Council of the European Union

Brussels, 26 March 2024
(OR. en)

8279/24
ADD 2

Interinstitutional File:
2023/0053(COD)

TRANS 183
CODEC 947

WORKING DOCUMENT

From:	General Secretariat of the Council
To:	Delegations
No. Cion doc.:	6795/23 + ADD 1
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 – Annexes II to VI – Four column document

This addendum covers Annexes II to VI to the proposal.

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)

Initial 4 column document

(following Council GA on 4 December 2023 and EP vote on 28 February 2024)

Annexes II to VI

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				
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 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 vehicle. The tests introduced to this effect must consist of: Text Origin: Commission Proposal
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		- following successful	- following successful

	participation in the theory test, a test of skills and behaviour.		participation in the theory test, a test of skills and behaviour.	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				
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 form chosen shall be such as to make sure that the applicant has the	The form chosen shall be such as to make sure that the applicant has the

	the required knowledge of the subjects listed in points 2, 3 and 4.		required knowledge of the subjects listed in points 2, 3 and 4.	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. 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				
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
Annex II, thirteenth paragraph, point (a)				
396	(a) road traffic regulations:		(a) road traffic regulations:	(a) road traffic regulations: Text Origin: Commission Proposal
Annex II, fourteenth paragraph				
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
Annex II, fifteenth paragraph				
398	(b) the driver:		(b) the driver:	(b) the driver: Text Origin: Commission Proposal
Annex II, sixteenth paragraph				
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

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, Part I point A point 2 para 1 point B indent 2a (new)				
400a		***- impacts on the risk of distraction due to the use of GSM or other electronic devices while driving and safety consequences;***		
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	- the most important principles concerning the observance of a	- the most important principles concerning the observance of a safe	

	safe distance between vehicles, braking distances and road holding under various weather and road conditions;	safe distance between vehicles, braking distances and road holding under various weather and road conditions***, including in particular snow and slippery conditions***;	distance between vehicles, braking distances and road holding under various weather and road conditions;	
Annex II, twentieth paragraph				
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
Annex II, twenty-first paragraph				
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
Annex II, twenty-second paragraph				
405	- safe driving in road tunnels;		- safe driving in road tunnels;	- safe driving in road tunnels; 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.	
Annex II, twenty-fifth paragraph				
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	- 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	- 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	

	automation features;	drivers~~, *including vehicles with advanced driving assistance systems and other automation features*~~;	and other ~~automation features~~**automated systems**;	
Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 2 a (new)				
408a		***– blind spots and gradient changes;***		
Annex II – Part I – point A – point 2 – paragraph 1 – point d – indent 2 b (new)				
408b		***– proper and timely use of direction indicators;***		
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) and the measures which he can take to assist road accident victims where necessary; Text Origin: Commission Proposal
Annex II – Part I – point A – point 2 – paragraph 1 – point e – indent 2 a (new)				
411a		***– rules on how to behave if an emergency vehicle is approaching and what to do at the site of a collision;***		
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	- knowledge **of** safety aspects related to alternatively fuelled	Text Origin: Council Mandate

		and/or with battery, especially risks of flashover/conflagration or chemical reaction in case of accident or breakdown;	vehicles;	
Annex II, thirty-first paragraph				
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;	Text Origin: Commission Proposal
Annex II, thirty-second paragraph				
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				

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;	
Annex II, thirty-fourth paragraph				
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.) ~~.~~**;**	
Annex II – Part I – point A – point 2 – paragraph 1 – point i a (new)				
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;		
Annex II – Part I – point A – point 2 – paragraph 1 – point i b (new)				
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.**	
Annex II – Part I – point A – point 2 – paragraph 1 – point i c (new)				
417c		***(ic) basic regulatory framework on urban vehicle access restrictions, including low emission zones;***		
Annex II, thirty-sixth paragraph				
418	3. Specific provisions concerning		3. Specific provisions concerning	3. Specific provisions concerning

	categories A1, A2 and A		categories A1, A2 and A	categories A1, A2 and A Text Origin: Commission Proposal
Annex II, thirty-seventh paragraph				
419	Compulsory check of general knowledge on:		Compulsory check of general knowledge on:	Compulsory check of general knowledge on: Text Origin: Commission Proposal
Annex II, thirty-seventh paragraph, point (a)				
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
Annex II, thirty-seventh paragraph, point (b)				
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
Annex II, thirty-seventh paragraph, point (c)				
422	(c) risk factors related to various		(c) risk factors related to various	(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;		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;	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; 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	
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; _____ 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).		(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; _____ 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).	(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; _____ 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		(c) vehicle and transport	(c) vehicle and transport

	documents required for the national and international carriage of goods and passengers;		documents required for the national and international carriage of goods and passengers;	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 as evacuation of passengers and basic knowledge of first aid;	(d) how to behave in the event of an accident; knowledge of measures to be taken after an accident or similar occurrence, including emergency action such as evacuation of passengers and basic knowledge of first aid***, including CPR***;	(d) how to behave in the event of an accident; knowledge of measures to be taken after an accident or similar occurrence, including emergency action such as evacuation of passengers and basic knowledge of first aid;	
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;***		
Annex II, thirty-ninth paragraph, point (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;	
Annex II, thirty-ninth paragraph, point (h)				
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)				
433a		***(ha) defensive and eco-driving: distance to the vehicle in front; curve overtaking, change of lane,***		

		priority rules, speed limits;		
Annex II, thirty-ninth paragraph, point (i)				
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);	
Annex II, thirty-ninth paragraph, point (ia)				
434a		***(ia) safety measures, procedures and protocols regarding safe parking areas;***		
Annex II, thirty-ninth paragraph, point (j)				
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	(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).	

		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).		
Annex II, thirty-ninth paragraph, point (k)				
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				
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)				
438	(a) the principles of the		(a) the principles of the	(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.);		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.);	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.); 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,		(d) the principles of the types, operation, main parts, connection, use and day-to-day maintenance of brake fittings and speed governors,	(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;		and use of anti-lock brakes;	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 (categories CE, DE only); Text Origin: Commission Proposal
Annex II, fortieth paragraph, point (f)				
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)				
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)				

445	(h) the driver's responsibility in respect of the receipt, carriage and delivery of goods in accordance with the agreed conditions (categories C, CE only).		(h) the driver's responsibility in respect of the receipt, carriage and delivery of goods in accordance with the agreed conditions (categories C, CE only).	(h) the driver's responsibility in respect of the receipt, carriage and delivery of goods in accordance with the agreed conditions (categories C, CE only). 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
Annex II, forty-third paragraph, point (a), second subparagraph				
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.	'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
Annex II, forty-third paragraph, point (b), first subparagraph				
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.	(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
Annex II, forty-third paragraph, point (b), second subparagraph				

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.	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. Text Origin: Commission Proposal
Annex II, forty-third paragraph, point (c), first subparagraph				
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 a driving~~**described in the first paragraph shall not be recorded on, or shall subsequently be removed from, a** licence of category A1, A2, A, B1~~, B and BE issued on the basis of a~~ **or B if the applicant or holder passes a dedicated** test of skills and behaviour ~~taken on a vehicle with automatic transmission shall be removed if the holder passes a dedicated~~ **or completes a dedicated training, which may occur before or after the** test of	

			skills and behaviour ~~or completes a dedicated training~~**on a vehicle with automatic transmission**.	
Annex II, forty-third paragraph, point (c), second subparagraph				
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
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,	
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		Vehicles used for the training or the test covered by this point shall be with manual transmission and	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.		shall fall within the category of the driving licence for which the participants have applied for.	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 down in point 6 or 7 of this Annex with particular attention paid to the operation of the vehicle transmission.		The length of the test of skills and behaviour and the distance travelled shall be sufficient to assess the skills and behaviour laid down in point 6 or 7 of this Annex with particular attention paid to the operation of the vehicle transmission.	The length of the test of skills and behaviour and the distance travelled shall be sufficient to assess the skills and behaviour laid down in point 6 or 7 of this Annex with particular attention paid to the operation of the vehicle transmission. Text Origin: Commission Proposal
Annex II, forty-third paragraph, point (c), fifth subparagraph				
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	
Annex II, forty-third paragraph, point (d), second subparagraph				
461	Member States may decide that no restriction to vehicles with automatic transmission shall be recorded on the driving licence for a category BE, C, CE, C1, C1E, D, DE, D1 or D1E vehicle referred to in point 5.(1) point (b), when the applicant already holds a driving licence obtained on a vehicle with manual transmission in at least one of the following categories: B, BE, C, CE, C1, C1E, D, DE, D1 or D1E, and has performed the actions described in point 8.(4) during the test of skills and behaviour.		Member States may decide that no restriction to vehicles with automatic transmission shall be recorded on the driving licence for a category BE, C, CE, C1, C1E, D, DE, D1 or D1E vehicle referred to in point 5.(1) point (b), when the applicant already holds a driving licence ~~obtained on a vehicle with manual transmission~~**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.	
Annex II, forty-fourth paragraph				
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. 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.**	
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 ratio of the vehicle shall be at least 0,08 kW/kg;		If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,08 kW/kg;	If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,08 kW/kg; 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; 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		Motorcycle without sidecar, whose	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.		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.	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. 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 wide than the motor vehicle provided that the view to		A combination, made up of a category B test vehicle and a trailer with a maximum authorised mass of at least 1 000 kg, capable of a speed of at least 100 km/h, which does not fall within category B; the cargo compartment of the trailer shall consist of a closed box body which is at least as wide and as high as the motor vehicle; the closed box body may also be slightly less wide than the motor vehicle provided that the view to	A combination, made up of a category B test vehicle and a trailer with a maximum authorised mass of at least 1 000 kg, capable of a speed of at least 100 km/h, which does not fall within category B; the cargo compartment of the trailer shall consist of a closed box body which is at least as wide and as high as the motor vehicle; the closed box body may also be slightly less wide than the motor vehicle provided that the view to

	the rear is only possible by use of the external rear-view mirrors of the motor vehicle; the trailer shall be presented with a minimum of 800 kg real total mass;		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;	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**	
Annex II, forty-fourth paragraph, point (f)(ii)				
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 the conditions stated in that paragraph.**	

Annex II, forty-fourth paragraph, point (g), first subparagraph				
481	(g) Category C:		(g) Category C:	(g) Category C: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (g), second subparagraph				
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;	
Annex II, forty-fourth paragraph, point (h), first subparagraph				
483	(h) Category CE:		(h) Category CE:	(h) Category CE: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (h), second subparagraph				

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, ~~*equipped with recording equipment as defined by Regulation (EU) No 165/2014; the cargo compartment shall consist of a closed box body which is*~~***fitted with a fifth wheel, equipped with a gearbox having*** at least ~~*as wide and as high as the cab*~~***eight forward ratios and recording equipment as defined by Regulation (EU) No 165/2014***; 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;	
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 equipped with recording equipment.**	
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	A combination made up of a subcategory C1 test vehicle and a trailer with a maximum authorised	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;	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;	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;	
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 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;	A combination made up of a category D test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg, a width of at least 2,40 m and capable of a speed of at least 80 km/h; the ~~*cargo compartment of the trailer shall consist of a closed box body which is at least 2 m wide and 2 m high; the*~~ trailer shall be presented with a minimum of 800 kg real total mass;	A combination made up of a category D test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg, a width of at least 2,40 m and capable of a speed of at least 80 km/h; the cargo compartment of the trailer shall consist of a closed box body which is at least 2 m wide and 2 m high; the trailer shall be presented with a minimum of 800 kg real total mass;	
Annex II, forty-fourth paragraph, point (m), first subparagraph				
493	(m) Category D1:		(m) Category D1:	(m) Category D1: Text Origin: Commission Proposal
Annex II, forty-fourth paragraph, point (m), second subparagraph				
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
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 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,		(a) adjust the protective outfit,	(a) adjust the protective outfit,

	such as gloves, boots, clothes and safety helmet;		such as gloves, boots, clothes and safety helmet;	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 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 on the condition of the tyres, brakes, steering, emergency stop switch (if applicable), chain, oil levels, lights, reflectors, direction indicators and audible warning device. Text Origin: Commission Proposal
Annex II, forty-ninth paragraph				
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 transmission, it shall be in combination with handling of the clutch.**	
Annex II, forty-ninth paragraph, point (d)				
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		(d) at least two manoeuvres to be executed at higher speed, of which one manoeuvre ~~in second or third gear, at least~~**at least at a minimum**	

	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;		**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;	
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. 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)				
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;	
Annex II, fifty-second paragraph, point (f)				
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)				
516	(g) overtaking/passing: overtaking other traffic (if possible); riding	(g) overtaking/passing: overtaking other traffic ~~*(if possible)*~~***including***	(g) overtaking/passing: overtaking other traffic (if possible); riding	

	alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	***cyclists, micro-mobility users, pedestrians***; riding alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	alongside obstacles, for instance parked cars; being overtaken by other traffic (if appropriate);	
Annex II, fifty-second paragraph, point (h)				
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;	
Annex II, fifty-second paragraph, point (ha)				
517a		***(ha) interaction with other vehicles, including foreseeing blind spots and adequate use of direction indicators;***		
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**;	
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.	
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		Applicants shall demonstrate that	Applicants shall demonstrate that

	they are capable of preparing to drive safely by satisfying the following requirements:		they are capable of preparing to drive safely by satisfying the following requirements:	they are capable of preparing to 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, direction indicators and audible warning device;		(d) performing a random check on the condition of the tyres, steering, brakes, fluids (for instance engine oil, coolant, washer fluid), lights, reflectors, direction indicators and audible warning device;	(d) performing a random check on the condition of the tyres, steering, brakes, fluids (for instance engine oil, coolant, washer fluid), lights, reflectors, direction indicators and audible warning device; Text Origin: Commission Proposal
Annex II, fifty-sixth paragraph, point (e)				
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)				
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				
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				
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)				
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)				
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)				
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)				
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				
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)				

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)				
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)				
538	(c) parking safely for loading/unloading.		(c) parking safely for loading/unloading.	(c) parking safely for loading/unloading. Text Origin: Commission Proposal
Annex II, sixty-second paragraph				
539	(4) Behaviour in traffic		(4) Behaviour in traffic	(4) Behaviour in traffic Text Origin: Commission

				Proposal
Annex II, sixty-third paragraph				
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
Annex II, sixty-third paragraph, point (a)				
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
Annex II, sixty-third paragraph, point (b)				
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
Annex II, sixty-third paragraph, point (c)				
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: left and right turns; changing lanes; 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)				
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);	
Annex II, sixty-third paragraph, point (ga)				
547a		***(ga) independent driving towards a determined destination, beyond specific turning indications;***		
Annex II, sixty-third paragraph, point (h)				
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;	
Annex II, sixty-third paragraph, point (ha)				
548a		***(ha) interaction with other road users, including foreseeing blind spots and adequate use of direction indicators;***		

Annex II, sixty-third paragraph, point (i)				
549	(i) taking the necessary precautions when alighting from the vehicle;	(i) ~~*taking the necessary precautions when alighting from*~~***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)~~**(j)** taking the necessary precautions when alighting from the vehicle;	
Annex II, sixty-third paragraph, point (j)				
550	(j) reacting and anticipating to hazardous situations using simulators.	(j) reacting and anticipating to hazardous situations***, including*** using simulators.	~~(j)~~**(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;**	
Annex II, sixty-fourth paragraph				
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				
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				
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)				
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)				
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)				
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)				
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		(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	(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;		the scope of that Regulation;	the scope of that Regulation; Text Origin: Commission Proposal
Annex II, sixty-seventh paragraph, point (e)				
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)				
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); 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 a				
562a			**(1a) Driving the towing vehicle without trailer (only C1E, CE, D1E and DE)**	
Annex II, sixty-eighth paragraph				

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.**	
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 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);		(a) coupling and uncoupling, or uncoupling and re-coupling a trailer from its motor vehicle; the manoeuvre must involve the towing vehicle being parked alongside the trailer (i.e. not in one line) (categories CE, C1E, DE, D1E only);	(a) coupling and uncoupling, or uncoupling and re-coupling a trailer from its motor vehicle; the manoeuvre must involve the towing vehicle being parked alongside the trailer (i.e. not in one line) (categories CE, C1E, DE, D1E only); Text Origin: Commission Proposal
Annex II, sixty-eighth paragraph, point (aa)				

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;***		
Annex II, sixty-eighth paragraph, point (b)				
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; 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);	
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)				
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;	
Annex II, seventy-first paragraph, point (ea)				
574a				

		(ea) factoring in blind spots;		
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);	
Annex II, seventy-first paragraph, point (h)				
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 roundabouts with a large vehicle; driving on the left and right*** ~~*(if available): roundabouts*~~; railway level crossings; tram/bus stops; pedestrian crossings***, bike lanes***; riding up-/downhill on long slopes;	(h) special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;	

		tunnels;		
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;**	
Annex II, seventy-first paragraph, point (i)				
578	(i) taking the necessary precautions when alighting from the vehicle.	(i) ~~*taking the necessary precautions when alighting from*~~***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;***	~~(i)~~**(j)** taking the necessary precautions when alighting from the vehicle.	
Annex II, seventy-first paragraph, point (ia)				
578a		***(ia) the precautions to be taken when entering and exiting a***		

		vehicle in a safe way.		
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 of lane, priority rules, speed limits***;	~~(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;	
Annex II, seventy-second paragraph, point (b)				
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).*	
Annex II, seventy-third paragraph				
582	*9.* Marking of the test of skills and		9. Marking of the test of skills and	9. Marking of the test of skills and

	behaviour		behaviour	behaviour Text Origin: Commission Proposal
Annex II, seventy-fifth paragraph				
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 has to intervene. Nonetheless, the examiner shall be free to decide whether or not the skills and behaviour test shall be completed.		(1) For each of the abovementioned driving situations in points 6, 7 and 8, the assessment shall reflect the degree of ease with which the applicant handles the vehicle controls and his or her demonstrated capacity to drive in traffic in complete safety. The examiner must feel safe throughout the test. Driving errors or dangerous conduct immediately endangering the safety of the test vehicle, its passengers or other road users shall be penalised by failing the test, whether or not the examiner or accompanying person has to intervene. Nonetheless, the examiner shall be free to decide whether or not the skills and behaviour test shall be completed.	(1) For each of the abovementioned driving situations in points 6, 7 and 8, the assessment shall reflect the degree of ease with which the applicant handles the vehicle controls and his or her demonstrated capacity to drive in traffic in complete safety. The examiner must feel safe throughout the test. Driving errors or dangerous conduct immediately endangering the safety of the test vehicle, its passengers or other road users shall be penalised by failing the test, whether or not the examiner or accompanying person has to intervene. Nonetheless, the examiner shall be free to decide whether or not the skills and behaviour test shall be completed. Text Origin: Commission Proposal
Annex II, seventy-sixth paragraph				
584	Driving examiners shall be trained	Driving examiners shall be trained	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.	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.	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.	
Annex II, seventy-seventh paragraph				
585	(2) During their assessment, driving examiners shall pay special attention to whether an applicant is showing a defensive and social driving behaviour. This shall reflect the overall style of driving and the driving examiner shall take this into account in the overall picture of the applicant. It includes adapted and determined (safe) driving, taking into account road and weather conditions, taking into account other traffic, taking into account the interests of other road users (particularly the vulnerable road users) and anticipation.		(2) During their assessment, driving examiners shall pay special attention to whether an applicant is showing a defensive and social driving behaviour. This shall reflect the overall style of driving and the driving examiner shall take this into account in the overall picture of the applicant. It includes adapted and determined (safe) driving, taking into account road and weather conditions, taking into account other traffic, taking into account the interests of other road users (particularly the vulnerable road users) and anticipation.	(2) During their assessment, driving examiners shall pay special attention to whether an applicant is showing a defensive and social driving behaviour. This shall reflect the overall style of driving and the driving examiner shall take this into account in the overall picture of the applicant. It includes adapted and determined (safe) driving, taking into account road and weather conditions, taking into account other traffic, taking into account the interests of other road users (particularly the vulnerable road users) and anticipation. 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 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);	(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), 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);	(a) controls the vehicle; taking into account: proper use of safety belts, rear-view mirrors, head restraints; seat; proper use of lights and other equipment; proper use of clutch, gearbox, accelerator, braking systems (including third braking system, if available), steering; controlling the vehicle under different circumstances, at different speeds; steadiness on the road; the weight and dimensions and characteristics of the vehicle; the weight and type of load (categories BE, C, CE, C1, C1E, DE, D1E only); the comfort of the passengers (categories D, DE, D1, D1E only) (no fast acceleration, smoothly driving and no hard braking);	
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);	
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;	
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; 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		(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	(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;		users;	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 signs (prohibitions or commands); take appropriate action at road markings;		(h) respects traffic lights, road signs and other indications: acting correctly at traffic lights; obeying instructions from traffic controllers; acting correctly at road signs (prohibitions or commands); take appropriate action at road markings;	(h) respects traffic lights, road signs and other indications: acting correctly at traffic lights; obeying instructions from traffic controllers; acting correctly at road signs (prohibitions or commands); take appropriate action at road markings; 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).	
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		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.		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.	
Annex II, eighty-third paragraph				
599	11. Location of the test		11. Location of the test	11. Location of the test 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		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	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.		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.	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				
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				
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				
603	- recognise and anticipate traffic		- recognise and anticipate traffic	- recognise and anticipate traffic

	dangers and hazards and assess their seriousness;		dangers and hazards and assess their seriousness;	dangers and hazards and assess their seriousness; Text Origin: Commission Proposal
Annex II, eighty-seventh paragraph				
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				
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;	Text Origin: Commission Proposal
Annex II, ninety-first paragraph				
608	- help ensure the safety of all road users, and in particular of the vulnerable road users, by showing due respect for others;		- help ensure the safety of all road users, and in particular of the vulnerable road users, by showing due respect for others;	- help ensure the safety of all road users, and in particular of the vulnerable road users, by showing due respect for others; Text Origin: Commission Proposal
Annex II, ninety-second paragraph				
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 micro mobility means; Text Origin: Commission Proposal
Annex II, ninety-third paragraph				

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				
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**.	
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. 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	Text Origin: Commission Proposal
Annex III, second paragraph				
615	DEFINITIONS		DEFINITIONS	DEFINITIONS 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	(1) Group 1: drivers of vehicles of	(1) Group 1: drivers of vehicles of	

	categories A, A1, A2, AM, B, B1 and BE;	categories A, A1, A2, AM, B, B1**,** ***BE and T*** ~~*and BE*~~;	categories A, A1, A2, AM, B, B1 and BE;	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 for professional purposes (taxis, ambulances, etc.).	(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 professional purposes (taxis, ambulances, etc.).	(3) National legislation may provide for the provisions set out in this Annex for Group 2 drivers to apply to drivers of Category B vehicles using their driving licence for professional purposes (taxis, ambulances, etc.).	Text Origin: Commission Proposal
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*	
Annex III, point 3., first subparagraph				
622	*3.* Group 1:		*deleted* *Moved to Articles, new Article 10a*	
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 the Member State of normal residence***.	*deleted* *Moved to Articles, new Article 10a*	
Annex III, point 3., third subparagraph				
624	The applicants shall be required to undergo a medical examination if it becomes apparent, from the self-	The applicants shall be required to undergo a medical examination***, including an appropriate***	*deleted*	

	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.	***examination for eyesight as described in point 6*** ~~*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*~~***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.	*Moved to Articles, new Article 10a*	
Annex III, point 3., fourth subparagraph				
625	Drivers shall be subject to the same procedure when their driving licences are renewed.	***When renewing driving licences,*** drivers ~~*shall*~~***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 national system in place in the Member State of normal residence*** ~~*the same procedure when their driving licences are renewed*~~.	*deleted* *Moved to Articles, new Article 10a*	
Annex III, point 3a (new).				
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.		
Annex III, point 4., first subparagraph				
626	4. Group 2:		*deleted* *Moved to Articles, new Article 10a*	
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*	
Annex III, point 4a (new)				

627a		***4a. Drivers shall be subject to the same procedure when their driving licences are renewed.***		
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* *Moved to Articles, new Article 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	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	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~~**for driving power-driven vehicles, as well as an indicative investigation aimed at assessing if further examination of the field of vision**	

	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.	adequate, he/she should be examined by a competent medical authority ***or by a qualified eye-care professional authorised by national law***. At this examination attention shall be paid, in particular, to the following: visual acuity, field of vision, twilight vision, glare and contrast sensitivity, diplopia and other visual functions that can compromise safe driving.	**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 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.	
Annex III, point 6., second subparagraph				
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 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.	For group 1 drivers, licensing may be considered in 'exceptional individual cases' where the visual field standard or visual acuity standard cannot be met but there are reasons to believe that the issuance of a driving licence for the applicant would not impair road safety; in such cases the driver shall undergo examination by a competent medical authority ***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	For group 1 drivers, licensing may be considered in 'exceptional individual cases' where the visual field standard or visual acuity standard cannot be met but there are reasons to believe that the issuance of a driving licence for the applicant would not impair road safety; in such cases the driver ~~shall~~**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.	

		a competent authority.		
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.	
Annex III, tenth paragraph				
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
Annex III, eleventh paragraph				

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 Origin: Commission Proposal
Annex III, twelfth paragraph				
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 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).	(2) Applicants for a driving licence, or for the renewal of such a licence, who have total functional loss of vision in one eye or who use only one eye (for instance in the case of diplopia) shall have a visual acuity of at least 0,5 ***(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).	(2) Applicants for a driving licence, or for the renewal of such a licence, who have total functional loss of vision in one eye or who use only one eye (for instance in the case of diplopia) shall have a visual acuity of at least 0,5, with corrective lenses if necessary. The competent medical authority shall certify that this condition of monocular vision has existed for a sufficiently long time to allow adaptation and that the field of vision in this eye meets the requirement laid down in point 6.(1).	
Annex III, thirteenth paragraph				
637	(3) After any recently developed	(3) After any recently developed	(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.	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 appropriate, restrictions on night driving.***	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.	
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	(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	(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.	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).***	exceeding plus eight dioptres, or with the aid of contact lenses. The correction must be well tolerated.	
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.	

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 opinion from vision and driving experts.	After a substantial loss of vision in one eye, there shall be an appropriate adaptation period (for example six months) during which the subject is not allowed to drive. After this period, driving shall only be allowed after a favourable opinion from vision and driving experts. ***The competent medical authority may allow driving subject to certain requirements or impose restrictions.***	After a substantial loss of vision in one eye, there shall be an appropriate adaptation period (for example six months) during which the subject is not allowed to drive. After this period, driving shall only be allowed after a favourable opinion from vision and driving experts.	
Annex III, twentieth paragraph				
643	HEARING		HEARING	HEARING Text Origin: Commission Proposal
Annex III, point 7.				
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
Annex III, twenty-first paragraph				
645	PERSONS WITH A PHYSICAL DISABILITY		PERSONS WITH A PHYSICAL DISABILITY	PERSONS WITH A PHYSICAL DISABILITY Text Origin: Commission Proposal
Annex III, point 8., first subparagraph				
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				
647	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
Annex III, twenty-second paragraph				
648	(1) Driving licences subject to		(1) Driving licences subject to	(1) Driving licences subject to

	certain restrictions, may be issued to applicants or drivers with physical disabilities following the issuing of an opinion by a competent medical authority. This opinion shall be based on a medical assessment of the complaint or impairment in question and, where necessary, on a practical test. It shall also indicate what type of modification to the vehicle is required and whether the driver needs to use an orthopaedic device, insofar as the test of skills and behaviour demonstrates that with such a device driving would not to be dangerous.		certain restrictions, may be issued to applicants or drivers with physical disabilities following the issuing of an opinion by a competent medical authority. This opinion shall be based on a medical assessment of the complaint or impairment in question and, where necessary, on a practical test. It shall also indicate what type of modification to the vehicle is required and whether the driver needs to use an orthopaedic device, insofar as the test of skills and behaviour demonstrates that with such a device driving would not to be dangerous.	certain restrictions, may be issued to applicants or drivers with physical disabilities following the issuing of an opinion by a competent medical authority. This opinion shall be based on a medical assessment of the complaint or impairment in question and, where necessary, on a practical test. It shall also indicate what type of modification to the vehicle is required and whether the driver needs to use an orthopaedic device, insofar as the test of skills and behaviour demonstrates that with such a device driving would not to be dangerous. Text Origin: Commission Proposal
Annex III, twenty-fourth paragraph				
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

Annex III, twenty-fifth paragraph				
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
Annex III, twenty-sixth paragraph				
651	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, twenty-seventh paragraph				
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				
653	CARDIOVASCULAR DISEASES		CARDIOVASCULAR DISEASES	CARDIOVASCULAR DISEASES

				Text Origin: Commission Proposal
Annex III, point 9.				
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				
655	(1) For the following cardiovascular conditions, driving licences may be issued or renewed for applicants or drivers in the indicated groups, only after the condition has been effectively treated and subject to competent medical authorisation and if appropriate, regular medical assessment:		(1) For the following cardiovascular conditions, driving licences may be issued or renewed for applicants or drivers in the indicated groups, only after the condition has been effectively treated and subject to competent medical authorisation and if appropriate, regular medical assessment:	(1) For the following cardiovascular conditions, driving licences may be issued or renewed for applicants or drivers in the indicated groups, only after the condition has been effectively treated and subject to competent medical authorisation and if appropriate, regular medical assessment: Text Origin: Commission Proposal
Annex III, twenty-ninth paragraph, point (a)				

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)				
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
Annex III, twenty-ninth paragraph, point (c)				
658	(c) tachy-arrhythmias (supraventricular and ventricular arrhythmias) with		(c) tachy-arrhythmias (supraventricular and ventricular arrhythmias) with	
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	
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);	
Annex III, thirty-second paragraph				
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
Annex III, thirty-third paragraph				
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
Annex III, thirty-fourth paragraph				

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
Annex III, thirty-fifth paragraph				
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
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); 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); 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				
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				
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				
681	(v) hypertrophic cardiomyopathy		(v) hypertrophic cardiomyopathy	(v) hypertrophic cardiomyopathy

	if without syncope (applies to group 1 only);		if without syncope (applies to group 1 only);	if without syncope (applies to group 1 only); Text Origin: Commission Proposal
Annex III, fifty-third paragraph				
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				
683	(2) For the following cardiovascular conditions, driving licences shall not be issued or renewed for applicants or drivers in the indicated groups:		(2) For the following cardiovascular conditions, driving licences shall not be issued or renewed for applicants or drivers in the indicated groups:	(2) For the following cardiovascular conditions, driving 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); Text Origin: Commission Proposal
Annex III, fifty-seventh paragraph				
688	- NYHA III and IV (applies to		- NYHA III and IV (applies to	- NYHA III and IV (applies to

	group 2 only);		group 2 only);	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 echocardiographic aortic stenosis		(f) valvular heart disease in NYHA III or IV or with ejection fraction (EF) below 35 %, mitral stenosis and severe pulmonary hypertension or with severe echocardiographic aortic stenosis	(f) valvular heart disease in NYHA III or IV or with ejection fraction (EF) below 35 %, mitral stenosis and severe pulmonary hypertension or with severe echocardiographic aortic stenosis

	or aortic stenosis causing syncope; except for completely asymptomatic severe aortic stenosis if the exercise tolerance test requirements are fulfilled (applies to group 2 only);		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);	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				
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
Annex III, sixty-second paragraph				
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);

				Text Origin: Commission Proposal
Annex III, sixty-third paragraph				
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				
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				
696	(3) Other cardiomyopathies		(3) Other cardiomyopathies	(3) Other cardiomyopathies Text Origin: Commission

				Proposal
Annex III, sixty-seventh paragraph				
697	The risk of sudden incapacitating events shall be evaluated in applicants or drivers with well described cardiomyopathies (for instance arrhythmogenic right ventricular cardiomyopathy, non-compaction cardiomyopathy, catecholaminergic polymorphic ventricular tachycardia and short QT syndrome) or with new cardiomyopathies that may be discovered. A careful specialist evaluation is required. The prognostic features of the particular cardiomyopathy shall be considered.		The risk of sudden incapacitating events shall be evaluated in applicants or drivers with well described cardiomyopathies (for instance arrhythmogenic right ventricular cardiomyopathy, non-compaction cardiomyopathy, catecholaminergic polymorphic ventricular tachycardia and short QT syndrome) or with new cardiomyopathies that may be discovered. A careful specialist evaluation is required. The prognostic features of the particular cardiomyopathy shall be considered.	The risk of sudden incapacitating events shall be evaluated in applicants or drivers with well described cardiomyopathies (for instance arrhythmogenic right ventricular cardiomyopathy, non-compaction cardiomyopathy, catecholaminergic polymorphic ventricular tachycardia and short QT syndrome) or with new cardiomyopathies that may be discovered. A careful specialist evaluation is required. The prognostic features of the particular cardiomyopathy shall be considered. Text Origin: Commission Proposal
Annex III, sixty-eighth paragraph				
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				
699	DIABETES MELLITUS		DIABETES MELLITUS	DIABETES MELLITUS Text Origin: Commission Proposal
Annex III, point 10., first subparagraph				
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
Annex III, point 10., second subparagraph				
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
Annex III, point 10., third subparagraph				
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.	
Annex III, point 10., fourth subparagraph				
703				

	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
Annex III, seventieth paragraph				
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 opinion and regular medical review, appropriate to each case, but the interval shall not exceed ten years.		(1) Driving licences may be issued to, or renewed for, applicants or drivers who have diabetes mellitus. When treated with medication **with a low hypoglycaemia risk, they shall be subject to regular medical review, appropriate to each case. When treated with medication with a high hypoglycaemia risk which can have consequences for the fitness to drive**, they shall be subject to authorised medical opinion and regular medical review, appropriate to each case, but the interval shall not exceed ten years.	
Annex III, seventy-first paragraph				
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***	(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.	

		through a continuous monitoring system where deemed necessary by a competent medical authority.		
Annex III, seventy-second paragraph				
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.	Driving licences shall not be issued to, or renewed for, applicants or drivers who have inadequate awareness of hypoglycaemia. Text Origin: Commission Proposal
Annex III, seventy-third paragraph				
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
Annex III, seventy-fourth paragraph				
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 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, 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)				
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;	
Annex III, seventy-seventh paragraph, point (d)				
714	(d) the driver must demonstrate an		(d) the driver must demonstrate an	(d) the driver must demonstrate an

	understanding of the risks of hypoglycaemia;		understanding of the risks of hypoglycaemia;	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.	
Annex III, seventy-eighth paragraph				
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.	
Annex III, seventy-ninth paragraph				
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.	
Annex III, eightieth paragraph				

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
Annex III, point 11., first subparagraph				
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
Annex III, point 11., second subparagraph				
720	NEUROLOGICAL DISEASES		NEUROLOGICAL DISEASES	NEUROLOGICAL DISEASES Text Origin: Commission Proposal
Annex III, eighty-second paragraph				
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***	(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.	

		or competent medical authority.		
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.	
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				

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
Annex III, eighty-seventh paragraph				
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
Annex III, eighty-eighth paragraph				
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
Annex III, eighty-ninth paragraph				
727	(3) Applicants or drivers in whom a moderate or severe obstructive sleep apnoea syndrome is		(3) Applicants or drivers in whom a moderate or severe obstructive sleep apnoea syndrome is	

	suspected shall be referred for further authorised medical advice before a driving licence is issued or renewed. They may be advised not to drive until confirmation of the diagnosis.		suspected shall be referred for further authorised medical advice before a driving licence is issued or renewed. They may be advised not to drive until confirmation of the diagnosis.	
Annex III, ninetieth paragraph				
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				
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		(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	(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.		with the treatment, the need for continuing the treatment and continued good vigilance.	with the treatment, the need for continuing the treatment and continued good vigilance. 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
Annex III, ninety-fourth paragraph				
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
Annex III, ninety-fifth paragraph				
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
Annex III, ninety-sixth paragraph				

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
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		If the person has epilepsy **and**	

	criteria for an unconditional licence shall not be deemed to be met. Notification shall be given to the licensing authority.		**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.~~	
Annex III, one hundred first paragraph				
740	(2) Provoked epileptic seizure: the applicant having had such a condition because of a recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to neurological opinion (the assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol or other co-morbidity)).		(2) Provoked epileptic seizure: the applicant having had such a condition because of a recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to neurological opinion (the assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol or other co-morbidity)).	(2) Provoked epileptic seizure: the applicant having had such a condition because of a recognisable provoking factor that is unlikely to recur at the wheel may be declared able to drive on an individual basis, subject to neurological opinion (the assessment shall be, if appropriate, in accordance with other relevant sections of Annex III (for instance in the case of alcohol or other co-morbidity)). Text Origin: Commission Proposal
Annex III, one hundred second paragraph				
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		(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	(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.		appropriate medical assessment. National authorities may allow drivers with recognised good prognostic indicators to drive sooner.	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				
742	(4) Other loss of consciousness: the loss of consciousness shall be assessed according to the risk of recurrence while driving.		(4) Other loss of consciousness: the loss of consciousness shall be assessed according to the risk of recurrence while driving.	(4) Other loss of consciousness: the loss of consciousness shall be assessed according to the risk of recurrence while driving. Text Origin: Commission Proposal
Annex III, one hundred fourth paragraph				
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				
744	(6) Seizures exclusively in sleep: the applicant or driver who has never had any seizures other than		(6) Seizures exclusively in sleep: the applicant or driver who has never had any seizures other than	(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)).		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)).	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				
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		(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	(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)).		‘Epilepsy’ in point 12(5)).	‘Epilepsy’ in point 12(5)). Text Origin: Commission Proposal
Annex III, one hundred seventh paragraph				
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 require three months off driving if the previously effective treatment is reinstated.		(8) Seizures because of a physician-directed change or reduction of anti-epileptic therapy: the patient may be advised not to drive from the commencement of the period of withdrawal and thereafter for a period of six months after cessation of treatment. Seizures occurring during physician-advised change or withdrawal of medication require three months off driving if the previously effective treatment is reinstated.	(8) Seizures because of a physician-directed change or reduction of anti-epileptic therapy: the patient may be advised not to drive from the commencement of the period of withdrawal and thereafter for a period of six months after cessation of treatment. Seizures occurring during physician-advised change or withdrawal of medication require three months off driving if the previously effective treatment is reinstated. 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 neurological assessment shall be performed after the acute episode.		(10) The applicant shall be without anti-epileptic medication for the required period of seizure freedom. An appropriate medical follow-up shall have been carried out. Extensive neurological investigation shall have shown that there is neither a relevant cerebral pathology nor any epileptiform activity on the electroencephalogram (EEG). An EEG and an appropriate neurological assessment shall be performed after the acute episode.	(10) The applicant shall be without anti-epileptic medication for the required period of seizure freedom. An appropriate medical follow-up shall have been carried out. Extensive neurological investigation shall have shown that there is neither a relevant cerebral pathology nor any epileptiform activity on the electroencephalogram (EEG). An EEG and an appropriate neurological assessment shall be performed after the acute episode. Text Origin: Commission Proposal
Annex III, one hundred twelfth paragraph				
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	(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	(11) **In the case of a** provoked epileptic seizure~~: the applicant who has had a provoked epileptic seizure because of a recognisable provoking factor that is unlikely to~~	

	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.	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.	~~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~~**, due to an identifiable causative factor, a favourable neurological report must be provided, certifying a seizure-free period of at least one year and including an electroencephalographic assessment. Other sections of this Annex shall be taken into account. In case of structural brain lesions with increased risk for the onset of epileptic seizures, their magnitude** shall be ~~performed after the acute episode~~**assessed by means of a neurological report**.	
Annex III, one hundred thirteenth paragraph				
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*	

Annex III, one hundred fourteenth paragraph				
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.	
Annex III, one hundred fifteenth paragraph				
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.~~	
Annex III, one hundred seventeenth paragraph				
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		(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	(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’.		shall also apply in case of ‘juvenile epilepsy’.	shall also apply in case of ‘juvenile epilepsy’. Text Origin: Commission Proposal
Annex III, one hundred eighteenth paragraph				
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.~~**.**	
Annex III, one hundred nineteenth paragraph				
756	MENTAL IMPAIRMENTS		MENTAL IMPAIRMENTS	MENTAL IMPAIRMENTS Text Origin: Commission Proposal
Annex III, point 13., first subparagraph				
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				
758	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
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;	
Annex III, one hundred twenty-first paragraph, point (b)				
761	(b) severe intellectual impairment;	*deleted*	(b) severe intellectual impairment;	
Annex III, one hundred twenty-first paragraph, point (c)				
762	(c) severe behavioural problems,	(c) ~~*severe behavioural problems,*~~	(c) severe behavioural problems,	

	ageing-linked behavioural problems; or personality impairments leading to seriously impaired judgment, behaviour or adaptability,	~~*ageing-linked behavioural problems; or*~~ personality impairments leading to seriously impaired judgment, behaviour or adaptability,	ageing-linked behavioural problems; or personality impairments leading to seriously impaired judgment, behaviour or adaptability,	
Annex III, one hundred twenty-second paragraph				
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.**	
Annex III, one hundred twenty-third paragraph				
764	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, one hundred twenty-fourth paragraph				
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 establish temporary requirements***	(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.	

		or impose restrictions on driving.		
Annex III, one hundred twenty-fifth paragraph				
766	ALCOHOL		ALCOHOL	ALCOHOL Text Origin: Commission Proposal
Annex III, point 14., first subparagraph				
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				
768	Group 1:		Group 1:	Group 1: Text Origin: Commission Proposal
Annex III, one hundred twenty-seventh paragraph				
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 alcohol or*~~***have***	(1) Driving licences shall not be issued to, or renewed for, applicants or drivers who are dependent on alcohol or unable to	

	refrain from drinking and driving unless appropriate restrictions are applied through the use of technologies enabling to offset the dependency (for example, through the mandatory use of an alcohol interlock).	***alcohol use disorders or are*** 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)	
Annex III, one hundred twenty-eighth paragraph				
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 ~~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 authorised medical opinion and a period of regular medical check-ups**.	
Annex III, one hundred twenty-eighth paragraph a				
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.	
Annex III, one hundred twenty-ninth paragraph				
771	Group 2:		Group 2:	Group 2: Text Origin: Commission Proposal
Annex III, one hundred thirtieth paragraph				
772	(2) The competent medical		(2) The competent medical	(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.		authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.	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, paragraph 2 a (new)				
772a		***2a. The competent medical authority may establish temporary requirements and, where appropriate, restrictions on driving.***		
Annex III, one hundred thirty-first paragraph				
773	DRUGS AND MEDICINAL PRODUCTS		DRUGS AND MEDICINAL PRODUCTS	DRUGS AND MEDICINAL PRODUCTS 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.	
Annex III, one hundred thirty-fourth paragraph				
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 psychotropic substances, in whatever form, which can hamper the ability to drive safely where the quantities absorbed are*~~***abuse or make regular use of psychotropic substances if the quantity taken is*** such as to ~~*have an adverse effect on driving*~~***influence the ability to drive***. 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.	
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.	
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. 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.	
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 licences shall not be issued to or renewed for applicants or drivers with serious and irreversible renal deficiency.		(2) Save in exceptional cases duly justified by authorised medical opinion, and subject to regular medical check-ups, driving licences shall not be issued to or renewed for applicants or drivers with serious and irreversible renal deficiency.	(2) Save in exceptional cases duly justified by authorised medical opinion, and subject to regular medical check-ups, driving licences shall not be issued to or renewed for applicants or drivers with serious and irreversible renal deficiency. 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 or an artificial implant which affects the ability to drive.		(1) Subject to authorised medical opinion and, if necessary, regular medical check-ups, driving licences may be issued to or renewed for applications or drivers who have had an organ transplant or an artificial implant which affects the ability to drive.	(1) Subject to authorised medical opinion and, if necessary, regular medical check-ups, driving licences may be issued to or renewed for applications or drivers who have had an organ transplant or an artificial implant which affects the ability to drive.

				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		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	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.		opinion and, if necessary, subject to regular medical check-ups.	opinion and, if necessary, subject to regular medical check-ups. 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 Competences required by a driving examiner			Part I Competences required by a driving examiner Text Origin: Commission Proposal
Annex IV, second paragraph				
798	(1) A person authorised to conduct		(1) A person authorised to conduct	(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).		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).	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 assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken.		(2) The competences of an examiner shall be relevant to assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken.	(2) The competences of an examiner shall be relevant to assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken. Text Origin: Commission Proposal
Annex IV, fourth paragraph				
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)				
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)				
802	(b) hazard perception and accident avoidance;		(b) hazard perception and accident avoidance;	(b) hazard perception and accident avoidance; Text Origin: Commission Proposal
Annex IV, fourth paragraph, point (c)				
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
Annex IV, fourth paragraph, point (d)				
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
Annex IV, fourth paragraph, point (e)				
805	(e) relevant road and traffic legislation, including relevant Union and national legislation and		(e) relevant road and traffic legislation, including relevant Union and national legislation and	(e) relevant road and traffic legislation, including relevant Union and national legislation and

	interpretative guidelines;		interpretative guidelines;	interpretative guidelines; Text Origin: Commission Proposal
Annex IV, fourth paragraph, point (f)				
806	(f) assessment theory and techniques;		(f) assessment theory and techniques;	(f) assessment theory and techniques; Text Origin: Commission Proposal
Annex IV, fourth paragraph, point (g)				
807	(g) defensive driving.		(g) defensive driving.	(g) defensive driving. Text Origin: Commission Proposal
Annex IV, fourth paragraph, point (ga)				
807a		***(ga) understanding and paying attention to the vulnerability of non-motorised road users.***		
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:	
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)				
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)				
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)				

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)				
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)				
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)				
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 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. 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; 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, brakes, lights, specially for motorcycles and heavy vehicles;		(a) knowledge about vehicle technique such as steering, tyres, brakes, lights, specially for motorcycles and heavy vehicles;	(a) knowledge about vehicle technique such as steering, tyres, 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 General conditions		Part II General conditions	Part II General conditions Text Origin: Commission Proposal
Annex IV, twelfth paragraph				
830	(1) A category B driving examiner:		(1) A category B driving examiner:	(1) A category B driving examiner: 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 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		(d) shall have terminated a vocational education that leads at least to a completion of level 3 as set out in the International Standard Classification of Education (ISCED)[1]; _____ 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	(d) shall have terminated a vocational education that leads at least to a completion of level 3 as set out in the International Standard Classification of Education (ISCED)[1]; _____ 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)				
835	(e) shall not be active as a commercial driving instructor in a		(e) shall not be active as a commercial driving instructor in a	(e) shall not be active as a commercial driving instructor in a

	driving school simultaneously.		driving school simultaneously.	driving school simultaneously. Text Origin: Commission Proposal
Annex IV, thirteenth paragraph				
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)				
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)				
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)				
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)				
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)				
841	(ii) a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus making that requirement unnecessary,		(ii) a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus making that requirement unnecessary,	(ii) a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus making that requirement unnecessary, 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		(a) Member States may authorise an examiner to conduct driving	(a) Member States may authorise an examiner to conduct driving

	tests for categories AM, A1, A2 and A upon passing the initial qualification prescribed in point 3 for one of those categories.		tests for categories AM, A1, A2 and A upon passing the initial qualification prescribed in point 3 for one of those categories.	tests for categories AM, A1, A2 and A upon passing the 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 Initial qualification		Part III Initial qualification	Part III Initial qualification Text Origin: Commission Proposal
Annex IV, fifteenth paragraph				
849	(1) Initial training		(1) Initial training	(1) Initial training 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, that person shall demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1.		(a) Before a person may be authorised to conduct driving tests, that person shall demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1.	(a) Before a person may be authorised to conduct driving tests, that person shall demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1. Text Origin: Commission Proposal
Annex IV, sixteenth paragraph, point (b)				
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		(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	(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 accessibility requirements for products and services.		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 accessibility requirements for products and services.	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 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 Quality assurance and periodic training		Part IV Quality assurance and periodic training	Part IV Quality assurance and periodic training Text Origin: Commission Proposal
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. 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		(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	(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.		conducted.	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. 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,		(d) Member States may provide that where an examiner is authorised to conduct driving tests in 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.		satisfying the supervision requirement in relation to tests for one category satisfies the requirement for 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.	
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 categories for which they are accredited, undertake:		(a) Member States shall provide that, in order to remain authorised, driving examiners, irrespective of the number of categories for which they are accredited, undertake:	(a) Member States shall provide that, in order to remain authorised, driving examiners, irrespective of the number of categories for which they are accredited, undertake:

				Text Origin: Commission Proposal
Annex IV, eighteenth paragraph, point (a)(i)				
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				
866	- maintain and refresh the necessary knowledge and examining skills;	- maintain and refresh the necessary knowledge***, examining and communication*** ~~*and examining*~~ skills;	- maintain and refresh the necessary knowledge and examining skills;	
Annex IV, twentieth paragraph				
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				
868	- ensure that he or she continues to conduct tests to a fair and uniform		- ensure that he or she continues to conduct tests to a fair and uniform	- ensure that he or she continues to conduct tests to a fair and uniform

	standard;		standard;	standard; Text Origin: Commission Proposal
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	
Annex IV, twenty-third paragraph				
870	- develop and maintain the necessary practical driving skills.		*deleted* *editorial: merged with previous line*	
Annex IV, twenty-fourth paragraph				
871	*(b)* Member States shall take the appropriate measures for ensuring that specific training is given promptly to those examiners that have found to be seriously malfunctioning by the quality assurance system in place.		(b) Member States shall take the appropriate measures for ensuring that specific training is given promptly to those examiners that have found to be seriously malfunctioning by the quality assurance system in place.	(b) Member States shall take the appropriate measures for ensuring that specific training is given promptly to those examiners that have found to be seriously malfunctioning by the quality assurance system in place. Text Origin: Commission

				Proposal
Annex IV, twenty-fifth paragraph				
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				
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. 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 Acquired rights		Part V Acquired rights	Part V Acquired rights Text Origin: Commission Proposal
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	(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	(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	

	initial qualification process set out in point 3.	general conditions in point 2 or the initial qualification process set out in point 3.	general conditions in point 2 or the initial qualification process set out in point 3.	
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	

Annex V, point 1.				
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 1a.				
882a			**A. COMBINATIONS**	
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				
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				
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-		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-	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.		coupling a trailer to its motor vehicle, parking.	coupling a trailer to its motor vehicle, parking. Text Origin: Commission Proposal
Annex V, point 3., fourth subparagraph				
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. 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, first paragraph a				
890a			**B. MOTOR CARAVANS AND HEAVY AMBULANCES**	
Annex V, point 1d.				
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.**	
Annex V, point 1e.				
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.**	
Annex V, point 1f.				
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.**	
Annex VI				
891	Annex VI			
Annex VI, first paragraph				
892	MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR MOTORCYCLES		MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR MOTORCYCLES	MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR MOTORCYCLES

	WITHIN CATEGORY A (PROGRESSIVE ACCESS)		WITHIN CATEGORY A (PROGRESSIVE ACCESS)	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). 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 driving licence participants have applied for.		Motorcycles used for the training shall fall within the category of driving licence participants have applied for.	Motorcycles used for the training shall fall within the category of 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