with line 386) Text Origin: Commission Proposal
Annex IV, ninth paragraph				
819	(6) Quality of service:		(6) Quality of service:	(6) Quality of service: Text Origin: Commission Proposal
Annex IV, ninth paragraph, point (a)				
820	(a) establish and communicate what the candidate can expect during the test;		(a) establish and communicate what the candidate can expect during the test;	(a) establish and communicate what the candidate can expect during the test;

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex IV, ninth paragraph, point (b)				
821	(b) communicate clearly, choosing content, style and language to suit the audience and context and deal with enquiries from candidates;		(b) communicate clearly, choosing content, style and language to suit the audience and context and deal with enquiries from candidates;	(b) communicate clearly, choosing content, style and language to suit the audience and context and deal with enquiries from candidates; Text Origin: Commission Proposal
Annex IV, ninth paragraph, point (c)				
822	(c) provide clear feedback about the test result;		(c) provide clear feedback about the test result;	(c) provide clear feedback about the test result; Text Origin: Commission Proposal
Annex IV, ninth paragraph, point (d)				
823	(d) treat candidates with respect and indiscriminately.		(d) treat candidates with respect and indiscriminately.	(d) treat candidates with respect and indiscriminately. Text Origin: Commission Proposal
Annex IV, tenth paragraph				
824	(7) Knowledge about vehicle technique and physics:		(7) Knowledge about vehicle technique and physics:	(7) Knowledge about vehicle technique and physics: Text Origin: Commission Proposal
Annex IV, tenth paragraph, point (a)				
825	(a) knowledge about vehicle technique such as steering, tyres,		(a) knowledge about vehicle technique such as steering, tyres,	(a) knowledge about vehicle technique such as steering, tyres,

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	brakes, lights, specially for motorcycles and heavy vehicles;		brakes, lights, specially for motorcycles and heavy vehicles;	brakes, lights, specially for motorcycles and heavy vehicles; Text Origin: Commission Proposal
Annex IV, tenth paragraph, point (b)				
826	(b) loading safety;		(b) loading safety;	(b) loading safety; Text Origin: Commission Proposal
Annex IV, tenth paragraph, point (c)				
827	(c) knowledge about vehicle physics such as speed, friction, dynamics, energy.		(c) knowledge about vehicle physics such as speed, friction, dynamics, energy.	(c) knowledge about vehicle physics such as speed, friction, dynamics, energy. Text Origin: Commission Proposal
Annex IV, eleventh paragraph				
828	(8) Driving in a fuel/energy efficient and environmentally friendly way.		(8) Driving in a fuel/energy efficient and environmentally friendly way.	(8) Driving in a fuel/energy efficient and environmentally friendly way. Text Origin: Commission Proposal
Annex IV, Part II				
829	Part II 2. General conditions		~~Part II~~ 2. General conditions	~~*Part II*~~ 2. ~~——~~General conditions
Annex IV, twelfth paragraph				
830	(1) A category B driving examiner:		(1) A category B driving examiner:	(1) A category B driving examiner:

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex IV, twelfth paragraph, point (a)				
831	(a) shall have held a category B licence for at least 3 years;		(a) shall have held a category B licence for at least 3 years;	(a) shall have held a category B licence for at least 3 years; Text Origin: Commission Proposal
Annex IV, twelfth paragraph, point (b)				
832	(b) shall be at least 23 years old;		(b) shall be at least 23 years old;	(b) shall be at least 23 years old; Text Origin: Commission Proposal
Annex IV, twelfth paragraph, point (c)				
833	(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;		(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;	(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; Text Origin: Commission Proposal
Annex IV, twelfth paragraph, point (d)				
834	(d) shall have terminated a vocational education that leads at least to a completion of level 3 as set out in the International		(d) shall have terminated a vocational education that leads at least to a completion of level 3 as set out in the International	(d) shall have terminated a vocational education that leads at least to a completion of level 3 as set out in the International

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	Standard Classification of Education (ISCED)[1]; _____ 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		Standard Classification of Education (ISCED)[1]; _____ 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	Standard Classification of Education (ISCED)[1]; _____ 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 Text Origin: Commission Proposal
Annex IV, twelfth paragraph, point (e)				
G 835	(e) shall not be active as a commercial driving instructor in a driving school simultaneously.		(e) shall not be active as a commercial driving instructor in a driving school simultaneously.	(e) shall not be active as a commercial driving instructor in a driving school simultaneously. Text Origin: Commission Proposal
Annex IV, thirteenth paragraph				
G 836	(2) A driving examiner for the other categories:		(2) A driving examiner for the other categories:	(2) A driving examiner for the other categories: Text Origin: Commission Proposal
Annex IV, thirteenth paragraph, point (a)				
G 837	(a) shall hold a driving licence in the category concerned or possess equivalent knowledge through adequate professional qualification;		(a) shall hold a driving licence in the category concerned or possess equivalent knowledge through adequate professional qualification;	(a) shall hold a driving licence in the category concerned or possess equivalent knowledge through adequate professional qualification; Text Origin: Commission Proposal
Annex IV, thirteenth paragraph, point (b)				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 838	(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;		(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;	(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; Text Origin: Commission Proposal
Annex IV, thirteenth paragraph, point (c)				
G 839	(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:		(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:	(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: Text Origin: Commission Proposal
Annex IV, thirteenth paragraph, point (c)(i)				
G 840	(i) at least 5 years of driving in the category concerned, or		(i) at least 5 years of driving in the category concerned, or	(i) at least 5 years of driving in the category concerned, or Text Origin: Commission Proposal
Annex IV, thirteenth paragraph, point (c)(ii)				
G 841	(ii) a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus		(ii) a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus	(ii) a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	making that requirement unnecessary,		making that requirement unnecessary,	making that requirement unnecessary, Text Origin: Commission Proposal
Annex IV, thirteenth paragraph, point (d)				
842	(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);		(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);	(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); Text Origin: Commission Proposal
Annex IV, thirteenth paragraph, point (e)				
843	(e) shall not be active as a commercial driving instructor in a driving school simultaneously.		(e) shall not be active as a commercial driving instructor in a driving school simultaneously.	(e) shall not be active as a commercial driving instructor in a driving school simultaneously. Text Origin: Commission Proposal
Annex IV, fourteenth paragraph				
844	(3) Equivalences		(3) Equivalences	(3) Equivalences Text Origin: Commission Proposal
Annex IV, fourteenth paragraph, point (a)				
845	(a) Member States may authorise an examiner to conduct driving tests for categories AM, A1, A2 and A upon passing the		(a) Member States may authorise an examiner to conduct driving tests for categories AM, A1, A2 and A upon passing the	(a) Member States may authorise an examiner to conduct driving tests for categories AM, A1, A2 and A upon passing the

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	initial qualification prescribed in point 3 for one of those categories.		initial qualification prescribed in point 3 for one of those categories.	initial qualification prescribed in point 3 for one of those categories. Text Origin: Commission Proposal
Annex IV, fourteenth paragraph, point (b)				
846	(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.		(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.	(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. Text Origin: Commission Proposal
Annex IV, fourteenth paragraph, point (c)				
847	(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.		(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.	(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. Text Origin: Commission Proposal
Annex IV, Part III				
848	Part III 3. Initial qualification		~~Part III~~ 3. Initial qualification	~~*Part III*~~ 3. ~~——~~Initial qualification
Annex IV, fifteenth paragraph				
849	(1) Initial training		(1) Initial training	(1) Initial training

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex IV, fifteenth paragraph, point (a)				
850	(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.		(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.	(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. Text Origin: Commission Proposal
Annex IV, fifteenth paragraph, point (b)				
851	(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.		(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.	(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. Text Origin: Commission Proposal
Annex IV, sixteenth paragraph				
852	(2) Examinations		(2) Examinations	(2) Examinations Text Origin: Commission Proposal
Annex IV, sixteenth paragraph, point (a)				
853	(a) Before a person may be authorised to conduct driving tests,		(a) Before a person may be authorised to conduct driving tests,	(a) Before a person may be authorised to conduct driving tests,

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	that person shall demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1.		that person shall demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1.	that person shall demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1. Text Origin: Commission Proposal
Annex IV, sixteenth paragraph, point (b)				
G 854	(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[1] 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. _____ 1. 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		(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[1] 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. _____ 1. 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	(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[1] 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. _____ 1. 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 G

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	accessibility requirements for products and services.		accessibility requirements for products and services.	accessibility requirements for products and services. Text Origin: Commission Proposal
Annex IV, sixteenth paragraph, point (c)				
855	(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.		(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.	(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. Text Origin: Commission Proposal
Annex IV, Part IV				
856	Part IV 4. Quality assurance and periodic training		~~Part IV~~ 4. Quality assurance and periodic training	~~*Part IV*~~ 4. Quality assurance and periodic training
Annex IV, seventeenth paragraph				
857	(1) Quality assurance		(1) Quality assurance	(1) Quality assurance Text Origin: Commission Proposal
Annex IV, seventeenth paragraph, point (a)				
858	(a) Member States shall have in place quality assurance arrangements to provide for the maintenance of standards of driving examiners.		(a) Member States shall have in place quality assurance arrangements to provide for the maintenance of standards of driving examiners.	(a) Member States shall have in place quality assurance arrangements to provide for the maintenance of standards of driving examiners.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex IV, seventeenth paragraph, point (b)				
859	(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.		(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.	(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. Text Origin: Commission Proposal
Annex IV, seventeenth paragraph, point (c)				
860	(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.		(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.	(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.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex IV, seventeenth paragraph, point (d)				
861	(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.		(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.	(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. Text Origin: Commission Proposal
Annex IV, seventeenth paragraph, point (e)				
862	(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.	(e) The work of driving examination shall be monitored and supervised by ~~a~~ ***an independent*** body authorised by the Member State, to ensure correct and consistent application of assessment.	(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.	~~(e)~~ ***Point 2.1 General conditions Professional standard*** ***Examiners shall, in the performance of their task of practical assessments, remain free from external influence, whether direct or indirect.*** ***They shall refrain from any action incompatible with their duties and observe objectivity and impartiality when they carry out their tasks.*** ***Point 4.1(e)*** The work of driving examination shall be monitored and supervised by a body

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				authorised by the Member State, to ensure correct and consistent application of assessment. ***The Member States shall ensure that the members of that body who are tasked with undertaking the monitoring and supervision are impartial and independent from external intervention or political pressure in the exercise of their functions.*** C ITM 11.11.2024: reformulation suggested to capture the independent fulfillment of tasks, rather than ensuring an agency independently created for the purpose trilogue 11.12.24: EP accepts the reformulation as in compromise above
Annex IV, eighteenth paragraph				
863	(2) Periodic training		(2) Periodic training	(2) Periodic training Text Origin: Commission Proposal
Annex IV, eighteenth paragraph, point (a)				
864	(a) Member States shall provide that, in order to remain authorised, driving examiners, irrespective of the number of		(a) Member States shall provide that, in order to remain authorised, driving examiners, irrespective of the number of	(a) Member States shall provide that, in order to remain authorised, driving examiners, irrespective of the number of

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	categories for which they are accredited, undertake:		categories for which they are accredited, undertake:	categories for which they are accredited, undertake: Text Origin: Commission Proposal
Annex IV, eighteenth paragraph, point (a)(i)				
G 865	(i) a minimum regular periodic training of four days in total per period of two years in order to:		(i) a minimum regular periodic training of four days in total per period of two years in order to:	(i) a minimum regular periodic training of four days in total per period of two years in order to: Text Origin: Commission Proposal
Annex IV, nineteenth paragraph				
G 866	- maintain and refresh the necessary knowledge and examining skills;	- maintain and refresh the necessary knowledge ~~and~~, examining ***and communication*** skills;	- maintain and refresh the necessary knowledge and examining skills;	- maintain and refresh the necessary knowledge ~~and~~, examining ***and communication*** skills; B ITM 11.11.24 Text Origin: EP vote P9_TA(2024)0095
Annex IV, twentieth paragraph				
G 867	- develop new competences that have become essential for the exercise of their profession;		- develop new competences that have become essential for the exercise of their profession;	- develop new competences that have become essential for the exercise of their profession; Text Origin: Commission Proposal
Annex IV, twenty-first paragraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
868	- ensure that he or she continues to conduct tests to a fair and uniform standard;		- ensure that ~~he or she continues~~**they continue** to conduct tests to a fair and uniform standard;	- ensure that ~~*he or she continues*~~***they continue*** to conduct tests to a fair and uniform standard; A ITM 11.11.24 Text Origin: Council General Approach
Annex IV, twenty-second paragraph				
869	(ii) a minimum periodic training of at least five days in total per period of five years in order to:		(ii) a minimum periodic training of at least five days in total per period of five years in order to~~:~~ **develop and maintain the necessary practical driving skills.** editorial: merged with next line	(ii) a minimum periodic training of at least five days in total per period of five years in order to~~:~~ ***develop and maintain the necessary practical driving skills.*** A ITM 11.11.24 Text Origin: Council General Approach
Annex IV, twenty-third paragraph				
870	- develop and maintain the necessary practical driving skills.		*deleted* *editorial: merged with previous line*	*deleted* *A* *ITM 11.11.24*
Annex IV, twenty-fourth paragraph				
871	*(b)* Member States shall take the appropriate measures for		(b) Member States shall take the appropriate measures for	(b) Member States shall take the appropriate measures for

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	ensuring that specific training is given promptly to those examiners that have found to be seriously malfunctioning by the quality assurance system in place.		ensuring that specific training is given promptly to those examiners that have found to be seriously malfunctioning by the quality assurance system in place.	ensuring that specific training is given promptly to those examiners that have found to be seriously malfunctioning by the quality assurance system in place. Text Origin: Commission Proposal
Annex IV, twenty-fifth paragraph				
G 872	(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.		(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.	(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. Text Origin: Commission Proposal
Annex IV, twenty-sixth paragraph				
G 873	(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.		(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.	(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.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex IV, twenty-seventh paragraph				
874	(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).		(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).	(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). Text Origin: Commission Proposal
Annex IV, Part V				
875	Part V 5. Acquired rights		~~Part V~~ 5. Acquired rights	~~*Part V*~~ 5. ~~——~~Acquired rights
Annex IV, twenty-eighth paragraph				
876	(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.	(1) Member States may allow persons authorised to conduct driving tests immediately before the ~~*provisions of Directive 2006/126/EC came*~~***entry*** into force ~~*to*~~***of this Directive*** 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.	(1) Member States may allow persons authorised to conduct driving tests immediately before ~~the provisions of Directive 2006/126/EC came into force~~**19 January 2013** to continue to conduct driving tests, notwithstanding that they were not authorised in accordance with the general conditions in point 2 or the initial qualification process set out in point 3.	(1) Member States may allow persons authorised to conduct driving tests immediately before ~~*the provisions of Directive 2006/126/EC came into force*~~***19 January 2013*** to continue to conduct driving tests, notwithstanding that they were not authorised in accordance with the general conditions in point 2 or the initial qualification process set out in point 3.

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				B 3rd trilogue 18 Feb 25 Text Origin: Council General Approach
Annex IV, twenty-ninth paragraph				
877	(2) Such examiners shall nonetheless be subject to the regular supervision and quality assurance arrangements set out in point 4.		(2) Such examiners shall nonetheless be subject to the regular supervision and quality assurance arrangements set out in point 4.	(2) Such examiners shall nonetheless be subject to the regular supervision and quality assurance arrangements set out in point 4. Text Origin: Commission Proposal
Annex V				
878	Annex V		Annex V	Annex V Text Origin: Commission Proposal
Annex V, first paragraph				
879	MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR COMBINATIONS AS DEFINED IN ARTICLE 6(1), POINT (C), SECOND INDENT, SECOND SUBPARAGRAPH		MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR COMBINATIONS**, MOTOR CARAVANS AND HEAVY AMBULANCES** AS DEFINED IN ARTICLE 6(1), POINT (C), SECOND INDENT, SECOND SUBPARAGRAPH	C linked to solution in line 134
Annex V, point 1.				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
880	1. Member States shall take the necessary measures to:		1. Member States shall take the necessary measures to:	1. Member States shall take the necessary measures to: Text Origin: Commission Proposal
Annex V, point 1.(a)				
881	(a) approve and supervise the training provided for in Article 10(1), point (d); or,		(a) approve and supervise the training provided for in Article 10(1), point (d); or,	(a) approve and supervise the training provided for in Article 10(1), point (d); or, Text Origin: Commission Proposal
Annex V, point 1.(b)				
882	(b) organise the test of skills and behaviour provided for in Article 10(1), point (d).		(b) organise the test of skills and behaviour provided for in Article 10(1), point (d).	(b) organise the test of skills and behaviour provided for in Article 10(1), point (d). Text Origin: Commission Proposal
Annex V, point 1.(ba)				
882a			**A. COMBINATIONS**	C consequential change
Annex V, point 2.				
883	2. The duration of driver training shall be at least 7 hours.		~~2~~**1**. The duration of driver training shall be at least 7 hours.	
Annex V, point 3., first subparagraph				
884	3. Content of driver training		~~3~~**2**. Content of driver training	
Annex V, point 3., second subparagraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
G 885	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.		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.	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. Text Origin: Commission Proposal
Annex V, point 3., third subparagraph				
G 886	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.		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.	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. Text Origin: Commission Proposal
Annex V, point 3., fourth subparagraph				
G 887	Each training participant shall perform the practical component and shall demonstrate his or her skills and behaviour on public roads.		Each training participant shall perform the practical component and shall demonstrate his or her skills and behaviour on public roads.	Each training participant shall perform the practical component and shall demonstrate his or her skills and behaviour on public roads.

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex V, point 3., fifth subparagraph				
888	Vehicle combinations used for the training shall fall within the category of driving licence participants have applied for.		Vehicle combinations used for the training shall fall within the category of driving licence participants have applied for.	Vehicle combinations used for the training shall fall within the category of driving licence participants have applied for. Text Origin: Commission Proposal
Annex V, point 4., first subparagraph				
889	4. Duration and contents of the test of skills and behaviour		~~4.~~**3** Duration and contents of the test of skills and behaviour	
Annex V, point 4., second subparagraph				
890	The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in point 3.		**4** The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in point ~~3~~**2**.	
Annex V, point 4., second subparagraph a				
890a			**B. MOTOR CARAVANS AND HEAVY AMBULANCES**	C linked to solution in line 134
Annex V, point 4., fourth subparagraph				
890b			**1. The duration of driver training shall be at least 7 hours and may be organised on public roads or on a closed circuit.**	C
Annex V, point 4., fifth subparagraph				

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
890c			**2. Content of driver training** **The driver training shall cover the knowledge, skills and behaviour as described in point 2 and, as far as applying to category C1, point 8 of Annex II. Particular attention shall be paid to vehicle movement dynamics, safety criteria, correct loading and safety fittings.** **A practical component shall include the following exercises: acceleration, deceleration, reversing, braking, stopping distance, lane-changing, braking/evasive action, parking.** **Vehicles used for the training shall fall within the category of driving licence participants have applied for.**	C
Annex V, point 4., sixth subparagraph				
890d			**3. Duration and contents of the test of skills and behaviour** **The length of the test and the distance travelled shall be sufficient to assess the skills and behaviour laid down in point 2.**	C

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
Annex VI				
891	Annex VI			Annex VI Text Origin: Commission Proposal
Annex VI, first paragraph				
892	MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR MOTORCYCLES WITHIN CATEGORY A (PROGRESSIVE ACCESS)		MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR MOTORCYCLES WITHIN CATEGORY A (PROGRESSIVE ACCESS)	MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR MOTORCYCLES WITHIN CATEGORY A (PROGRESSIVE ACCESS) Text Origin: Commission Proposal
Annex VI, point 1.				
893	1. Member States shall take the necessary measures to:		1. Member States shall take the necessary measures to:	1. Member States shall take the necessary measures to: Text Origin: Commission Proposal
Annex VI, point 1.(a)				
894	(a) approve and supervise the training provided for in Article 10(1), point (c); or,		(a) approve and supervise the training provided for in Article 10(1), point (c); or,	(a) approve and supervise the training provided for in Article 10(1), point (c); or, Text Origin: Commission Proposal
Annex VI, point 1.(b)				
895	(b) organise the test of skills and behaviour provided for in Article 10(1), point (c).		(b) organise the test of skills and behaviour provided for in Article 10(1), point (c).	(b) organise the test of skills and behaviour provided for in Article 10(1), point (c).

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
				Text Origin: Commission Proposal
Annex VI, point 2.				
896	2. The duration of driver training shall be at least 7 hours.		2. The duration of driver training shall be at least 7 hours.	2. The duration of driver training shall be at least 7 hours. Text Origin: Commission Proposal
Annex VI, point 3., first subparagraph				
897	3. Content of driver training		3. Content of driver training	3. Content of driver training Text Origin: Commission Proposal
Annex VI, point 3., second subparagraph				
898	The driver training shall contain all aspects covered in point 6 of Annex II.		The driver training shall contain all aspects covered in point 6 of Annex II.	The driver training shall contain all aspects covered in point 6 of Annex II. Text Origin: Commission Proposal
Annex VI, point 3., third subparagraph				
899	Each participant shall perform the practical components of the training and shall demonstrate his or her skills and behaviour on public roads.		Each participant shall perform the practical components of the training and shall demonstrate his or her skills and behaviour on public roads.	Each participant shall perform the practical components of the training and shall demonstrate his or her skills and behaviour on public roads. Text Origin: Commission Proposal
Annex VI, point 3., fourth subparagraph				
900	Motorcycles used for the training shall fall within the category of		Motorcycles used for the training shall fall within the category of	Motorcycles used for the training shall fall within the category of

PUBLIC

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Compromise/agreed text
	driving licence participants have applied for.		driving licence participants have applied for.	driving licence participants have applied for. Text Origin: Commission Proposal
Annex VI, point 4., first subparagraph				
901	4. Duration and contents of the test of skills and behaviour		4. Duration and contents of the test of skills and behaviour	4. Duration and contents of the test of skills and behaviour Text Origin: Commission Proposal
Annex VI, point 4., second subparagraph				
902	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.		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.	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. Text Origin: Commission Proposal

PUBLIC