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NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
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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

I. INTRODUCTION

1. On 1 March 2023, the Commission submitted to the Council the proposal for a complete overhaul of the Directive on Driving Licences, the 4th reform of this Directive.

2. The proposal, which was adopted as part of the Commission's REFIT initiatives and of the 'road safety package', is relevant for more than 250 million drivers in the EU and the EEA. Its aim is to improve road safety and to facilitate the free movement of citizens within the EU. The main new elements are:

   – the introduction of a "mobile" (i.e. digital) driving licence,

   – a step towards harmonising the medical screening processes applied in the Member States,

- a scheme for accompanied driving with a licence from the age of 17,
- a probationary period for novice drivers,
- focused technical adjustments to further reduce barriers for access to licences of citizens moving from one Member State to another, and a centralised evaluation of the road transport framework of a third country in view of exchanges of driving licences in a Member State, and
- focused updating of the test requirements for obtaining a driving licence and of the requirements of the driver's physical and mental fitness.

3. The Council agreed on a general approach on 4 December 2023.

4. The Parliament, towards the end of its 9th term, adopted its first reading position on 28 February 2024 by 339 votes in favour, 240 against and 37 abstentions.

II. NEGOTIATIONS WITH THE EUROPEAN PARLIAMENT

5. At the start of the 10th parliamentary term, Ms Jutta PAULUS (Greens/EFA, DE) was appointed as new rapporteur. The TRAN committee on 7 October 2024 agreed to start trilogue negotiations. Three trilogues were held so far, on 22 October, 11 December 2024 and 18 February 2025.

6. The latest interinstitutional technical meeting was held on 6 March 2025, dedicated to Annex III. A further meeting on 17 March 2025 is planned to discuss text related to some political issues.

III. PREPARATION FOR THE FOURTH TRILOGUE

7. The fourth informal trilogue is planned for 24 March 2025. The Presidency would like to discuss all open issues with the aim to reach a political agreement.

8. To achieve this, the following topics outline the negotiating position and the envisaged moves towards the Parliament.

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a) Minimum ages, accompanied driving scheme, third country certificates of professional competence (CPCs)

(Art. 7(1), 7(3) lines 170a, 171a, 174/130, 179-182, 184-187; Art. 12(8a) lines 35, 287a; Art. 14 lines 297-306a; Art. 23 lines 359-359c)

9. Based on the discussion during the second and third trilogue[1], the Presidency would like to accommodate the Parliament's request to incorporate the "professional age limits" stemming from the Directive on initial qualification and period training (CPC Directive[2]) into Article 7 of the Driving Licences Directive, and to simplify the conditions and requirements for a 21-years-old to drive a heavy bus after professional qualification. The compromise text is set out in Annex 1 to this note and has not changed compared to the discussion in February.

10. Concerning third country CPCs (line 287a), the Presidency supports the compromise proposal from the Commission to replace that line by the recital in line 36a.

11. For the accompanied driving scheme (lines 297-306a), the Presidency will defend the general approach, adjusted by the provisions on training of the accompanying person developed at the technical level (line 305). In addition, accident monitoring (line 342c) and a shorter transposition time was mentioned during third trilogue as possible elements of a final agreement. However, the Parliament during third trilogue made a counterproposal to put category C1 into the scope of the mandatory scheme. The Presidency is aware of differing views on the matter by Member States. In the absence of agreement among Member States to include category C1 in the scope of the mandatory scheme, the Presidency will maintain the previous proposals regarding additional training for the accompanying person, accident monitoring, and a shorter transposition period. If Member States agree to include category C1 in the scope of the mandatory scheme, the shorter transposition period will be excluded.

b) Staging and equivalences between categories

(Art. 2(1) points 11a/11b, Art. 6(1)(c), Art 7(2) (b), Art. 9(2)(ha) lines 74a/74b, 130, 134, 137a, 174, 203a, recital line 23a, Annex V lines 890a-890d; Art. 2(1) points 11c/d, Art. 9(2) points h-he lines 74c/d, 203-203f, recitals lines 12, 22; Art. 9(4a) line 218a)

[1] See the mandates in note ST 16147/24 and ST 5895/25.
[2] Directive (EU) 2022/2561.

12. Following the various discussions, latest at the technical level with the Parliament, the Presidency supports the evolving compromise drafted by the Commission (see Annex 1, an overview by vehicle category is provided as Annex 2). The new rules on emergency vehicles, developed on the basis of the general approach regarding ambulances, are entirely subject to national decisions, both in terms of a national minimum age for driving these vehicles with categories C and D (Article 7(3)), and in terms of a weight allowance when driven with a licence of category B (Article 9(4) new point (d)); the latter measure is capped at an overall weight maximum of 5 000 kg, including a trailer, and subject to test or training. The Parliament is slowly moving towards the Council as regards the mutual recognition of national measures at the discretion of Member States. The Parliament is working on a recital to explain the appropriateness of mutual recognition in cross-border crisis assistance.

13. Following the discussion on the mandate for the third trilogue, the heavy motorhome category could be treated differentiated within category B, according to the propulsion system: if the model is an alternatively fuelled vehicles, up to 4250 kg, a prior driving experience in category B of 2 years would be sufficient. However, if used with a trailer and consequently exceeding 4250 kg, a test or training within category B would be required. If the model is a conventionally fuelled vehicle, a test or training within category B would be required above 3500 kg. On the Parliament's side, there are still concerns regarding this solution.

14. As regards alternatively fuelled vehicles, the Council already showed openness towards listing separately the category BE. For the baseline scenario of category B, the latest Commission proposal suggests that the two years of prior driving experience would be sufficient for this type of vehicle up to 4250 kg, while above this weight, when driven in a combination with a trailer, a test or training will be required. This new proposal should be welcome as it shifts the balance towards the Council general approach in line 203; a reaction of the Parliament remains to be seen. Further steps towards other categories should not be accepted, and the Parliament would have to accept the Commission's definition of alternative fuels (see line 203 versus line 74d). The Council will have to show a limited openness towards a special transposition deadline (advanced by ca. one year) for alternatively fuelled vehicles (line 367a versus line 365).

15. As regards the new vehicle type under category B1, the Presidency had signalled to the Parliament that the Council prefers to stick to the general approach; one delegation made a new text proposal for assessment by the Committee.

c) Probationary period

(Art. 1 line 60, Art. 15 lines 308-312b, recital line 30)

16. The Presidency would like to stick to the previous mandate and sees room for finding an agreement along those lines. The compromise provided at the third trilogue is outlined in the 4-column document (lines 30, 309). As regards line 312b, it is understood that it will be replaced by a compromise formulation in a recital, for which the Presidency has drafted a counterproposal in line 39b. The Presidency would like to insist in the fourth trilogue that the second/subsequent compulsory probationary periods should be subject to a decision at the Member State level (line 310 versus 312a). The Presidency still expects a final Parliament request for adjusting the compromise text in lines 40/309, but considers it as being mostly stable. In accordance with the strong mandate, the Presidency will ensure that no concrete blood alcohol level for novice drivers will be established in the Directive.

d) Issue, validity and renewal

(Article 10; recitals 16d, 20; lines 228a, 229, 230, 235, 236; recital lines 26d, 30)

17. The introduction of a general minimum duration of validity (line 229) must be rejected. While moving towards a general validity duration of 15 years, as proposed by the Commission, it is necessary to ensure coherence with other EU rules (cf. Article 4(1) of Regulation (EU) 2019/1157[1)] when the driving license is used as an ID card (general approach line 230). The EP had signalled during 2nd trilogue that it would accept this amendment as part of an overall compromise.

18. The EP and Council amendments in lines 235 and 236 (and recital line 26d) concerning the increased frequency of medical checks to improve road safety should be looked at together. The EP insists that it considers any differentiation according to a specific age of the licence holder arbitrary and discriminatory. However, the EP also acknowledges that practices established over many years in accordance with Directive 2006/126/EC[2] should not be disrupted. The EP is working on a compromise formulation.

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[1] "Identity cards shall have a minimum period of validity of five years and a maximum period of validity of ten years."

[2] Art 7(3) last subparagraph: "Member States may reduce the period of administrative validity […] of driving licences of holders residing on their territory having reached the age of 50 years in order to apply an increased frequency of medical checks or other specific measures such as refresher courses. This reduced period of administrative validity can only be applied upon renewing the driving licence."

19. As regards more flexible test arrangements for persons with disability (line 228a), the Commission and the Council have provided a compromise text for a recital[1], which the EP at technical level has welcome; however, the EP wants a corresponding provision to be based in the Articles.

e) Physical and mental fitness

(Article 10/10a, Annex III, recitals 16c, 18, 18b, 19-19c; lines 222, 247, 248a-248c, 254a, 254b-h; Annex III lines 614, 619, 621, 622, 623, 624, 625, 625a, 626, 627, 627a, 628, 630, 631, 633, 636, 637, 639, 641, 642, 659, 660, 704, 705, 713, 716, 717, 721, 722, 739, 750, 751, 752, 753, 755, 760, 761, 762, 763, 765, 769, 770, 770a, 772a, 776, 779, 781, 785; recitals lines 26c, 28, 28b, 29, 29a-29c)

20. The Presidency has repeatedly insisted on the importance of the text of the general approach to achieve an overall balance in the compromise negotiations. Therefore, the negotiation should be based on *Council's new Article 10a* (lines 254b-h) and a compromise should be close to it.

21. The EP has signalled willingness to discuss this topic based on the Council's new Article 10a, but has so far not made precise requests concerning additions or modifications, with two exemptions: The EP underlined its amendment in line 630 imposing an eyesight check at each licence renewal (line 630). Particularly on that line, the Presidency noted strong concerns by several delegations, as this could put unnecessary strain on national health care systems. Also, the EP was eager to keep the line allowing stricter national standards (EP line 625a, Commission proposal line 628). The Presidency signalled openness towards reinstating that line. Finally, the Commission compromise texts on lines 248b, 248c and 254a (see line 248b of the 4-column document in ADD 1 to this document) is still on the table, and might become part of the package.

[1] Recital (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."

f) Secondary political issues

aa) Non road mobile machinery and Category T

(NRMM: Articles 1, 6, 7, 12 a, Annex II, Recital 27a; lines: 61, 161, 289a, 289b, 289c; 342b, 424, 434, 460, 566; 37a; Cat. T: Articles 7, 16, Annexes II, III, IV; lines: 165, 424, 434, 460, 566, 587, 617)

22. The EP will no longer pursue the introduction of a tractor licence as a Union licence. With regard to the non road mobile machinery, the Commission has offered a draft compromise proposal referring to future work by an expert group on this and other subject (line 46a). That recital would replace the EP amendments in this regard.

bb) Mobile and physical driving licence

(mobile: Article 5, Annex I part C, recitals 5, 8a and 11; lines 102-108, 110, 110a, recitals lines 15, 18a, 21, Annex I lines 65-75a, 78, 80, 82; physical: Article 4, Annex I; lines: 88, 92, 95, 96, 97; Annex I lines 8, 39a)

23. During the third trilogue, the institutions reached a tentative agreement on all but one line (line 39a) of Annex I and also on all the lines of the Articles. The Presidency has shared with the Parliament, at its request, a proposal for adding examples in recital line 15 (see 4 column document), which was tentatively supported at technical level. The Presidency also will ask for deletion of the Parliament's recital in line 18a, or if needed reformulate it so that it does not put into question the need to have means to verify a person's identity and driving rights.

cc) Union standard specifications on driving licences, mutual recognition + conditions and restrictions

(Articles 2, 3, 8, recital 10, Annex I part E; lines: 64, 80, 81, 82, 83, 84+85, 190, 20; Annex I lines 91, 96)

24. As regards the political content of this topic, namely the *issuance of the format of driving licence and related deadlines* (lines 82-85), the third trilogue resulted in a tentative agreement based on the Presidency's compromise proposal. The Commission after trilogue provided an accompanying new recitals 10a and 11a in lines 20a/21 at the insistence of the Parliament. After further, controversial discussion at technical level, the Presidency considers that the text proposed now in recital lines 20a and 21 is balanced and necessary to reflect certain messages of the Parliament.

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dd) Normal residence

(Article 17, recital 32; lines: 318, 320, 321,322, 323, 42)

25. The discussion on normal residence contains a political topic in Article 17(4), line 323 (the *Member State of taking tests*), which was not solved during the third trilogue. This topic has become highly political and the Parliament requests the option to take the driving tests in the EU country of citizenship for the reason of a language barrier, not only for licence category B, but also A. The Presidency is of the view that for achieving an overall compromise, it might be necessary to move towards a compromise, preferably towards the Commission proposal's text. Both the Commission's and the Parliament's text continue to receive negative comments by several delegations; however, the Presidency considers that other requests of the Council are much more important.

ee) Review

(Article 20, recitals 35, 35a, 35b; lines 341-343, 45, 45a, 45b)

26. The Presidency has drafted a *compromise text* in lines 45-45b, 342, 342a, 342c, 342d, 343 of the 4-column document, which it would defend in trilogue, if it is supported by delegations.

ff) Transposition

(Article 25, lines *364-368)*

27. The Presidency will defend the deadline for the adoption of transposition rules (three years after adoption, line 365) and their application (4 years after adoption, line 366). Concerning the special transposition of new rules on alternatively fuelled vehicles (Parliament's amendment line 367a), delegations have provided the Presidency with limited flexibility in this regard (see previous point on "staging and equivalences of licences"). As pointed out above under the "accompanied driving scheme", an offer to provide for an application of the accompanied driving scheme one year earlier than set out in line 366 was put on the table during third trilogue, provided that the EP accepts that the scheme is voluntary for categories C1 and C.

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IV. CONCLUSION

28. The Permanent Representatives Committee is invited to provide the Presidency with a mandate for the fourth trilogue, planned for 24 March 2025, based on the main issues outlined in point III. above and the compromise texts in the Annex 1 as well as in the four-column document in ADD 1 and ADD 2.

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ANNEX 1

POSSIBLE COMPROMISE TEXT CONCERNING STAGING AND EQUIVALANCES AND MINIMUM AGES (ARTICLES 6, 7, 9, 23)

The compromise text is identical to the one provided in document WK 2967/25 ADD 1, except for the corrections in grey shaded.

A) EMERGENCY VEHICLES – ARTICLES 2,6,7 AND 9 + ANNEX I, PART E

Lines 74a, 131-138, 179, 180, 181a, part of 203a, new 216a, new 217a

EP amendment to Recital 12 line 22 placed into new recital and modified:

(New recital) A greater presence of alternatively fuelled vehicles is key to the green transition. The possibility of new models of a greater weight being available in driving licence categories B and BE, C or D should be taken into consideration in this Directive. Therefore, holders of a category B or BE licence should be allowed, subject to driving experience in their obtained category, to drive motor vehicles, both for the purpose of driving persons and goods, powered wholly or in part by alternative fuels as defined in Article 2 of Council Directive 96/53/EC, which carry a higher authorised mass than 3 500 kg.

Recital 13a line 23a (EP amendment)

[EP recital on ambulances to be revised according to compromise]

~~Article 2~~

~~For the purposes of this Directive, the following definitions apply:~~

~~[instead of line 74a on ambulances] (x) 'emergency vehicle' means a power-driven vehicles that is intended for the purpose of ensuring public safety and providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances or fire department vehicles;~~[6]

[6] Description of the emergency vehicle is now placed into the relevant Article (Articles 6, 7 and 9).

Article 6 (1) point c (ii)

(ii) category B:

- motor vehicles with a maximum authorised mass not exceeding 3 500 kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver.

- motor vehicles in this category may be combined with a trailer of category O1 referred to in Article 4 of Regulation (EU) 2018/858.

  Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer of category O2 referred to in Article 4 of Regulation (EU) 2018/858, ~~or may be a motor caravan with a maximum authorised mass exceeding 3 500 kg,~~ provided that the maximum authorised mass of the combination ~~or of the motor caravan~~[7] 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 Annex V, require that it only be driven after:

  – a training has been completed, or

  – a test of skills and behaviour has been passed.

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

  Under the same conditions ***and, in the case of point (b), the conditions provided for in Article 9(4),*** and without prejudice to the provisions of type-approval rules for the vehicles concerned ***and Article 9(2) point (h)***, motor vehicles in this category may consist of

  (a) a motor caravan with a maximum authorised mass exceeding 3 500 kg but not exceeding 4 250 kg, which may be combined with a trailer of category O1 or O2 referred to in Article 4 of Regulation (EU) 2018/858, with the maximum authorised mass of this combination not exceeding 5 000 kg; or

[7] NOTE: The additional weight of motor caravans is now addressed in point (a) of the following subparagraph.

(b) ~~an ambulance~~ ***an emergency vehicle, meaning power-driven vehicles dedicated to maintaining public safety and order, for example by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances or fire department vehicles,*** with a maximum authorised mass exceeding a weight of 3 500 kg but not exceeding ***5000 kg, which may be combined with a trailer of category O1 or O2 referred to in Article 4 of Regulation (EU) 2018/858, with the maximum authorised mass of this combination not exceeding 5 000 kg.***~~exceeding 3 500 kg but not exceeding 4 250 kg. *Those vehicles may be combined with a trailer of category O1 referred to in Article 4 of Regulation (EU) 2018/858, with the maximum authorised mass of this combination not exceeding 5 000 kg;*~~

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

Article 7(3)

3. Member States may lower the minimum age for category C to 18 years and for category D to 21 years with regard to:

(a) ~~vehicles used by the fire service and vehicles used for maintaining public order~~ ***emergency vehicles, meaning power-driven vehicles dedicated to maintaining public safety and order[8], for example by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances or fire department vehicles***;

(…).

Member States may, indefinitely or temporarily, mutually recognise on their territory the validity of driving licences issued to drivers under the minimum ages as set out in this paragraph.[9]

[8] NOTE: New description closer to the existing text of Article 7(3), to avoid interpretation of making it more narrow.

[9] NOTE: The EP is working on a recital encouraging mutual recognition.

Article 9(4)

4. Member States may authorise the driving on their territory of the following categories of vehicles:

(*new point (d)*)

(d) emergency vehicles, meaning power-driven vehicles dedicated to maintaining public safety and order, for example by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances or fire department vehicles, with a maximum authorised mass exceeding 3500 kg but not exceeding 5000 kg, which may be combined with a trailer of category O1 or O2 referred to in Article 4 of Regulation (EU) 2018/858, with the maximum authorised mass of this combination not exceeding 5000 kg ~~/ 5500 kg~~, by drivers who have reached the age of [20 ~~21~~] years, hold a driving licence granted for category B, completed the training, testing, or both, prescribed under point (ii) of Article 6(1) point (c), and are driving solely for the purpose that the emergency vehicle is intended for, including the necessary maintenance and test drives.

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

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

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

Annex I, Part E

96		***Codes used for indicating authorisation based on additional training in category B***
	96	Category B vehicles combined with a trailer with a maximum authorised mass exceeding 750 kg where the maximum authorised mass of such combination exceeds 3 500 kg but does not exceed 4 250 kg
	96.01	***Emergency vehicle, which is driven for its intended purposes with a category B driving licence where the maximum authorised mass***

		exceeds 3500 kg, but does not exceed 5000 kg, including the weight of a trailer if used as a vehicle combination. ~~is 4250/4750 kg, or 5000/5500 with a trailer.~~
	96.02	Code used for driving a motor caravan ~~or heavy ambulance~~ with a category B licence where the maximum authorised mass exceeds 3 500 kg but does not exceed 4 250 kg***, or 5000 kg with a trailer.***

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B) REARRANGEMENT OF THE MINIMUM AGES – ARTICLE 7

Article 7(1), (2), (4), (5); lines 164-188

1. The minimum age for issuing a driving licence shall be the following:

(a) 16 years for categories AM, A1 and B1;

(b) 18 years for categories A2, B, BE, C1 and C1E;

(c) With regard to category A:

(i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. The two years' experience requirement may be waived if the candidate is at least 24 years old;

(ii) 21 years for powered tricycles exceeding 15 kW;

(d) 21 years for categories C, CE, D1 and D1E;

(da) 18 years for categories C and CE provided that the driver holds a certificate of professional competence (CPC) as referred to in Article 6(1) of Directive (EU) 2022/2561;

(e) 24 years for categories D and DE;

(f) 21 years for categories D and DE provided that the driver holds a CPC as referred to in Article 6(1) or 6(2) of Directive (EU) 2022/2561.[10]

2. Member States may raise or lower the minimum age for issuing a driving licence:

(a) for category AM down to 14 years or up to 18 years;

(b) for category B1 up to 18 years;

(c) for category A1 up to 18 years, provided that both of the following conditions are fulfilled:

(i) there is a two years difference between the minimum age for category A1 and the minimum age for category A2;

(ii) there is a requirement of a minimum of two years' experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be granted, as referred to in paragraph 1, point(c)(i);

(d) for categories B and BE down to 17 years;

(e) for categories D1, D1E, D and DE down to 18 years, provided that the following conditions are fulfilled:

(i) the driver holds a CPC as referred to in Article 6(1) of Directive (EU 2022/2561;

(ii) for categories D and DE only, the driver is subject to the restrictions set out in Article 5(3) point (a)(i) first subparagraph of that Directive, or where the driver drives such vehicles without passengers;

(f) for categories D and DE down to 20 years, provided that the driver holds a CPC as referred to in Article 6(1) of that Directive.

[10] **TO BE NOTED**: Must be aligned with (changes to) Article 23.

[….3. emergency vehicle (*see above*)]

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

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

~~5. By way of derogation from paragraph 1, points (d) and (e), of this Article, where the candidate holds a certificate of professional competence referred to in Article 6 of Directive (EU) 2022/2561, the minimum age for issuing a driving licence shall be as follows:~~

> ~~(a) for categories C and CE, the minimum ages provided for in Article 5(2), point (a)(i) of Directive (EU) 2022/2561;~~
>
> ~~(b) for categories D1 and D1E, the minimum age provided for in Article 5(3) point (a)(i), second subparagraph, of that Directive;~~
>
> ~~(c) for categories D and DE, the minimum ages provided for in 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.~~

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

C) STAGING AND EQUIVALENCES BETWEEN CATEGORIES – ART. 9

Art. 9(2) lines 203, lines 203a and 203b (replacing Council amendments in lines 134, 137, 137a)

(h) 2 years after a driving licence, granted for category B, was issued for the first time**,** it shall be valid for driving ***motor vehicles, including motor caravans and emergency vehicles, meaning power-driven vehicles dedicated to maintaining public safety and order, for example by providing immediate assistance during natural or man-made emergencies, such as police vehicles, ambulances or fire department vehicles, powered wholly or in part by alternative fuels as defined*** in ┤Article 2 of Council Directive 96/53/EC├ ***and which have been approved under the framework of Regulation (EU) 2018/858,*** with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg. ~~***Those vehicles may be combined with a trailer of category O1 referred to in Article 4 of Regulation (EU) 2018/858, with the maximum authorised mass of this combination not exceeding 5 000 kg;***~~

~~(ha) 2 years after a driving licence, granted for category B, was issued for the first time, it shall be valid for driving *motor caravans powered wholly or in part by alternative fuels as defined* in [Article 2 of Council Directive 96/53/EC] *which have a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg and which have been approved under the framework of Regulation (EU) 2018/858;*~~

(ha) ***2 years after a driving licence, granted for category BE, was issued for the first time, it*** shall be valid for driving a combination of a ***motor vehicle powered wholly or in part by alternative fuels as defined*** in ┤Article 2 of Council Directive 96/53/EC├ ***and which has been approved under the framework of Regulation (EU) 2018/858, with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg as tractor vehicle and a trailer of category O2 referred to in Article 4 of Regulation (EU) 2018/858.***

D) AMENDMENTS TO DIRECTIVE 2022/2561 (CPC DIRECTIVE) – ART. 23

Art. 23(2), lines 359a to 359c

(2) ***In Article 5, paragraph 3, is replaced by following:***

‘***3. Drivers of a vehicle intended for the carriage of passengers may drive from the age of 21 a vehicle in driving licence categories D and D + E and a vehicle in driving licence categories D1 and D1 + E, provided that they hold a CPC as referred to in Article 6(1) or (2).***

Any Member State may authorise drivers of vehicles in categories D1 and D1 + E to drive such vehicles within its territory from the age of 18, provided that they hold a CPC as referred to in Article 6(1).

Any Member State may authorise drivers of vehicles in categories D and D+E to drive such vehicles within its territory from the age of 20, provided that they hold a CPC as referred to in Article 6(1). This may be reduced to the age of 18 to drive such vehicles without passengers or to carry passengers on regular services where the route does not exceed 50 kilometres.’

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Compromise on equivalences categories B and BE (overview)

Vehicle	*Existing or new rule*	*Contained in general approach*	*DL category*	*Allowed weight (kg)*	*Condition*
Passenger car – heavier trailer combination	Existing, Art. 4(4) b = Art 6(1) c (ii) of proposal (Code 96)	No change to existing rule	B	Max 3500 + trailer > 750; combination Max 4250	Test or training, Annex V
Motorhome <u>conventional</u>	New	Yes	B (currently, C1 required above 3500 kg)	Max. 4250 and an O1 or O2 trailer may be attached up to 5000	Test or training, Annex V
Motorhome <u>alternative fuel</u>	New	Implicit	B (currently, C1 required above 3500 kg)	Max 4250 (if in a combination above 4250: a test/training is always required as for conventional).	2 years of driving experience in the category (can be passenger car) **<u>+ possibly test or training, Annex V, if in a combination exceeds 4250 kg</u>**
Passenger car/ LDV <u>alternative fuel</u>	Existing, Art 6(4). Proposal Art 9(2) h: less restrictive definition	Yes	B	Max 4250 (if in a combination above 4250: a test/training is always required as for	2 years of driving experience in the category **<u>+ possibly test or training, Annex V, if in a combination exceeds 4250 kg</u>**

				conventional with heavier trailer).	
Passenger car <u>alternative fuel</u> with heavy trailer (BE licence)	New	No	BE (currently, C1 required above 3500 kg)	Max 4250 + Max 3500 trailer	2 years of driving experience in the category
Emergency vehicles <u>conventional</u> (such as police vehicles, ambulances, firefighting vehicles)	New	Partly (ambulances)	B (currently, C1 required above 3500 kg)	Max 5000, including an O1 or O2 trailer if used	**National measure** Test or training, Annex V
Emergency vehicles <u>alternative fuel</u> (such as police vehicles, ambulances, firefighting vehicles)	New	Ambulances implicitly	B (currently, C1 required above 3500 kg)	Max 4250 (if in a combination above 4250: a test/training is always required as for conventional).	2 years of driving experience in the category (can be passenger car) **<u>+ possibly test or training, Annex V, if in a combination exceeds 4250 kg</u>**

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