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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 – Four column document

Delegations find attached, in the form of a 4-column-document, a comparison of the Commission proposal on a driving licences directive, the European Pariament's position at first reading adopted on 28 February 2024, and the general approach agreed during the Spanish Presidency on 4 December 2023.

The initial document contains the recitals and articles. Addendum 1 contains Annex I to the proposal, addendum 2 contains Annexes II to VI to the proposal.

This comparison is provided for information. After the adoption of the Parliament's position at first reading under the current term, negotiations with the Parliament could take place when the next Parliament will be constituted, view to finding an agreement on the Council's first reading position. Delegations will be informed when the working party on Land Transport will reconvene to analyse the Parliament's position.

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)

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Formula				
1	2023/0053 (COD)		2023/0053 (COD)	2023/0053 (COD) Text Origin: Commission Proposal
Proposal Title				
2	Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on driving licences, amending Directive (EU) 2022/2561 of the European Parliament and of the Council, Regulation (EU) 2018/1724 of the European		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	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

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	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)		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)	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) Text Origin: Commission Proposal
Formula				
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,		THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION, Text Origin: Commission Proposal
Citation 1				
4	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,		Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,	Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof, Text Origin: Commission Proposal
Citation 2				
5				

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	Having regard to the proposal from the European Commission,		Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission, Text Origin: Commission Proposal
Citation 3				
6	After transmission of the draft legislative act to the national parliaments,		After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments, Text Origin: Commission Proposal
Citation 4				
7	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .		Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee[1], _____ 1. OJ C , , p. . Text Origin: Commission Proposal
Citation 5				
8	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .		Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .	Having regard to the opinion of the Committee of the Regions[1], _____ 1. OJ C , , p. .

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				Text Origin: Commission Proposal
Citation 6				
9	Acting in accordance with the ordinary legislative procedure,		Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure, Text Origin: Commission Proposal
Formula				
10	Whereas:		Whereas:	Whereas: Text Origin: Commission Proposal
Recital -1				
10a		***(-1) The Union is committed with its "Vision Zero" goal to no road traffic related fatalities by 2050, as reiterated in the Sustainable and Smart Mobility Strategy of 2020. In 2017 the Valletta informal Transport Council agreed that the persistently high number of traffic fatalities and serious road traffic injuries is a major societal problem and issued a declaration calling upon the Commission,***		

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		among others, to prepare a strengthened Union road safety policy and legal framework for the decade after 2020, ensuring fewer deaths, and enhancing the protection of road users, in particular vulnerable ones, who are most often the victims.		
Recital -1a				
10b		***(-1a) The efforts undertaken so far by public authorities have resulted in a reduction of road fatalities from 51 400 in 2001 to 19 800 in 2021. Those figures fell below the Union target of a 75 % reduction in road fatalities between 2001 and 2020. Moreover, the progress made towards halving the number of road deaths during the first decade later stagnated.***		
Recital 1				
11	(1) The rules on driving licences are essential elements of the common transport policy, contribute to improving road safety, and facilitate the free movement of persons taking up		(1) The rules on driving licences are essential elements of the common transport policy, contribute to improving road safety, and facilitate the free movement of persons taking up	(1) The rules on driving licences are essential elements of the common transport policy, contribute to improving road safety, and facilitate the free movement of persons taking up

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	residence in a Member State other than the one issuing the licence. Given the importance of individual means of transport, possession of a driving licence duly recognised by a host Member State promotes and facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully gained driving licence by way of unlawful conduct, affects not only the Member State in which such violations were committed but also road safety throughout the Union.		residence in a Member State other than the one issuing the licence. Given the importance of individual means of transport, possession of a driving licence duly recognised by a host Member State promotes and facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully gained driving licence by way of unlawful conduct, affects not only the Member State in which such violations were committed but also road safety throughout the Union.	residence in a Member State other than the one issuing the licence. Given the importance of individual means of transport, possession of a driving licence duly recognised by a host Member State promotes and facilitates free movement and freedom of establishment of persons. Similarly, any unlawful obtaining of such a document or the right to drive, or the loss of a rightfully gained driving licence by way of unlawful conduct, affects not only the Member State in which such violations were committed but also road safety throughout the Union. Text Origin: Commission Proposal
Recital 2				
12	(2) The current framework, should be updated to be fit for the new era, sustainable, inclusive, smart and resilient. It should take into account the need to reduce emissions from transport, digitalisation, the demographic trends and technological developments to reinforce the competitiveness of the European	(2) The current framework, should be updated to be fit for the new era, sustainable, inclusive, smart and resilient. It should take into account the need to reduce emissions ***and energy consumption*** from transport, ***including through a greater uptake of alternatively powered vehicles,*** digitalisation, the	(2) The current framework, should be updated to be fit for the new era, sustainable, inclusive, smart and resilient. It should take into account the need to reduce emissions from transport, digitalisation, the demographic trends and technological developments to reinforce the competitiveness of the European	

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	Economy. It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.	demographic trends and technological developments to reinforce the competitiveness of the European Economy. It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences ***of all categories***, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.	Economy. It is important to simplify and digitise administrative procedures, in order to remove the remaining barriers, such as administrative burdens, to the free movement of the drivers taking up residence in a Member State other than the one issuing the licence. A harmonized Union standard driving licence framework should encompass both physical and mobile driving licences, and provide for their mutual recognition, where they were duly issued in accordance with this Directive.	
Recital 3				
13	(3) The European Union has introduced the first "Community model" physical driving licence on 4 December 1980. Since then the rules relating to such a Community model have become the cornerstone of the most advanced licencing structures in the world, covering more than 250 million drivers. This Directive should therefore build on the accumulated		(3) The European Union has introduced the first "Community model" physical driving licence on 4 December 1980. Since then the rules relating to such a Community model have become the cornerstone of the most advanced licencing structures in the world, covering more than 250 million drivers. This Directive should therefore build on the accumulated	(3) The European Union has introduced the first "Community model" physical driving licence on 4 December 1980. Since then the rules relating to such a Community model have become the cornerstone of the most advanced licencing structures in the world, covering more than 250 million drivers. This Directive should therefore build on the accumulated

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	experience and practice and lay down harmonized rules on the Union standards of physical driving licences. The physical driving licences issued within the Union should, in particular, provide for a high level of protection against fraud and forgery by means of anti-forgery measures and the possibility to include microchips or QR codes on them.		experience and practice and lay down harmonized rules on the Union standards of physical driving licences. The physical driving licences issued within the Union should, in particular, provide for a high level of protection against fraud and forgery by means of anti-forgery measures and the possibility to include microchips or QR codes on them.	experience and practice and lay down harmonized rules on the Union standards of physical driving licences. The physical driving licences issued within the Union should, in particular, provide for a high level of protection against fraud and forgery by means of anti-forgery measures and the possibility to include microchips or QR codes on them. Text Origin: Commission Proposal
Recital 4				
14	(4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1]. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1).	(4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1] ***and the Directive 2002/58/EC of the European Parliament and of the Council***[2]. _____ 1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of	(4) It should be ensured that personal data processing for the implementation of this Directive complies with the data protection framework of the Union, in particular Regulation (EU) 2016/679 of the European Parliament and of the Council[1]**, Directive (EU) 2016/680 of the European Parliament and of the Council[2] and Directive 2002/58/EC of the European Parliament and of the Council[3]**. _____ 1. Regulation (EU) 2016/679 of the	

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		personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1). ***2. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (OJ L 201, 31.7.2002, p. 37).***	European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1). **2. Directive (EU) 2016/680 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data by competent authorities for the purposes of the prevention, investigation, detection or prosecution of criminal offences or the execution of criminal penalties, and on the free movement of such data, and repealing Council Framework Decision 2008/977/JHA (OJ L 119, 4.5.2016, p. 89).** **3. Directive 2002/58/EC of the European Parliament and of the Council of 12 July 2002 concerning the processing of personal data and the protection of privacy in the electronic communications sector (OJ L 201, 31.7.2002, p. 37).**	
Recital 5				
15	(5) This Directive establishes a legal basis for the storage of an obligatory set of personal data in the physical driving licences and their microchips or QR codes and the mobile driving licences in order to guarantee a high level of road safety throughout the Union, and in	(5) This Directive establishes a legal basis for the storage of an obligatory set of personal data in the physical driving licences and their microchips or QR codes and the mobile driving licences***, for the purposes of proving and verifying the person's right to drive and his***	(5) This Directive establishes a legal basis for the storage of an obligatory set of personal data in the physical driving licences and their microchips or QR codes and the mobile driving licences in order to guarantee a high level of road safety throughout the Union, and in	

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	compliance with Article 6(1)(e) and, where applicable, Article 9(2)(g) of Regulation (EU) 2016/679. Such data should be limited to what is necessary to prove a person's right to drive, identify this person and verify the person's driving rights and identity. This Directive also provides for additional safeguards to ensure the protection of personal data disclosed during the verification process.	***or her identity,*** in order to guarantee a high level of road safety throughout the Union, and in compliance with Article ~~*6(1)(e)*~~***6(1), point (e)*** and, where applicable, Article ~~*9(2)(g)*~~***9(2), point (g)*** of Regulation (EU) 2016/679. Such data should be limited to what is necessary to prove a person's right to drive, identify this person and verify the person's driving rights and identity. This Directive also provides for additional safeguards to ensure the protection of personal data disclosed during the verification process.	compliance with Article 6(1)(e) and, where applicable, Article 9(2)(g) of Regulation (EU) 2016/679. Such data should be limited to what is necessary to prove a person's right to drive, identify this person and verify the person's driving rights and identity. This Directive also provides for additional safeguards to ensure the protection of personal data disclosed **to and retained by the verifyer** during the verification process.	
Recital 6				
16	(6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences[1], Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. This Directive does not serve, however, as a legal basis for the inclusion of	(6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences[1], Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. ***In any event, any data stored on such a microchip should only be kept***	(6) In order to provide for legal clarity and guarantee the seamless transition between this Directive and Directive 2006/126/EC of the European Parliament and of the Council on driving licences[1], Member States should be able to store additional personal data on a microchip, if this is provided by national law which complies with Regulation (EU) 2016/679. This Directive does not serve, however, as a legal basis for the inclusion of	

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

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	which is a matter of national law that needs to comply with Union law regarding data protection. Moreover, this Directive does not provide a legal basis for setting up or maintaining a centralised database of biometric data at Union level.		which is a matter of national law that needs to comply with Union law regarding data protection. Moreover, this Directive does not provide a legal basis for setting up or maintaining a centralised database of biometric data at Union level.	which is a matter of national law that needs to comply with Union law regarding data protection. Moreover, this Directive does not provide a legal basis for setting up or maintaining a centralised database of biometric data at Union level. Text Origin: Commission Proposal
Recital 8a				
18a		***(8a) The mobile driving licence should ensure the highest level of security for the personal data used for identification and authentication irrespective of whether such data is stored locally, in decentralised ledgers or on cloud-based solutions, and taking into account the different levels of risk. Despite the need for strong user authentication, the use of biometrics to identify and authenticate personal data should not be made a precondition for the use of the mobile driving licence. Biometric data used for the purpose of authentication of a natural person pursuant to the Regulation (EU) 2016/679 should***		

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		not be stored using cloud-based solutions without the explicit consent of the user. The use of biometric data should be limited to specific scenarios set out in Article 9 of this Regulation, and requires organisational and security measures, commensurate to the risk that such processing may entail to the rights and freedoms of natural persons and in accordance with Regulation 2016/679.		
Recital 9				
19	(9) Further commitments are needed to accelerate the fight against forgery and fraud concerning driving licences. Therefore, it is desirable for the date originally set by Directive 2006/126/EC for all physical driving licences issued or in circulation to fulfil all the requirements laid down in Union law to be moved forward.		*deleted*	
Recital 10				
20	*(10)* The digital transformation is one of the Union's priorities. In the	(10) The digital transformation is one of the Union's priorities. In the	(10) The digital transformation is one of the Union's priorities. In the	

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	case of road transport, it will contribute to remove the remaining administrative barriers, such as the ones relating to the duration of issuing physical driving licences, to free movement of persons. Therefore, a separate Union standard should be established for the mobile driving licences issued within the Union. In order to facilitate digital transformation mobile driving licences should be issued as default from [date-of-adoption+4years], without prejudice to the applicant's right to acquire either a physical one or both at the same time.	case of road transport, it will contribute to remove the remaining administrative barriers, such as the ones relating to the duration of issuing physical driving licences, to free movement of persons. Therefore, a separate Union standard should be established for the mobile driving licences issued within the Union. In order to facilitate digital transformation mobile driving licences should be issued ~~*as default from*~~ ***in addition to the physical driving licence from …*** [date-of-adoption+~~*4years*~~***4 years***], without prejudice to the applicant's right to ~~*acquire*~~***renounce*** either a physical one or ~~*both at the same time*~~***a digital one. The applicant should have the right to acquire at any time the format of the driving licence, which he or she initially renounced. A discretionary approach should remain the rule, while ensuring that applicants have equal access to the physical and mobile format from an economic and operational perspective. Opting for a physical driving licence should therefore be in no way discouraged, and in particular, applicants who are***	case of road transport, it will contribute to remove the remaining administrative barriers, such as the ones relating to the duration of issuing physical driving licences, to free movement of persons. Therefore, a separate Union standard should be established for the mobile driving licences issued within the Union. In order to facilitate digital transformation mobile driving licences should be issued ~~as~~**by** default ~~from [date-of-adoption+4years]~~**five years after the adoption of implementing acts for the introduction of mobile driving licences**, without prejudice to the applicant's right to acquire either a physical one or both at the same time **and Member States' possibilities to issue mobile driving licences before that date**.	

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		unable or unwilling to acquire a mobile driving licence should continue to have access to a physical driving licence. Member States should ensure that the physical driving licence is issued or reissued without undue delay and no later than within 2 weeks from the date it was requested.		
Recital 11				
21	(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information allowing to verify the authenticity of the data and a single-use pointer. However it should be ensured that even in such cases the amount of personal data made available is restricted to what would be reported on the physical driving licence and what is strictly necessary for the verification of the authenticity of such data. That additional data should be different in case a person holds several mobile driving licences, which is possible provided that they are issued by the same Member State.	(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information ~~*allowing to verify*~~***enabling*** the authenticity of the data and a single-use pointer ***to be verified***. However it should be ensured that even in such cases the amount of personal data made available is restricted to what would be reported on the physical driving licence and what is strictly necessary for the verification of the authenticity of such data***, in particular the electronic signature of the issuing authority***. That additional data should be different in case a person holds several mobile driving licences, which is possible provided that they are	(11) The mobile driving licence should not only contain the information reported on the physical driving licence, but also information allowing to verify the authenticity of the data ~~and a single-use pointer~~. However**,** it should be ensured that even in such cases the amount of personal data made available is restricted to what would be reported on the physical driving licence and what is strictly necessary for the verification of the authenticity of such data. That additional data ~~should~~ **could** be different in case a person ~~holds~~**displays his or her mobile driving licence on** several **electronic devices. Member States should ensure that physical and** mobile driving	

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		issued by the same Member State.	licences~~,~~ **issued to the same person are fully equivalent between them as regards the rights and conditions under** which **that person is authorised to drive, and in the duration of the admnistrative validity of the licence as set out in Article 10(2)** ~~is possible provided that they are issued by the same Member State~~.	
Recital 12				
22	(12) The Sustainable and Smart Mobility Strategy sets out a vision for the EU to significantly improve sustainability of mobility and transport. Emissions from the road transport sector include greenhouse gases emissions, air pollutants, noise and microplastics from tyre and road wear. Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving training should equip drivers to reduce their impact on emissions as well as to prepare them to drive zero-emission vehicles.	(12) The Sustainable and Smart Mobility Strategy sets out a vision for the EU to significantly improve sustainability of mobility and transport. Emissions from the road transport sector include greenhouse gases emissions, air pollutants, noise and microplastics from tyre and road wear. ***A greater presence of alternatively fuelled vehicles is key to the green transition. The possibility of new models of a greater weight being available in driving licence categories B, C or D should be taken into consideration in this Directive.*** Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving	(12) The Sustainable and Smart Mobility Strategy sets out a vision for the EU to significantly improve sustainability of mobility and transport. Emissions from the road transport sector include greenhouse gases emissions, air pollutants, noise and microplastics from tyre and road wear. Driving style influences these emissions, with possible negative impacts on the environment and human health. Therefore, driving ~~training~~**test requirements** should ~~equip~~**guarantee that driver training equips** drivers to reduce their impact on emissions as well as to prepare them to drive zero-emission vehicles.	

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		training ***and testing*** should equip drivers to reduce their impact on emissions, ***including through eco-driving,*** as well as to prepare them to drive ~~*zero emission*~~***zero or low-emission*** vehicles.		
Recital 13				
23	(13) In order to allow citizens and residents to directly enjoy the benefits of the internal market without incurring an unnecessary additional administrative burden, Regulation (EU) 2018/1724 of the European Parliament and the Council[1] provides for access to online procedures relevant for the functioning of the internal market, including for cross-border users. The information covered by this Directive is already covered in Annex I to Regulation (EU) 2018/1724. Annex II to that Regulation should be amended as to assure that any requester benefits from fully online procedures. _____ 1. Regulation (EU) 2018/1724 of the European Parliament and of the Council of 2 October 2018 establishing a single digital gateway to provide access to information,		(13) In order to allow citizens and residents to directly enjoy the benefits of the internal market without incurring an unnecessary additional administrative burden, Regulation (EU) 2018/1724 of the European Parliament and the Council[1] provides for access to online procedures relevant for the functioning of the internal market, including for cross-border users. The information covered by this Directive is already covered in Annex I to Regulation (EU) 2018/1724. Annex II to that Regulation should be amended as to assure that any requester benefits from fully online procedures. _____ 1. Regulation (EU) 2018/1724 of the European Parliament and of the Council of 2 October 2018 establishing a single digital gateway to provide access to information, to procedures and to assistance and problem-solving services and amending	(13) In order to allow citizens and residents to directly enjoy the benefits of the internal market without incurring an unnecessary additional administrative burden, Regulation (EU) 2018/1724 of the European Parliament and the Council[1] provides for access to online procedures relevant for the functioning of the internal market, including for cross-border users. The information covered by this Directive is already covered in Annex I to Regulation (EU) 2018/1724. Annex II to that Regulation should be amended as to assure that any requester benefits from fully online procedures. _____ 1. Regulation (EU) 2018/1724 of the European Parliament and of the Council of 2 October 2018 establishing a single digital gateway to provide access to information, to procedures and to assistance and problem-solving services and amending

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	to procedures and to assistance and problem-solving services and amending Regulation (EU) No 1024/2012 (OJ L 295, 21.11.2018, p. 1)		Regulation (EU) No 1024/2012 (OJ L 295, 21.11.2018, p. 1)	Regulation (EU) No 1024/2012 (OJ L 295, 21.11.2018, p. 1) Text Origin: Commission Proposal
Recital 13a				
23a		***(13a) The national or regional differences regarding the categorisation of ambulances and the categories of licences needed to drive such vehicles pose the risk of disrupting cross-border circulation or circulation within the same Member State. Ambulances should therefore be subject to a special treatment under this Directive. It should therefore be allowed to drive ambulances with driving licence of category B throughout the Union, provided the authorised mass of the ambulance does not exceed 4 250 kg, 2 years after a driving licence for category B was issued for the first time.***		
Recital 14				
24	(14) Driving licences should be categorised according to the types of vehicles they provide the right to		(14) Driving licences should be categorised according to the types of vehicles they provide the right to	(14) Driving licences should be categorised according to the types of vehicles they provide the right to

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	drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned and the skills needed to drive them.		drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned and the skills needed to drive them.	drive to. This should be done in a clear and coherent manner and in full respect of the technical characteristics of the vehicles concerned and the skills needed to drive them. Text Origin: Commission Proposal
Recital 14a				
24a		***(14a) Individual means of transport play a key role in fulfilling the mobility needs of millions of European citizens, particularly in rural areas and for persons with reduced mobility. Nevertheless, in some instances the affordability of a driving licence is a barrier. Member States should consider developing appropriate infrastructure in urban, peri-urban and rural areas necessary to reduce road accidents and traffic congestion, as well as targeted policies and support schemes for those at risk of transport poverty***		
Recital 15				
25				

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	(15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the EU has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. As such, with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles.	(15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the EU has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. ***Moreover, persons with reduced mobility, regardless of their ability to drive a vehicle need to enjoy their mobility rights in order to prevent transport poverty. Giving effect to those mobility rights could entail the use of adapted individual or collective vehicles, including special features or equipment, and appropriate infrastructure, including in rural areas.*** As such, with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles.	(15) In accordance with United Nations Convention on the Rights of Persons with Disabilities of 13 December 2006, to which the EU has been a Party since 21 January 2011, specific provisions should be adopted to make it easier for persons with disabilities to drive vehicles. ~~As such~~**Therefore** , with the prior agreement of the Commission, Member States should be allowed to exclude from the application of Article 6 certain specific types of power-driven vehicles.	
Recital 16				
26	(16) The minimum ages of applicants for the different categories of driving licences should be set at Union level.	(16) The minimum ages of applicants for the different categories of driving licences should be set at Union level.	(16) The minimum ages of applicants for the different categories of driving licences should be set at Union level.	

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	Nevertheless, Member States should be allowed to set a higher age limit for the driving of certain categories of vehicles in order to further promote road safety. Member States should in exceptional circumstances be allowed to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service and public order maintenance related vehicles or pilot projects related to new vehicle technologies.	Nevertheless, Member States should be allowed to set a higher age limit for the driving of certain categories of vehicles in order to further promote road safety. Member States should ~~*in exceptional circumstances be allowed*~~***be allowed on exceptional basis*** to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service***, civil protection*** and public order maintenance related vehicles or pilot projects related to new vehicle technologies.	Nevertheless, Member States should be allowed to set a higher age limit for the driving of certain categories of vehicles in order to further promote road safety. Member States should **, for certain categories or under specific conditions,** ~~in exceptional circumstances~~ be allowed to set lower age limits in order to take account of national circumstances. In particular, to allow the driving of fire service and public order maintenance related vehicles ~~or pilot projects related to new vehicle technologies~~.	
Recital 16a				
26a		***(16a) Active mobility, which includes walking and the use of bicycles or electric bikes and other light means of transport such as e-scooters, is becoming increasingly popular given the green transition. Their users are more frequently entering the European roads and sharing them with other individual means of transport. Youngest users, who are increasingly using particularly e-scooters often use them without a proper knowledge of the***		

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		applicable norms as they have not yet acquired a driving licence for any category. This is resulting in increasing numbers of accidents in which e-scooters are involved, with both pedestrians and users of e-scooters as main victims. Given overall road safety challenges, Member States should introduce in their school curricula age-appropriate traffic rules and risk awareness training, with a view to improve road safety. That should ensure widespread comprehensive knowledge of safety measures, such as seat belts and helmet use, and in particular the traffic participation of vulnerable road users, such as pedestrians, cyclists or e-scooters, and the safe interaction with motorised vehicles. Member States could introduce further measures and schemes for users of personal mobility vehicles with a view to decrease traffic accidents, improve road safety rules and risk awareness.		
Recital 16b				
26b		***(16b) The combination of an adequate minimum age for***		

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		licences in each category, that facilitates both mobility independence of young drivers and their timely access to professional driving, and stricter conditions for novice drivers regarding inter alia alcohol limits, can benefit road safety.		
Recital 16c				
26c		***(16c) The assessment of a driver's fitness to drive safely should be made on the basis of specific criteria, taking into account in particular driver's medical condition. Decisions on the restriction, suspension, withdrawal or cancellation of driving licences should be taken on an individual basis and should be based on the objective results of examinations and tests. Any form of discrimination against licensed drivers solely on the grounds of age should be unacceptable.***		
Recital 16d				
26d		***(16d) The right to a driving licence is a guarantee of freedom of movement and participation in***		

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		economic and social life, especially in rural and less urbanised areas with a limited public transport network. Particularly for the elderly, the lonely, persons with reduced mobility or persons with disabilities, individual transport is an important element in supporting their independent and autonomous functioning. Restrictions on the right to hold a driving licence should be based on objective criteria determined on an individual basis and should not entail the risk of discrimination.		
Recital 17				
27	(17) A system of staging - namely establishing the entitlement for a category B driving licence as a prerequisite for the applicant to become eligible to hold certain other categories - and equivalences between categories should be established. Such system should be partially binding on all Member States, but should also grant Member States the possibility to apply it between each other in their respective territories. Member States should also be allowed to	(17) A system of staging - namely establishing the entitlement for a category B driving licence as a prerequisite for the applicant to become eligible to hold certain other categories~~–~~, and equivalences between categories should be established***, including a minimum period of experience before such eligibility, where appropriate***. Such system should be ~~*partially*~~ binding on all Member States, but should also grant Member States the possibility to	(17) A system of staging - namely establishing the entitlement for a category B driving licence as a prerequisite for the applicant to become eligible to hold certain other categories - and equivalences between categories should be established. Such system should be ~~partially~~ binding on all Member States, ~~but should also grant Member States~~**without prejudice to** the possibility **for Member States** to apply ~~it~~**certain equivalences** between each other	

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	establish certain equivalences limited to their own territory only.	apply it between each other in their respective territories. Member States should also be allowed to establish certain equivalences limited to their own territory only.	in their respective territories. Member States should also be allowed to establish certain equivalences limited to their own territory only.	
Recital 18				
28	(18) On the grounds of road safety, it is necessary to lay down the minimum requirements for the issue of a driving licence. Standards for driving tests and licensing should be harmonised. To that end, the knowledge, skills and behaviour connected with driving power-driven vehicles should be specified, the driving test should be based on these concepts and the minimum standards of physical and mental fitness for driving such vehicles should be specified.	(18) On the grounds of road safety, it is necessary to lay down the minimum requirements for the issue of a driving licence. Standards for driving tests and licensing should be harmonised. To that end, the knowledge, skills and behaviour connected with driving power-driven vehicles should be specified, the driving test should be based on these concepts and the minimum standards of ~~*physical and mental*~~ fitness for driving such vehicles should be specified. ***Such requirements should take into account the different practices in use in all Member States.***	(18) On the grounds of road safety, it is necessary to ~~lay down the~~**update the harmonised** minimum requirements ~~for the issue of a driving licence. Standards for~~**to be met by the applicant before a** driving ~~tests and licensing should be harmonised. To that end,~~**licence could be issued. This should include** the knowledge, skills and behaviour connected with driving power-driven vehicles ~~should be specified~~, the driving test ~~should be based on these concepts~~ and the minimum standards of physical and mental fitness for driving such ~~vehicles should be specified~~.	
Recital 18a				
28a			**(18a) In view of the growing availability and use of advanced driver assistance systems and**	

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			automated driving systems, it is necessary to include requirements relating to these systems into theory tests in order to ensure the driver's general knowledge of advantages, limitations and risks associated with automated systems. That knowledge requirement covers, in particular, the field of use of the automated driving systems, the existence of take-over requests by the automated driving systems and remaining obligations of the driver during the activation of automated driving systems.	
Recital 18a				
28b		***(18a) Currently, when issuing driving licences for group 1, namely for drivers of vehicles of categories A, A1, A2, AM, B, B1 and BE, most Member States have established some form of fitness check to drive, beyond the eyesight test. Such a check may vary from a self-assessment form to a medical examination, carried out by general practitioner or a specialist doctor or a testing centre. When renewing driving***		

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		licences for group 1, few Member States require a medical examination. There are also few Member States that have established a national mechanism for reporting significant changes in the fitness to drive. In general, when issuing and renewing driving licences for group 2, namely for drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E, the requirements are more stringent and detailed, by mandating a medical examination.		
Recital 19				
29	(19) Proof of compliance with minimum standards of physical and mental fitness for driving by drivers of vehicles used for the transport of persons or goods should be provided when the driving licence is issued and periodically thereafter. Such regular control in accordance with national rules of compliance with minimum standards would contribute to the free movement of persons, avoid distortions of competition and better take into account the specific responsibility	(19) Proof of compliance with minimum standards of physical and mental fitness for driving by drivers of vehicles used for the transport of persons or goods should be provided when the driving licence is issued and periodically thereafter. Such regular control in accordance with national rules of compliance with minimum standards would contribute to the free movement of persons, avoid distortions of competition and better take into account the specific responsibility	(19) Proof of compliance with minimum standards of physical and mental fitness ~~for driving by drivers of vehicles used for the transport of persons or goods~~ should be provided when the driving licence is issued and periodically thereafter. Such regular control in accordance with national rules of compliance with minimum standards would contribute to the free movement of persons, avoid distortions of competition and better take into account the specific responsibility	

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	of drivers of such vehicles. Member States should be allowed to impose medical examinations as a guarantee of compliance with the minimum standards of physical and mental fitness for driving other power-driven vehicles. For reasons of transparency, such examinations should coincide with a renewal of driving licences.	of drivers of such vehicles. Member States should ~~*be allowed to*~~ impose medical examinations as a guarantee of compliance with the minimum standards of physical and mental fitness for driving other power-driven vehicles. For reasons of transparency, such examinations should coincide with a renewal of driving licences.	of drivers of such vehicles. **The national rules of compliance with minimum standards should consist of a medical examination at issuance and renewal of a driving licence. However, for certain driving licence categories** Member States ~~should be allowed to impose medical examinations as a guarantee of compliance with the minimum standards of~~**may, instead of requiring a medical examination, require the applicant or holder to provide in writing or by electronic means a self-assessment, which should be risk-oriented or of a general nature, or Member States may establish a mechanism to ensure that changes in the** physical ~~and~~**or** mental fitness ~~for driving other power-driven vehicles. For reasons of transparency, such examinations should coincide with a renewal of driving licences~~**are reacted upon. Member States should also be free to combine such measures in order to increase their efficiency**.	
Recital 19a				
29a			**(19a) In view of studies being carried out on various**	

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			pathologies that carry a risk of excessive sleepiness and drowsiness, the Commission should start a review of the chapter of Annex III dedicated to obstructive sleep apnoea syndrome, once an adequate number of studies is completed and available to the scientific community.	
Recital 19a				
29b		***(19a) Recent new medical technologies have contributed to improve road safety. Technologies which minimize or eliminate the risk connected to driving with specific medical conditions have been introduced to the market and implemented among patients. Monitoring technologies, such as continuous glucose monitoring (CGM) systems for people with diabetes mellitus, allows persons to effectively and continuously control their medical conditions thus eliminating the risk of driving connected to their disease. Furthermore technologies like CGM systems are currently being developed and improved at a rapid pace ensuring a continuously***		

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		improved control of medical conditions and thereby increasing the road safety.		
Recital 19b				
29c		***(19b) The European Parliament in its resolution of 23 November 2022 on prevention, management and better care of diabetes in the EU on the occasion of World Diabetes Day[1a] has called on the Commission to review the relevant occupational health and safety legal framework and the road safety legislation to avoid further discrimination of people living with diabetes.*** ***[1a] OJ C 167, 11.5.2023, p. 36.***		
Recital 20				
30	(20) In order to ensure uniform rights across the Union, taking into account also considerations of road safety, driving licences of categories AM, A1, A2, A, B1 and B should have an administrative validity of 15 years, while categories C, CE, C1, C1E, D, DE, D1 and D1E shall have an		(20) In order to ensure uniform rights across the Union, taking into account also considerations of road safety, driving licences of categories AM, A1, A2, A, B1**, B and BE** ~~and B~~ should have an administrative validity of 15 years, while categories C, CE, C1, C1E, D, DE, D1 and D1E ~~shall~~**should**	

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	administrative validity of five years. Member States should be allowed to define shorter period in exceptional cases, as defined by this Directive.		have an administrative validity of five years. Member States should be allowed to **apply a validity period of 10 years instead of 15 years when the driving licence is also used as a personal identification document, and to** define shorter ~~period~~**periods than those provided for in this Directive** in exceptional cases, as defined by this Directive.	
Recital 20a				
30a		***(20a) Refresher courses for experienced drivers can improve road safety by raising awareness and requiring drivers to gain additional experience in new technological solutions such as advanced driver-assistance systems, semi-automated and automated. For that purpose, the use of simulators could be key to update skills of experienced drivers. In addition, driving simulators could also recreate adverse conditions and emergency scenarios and consequently improve the driver's ability to respond and make decisions in critical situations.***		

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

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Recital 22				
32	(22) The principle of 'one holder - one licence' should prevents any person of holding more than one physical driving licence. Nevertheless, the principle should also be extended to take into account the technical specificities of mobile driving licences.		(22) The principle of 'one holder - one licence' should ~~prevents~~**prevent** any person of holding more than one ~~physical~~ driving licence.~~ Nevertheless,~~ The principle should also be extended to take into account the technical specificities of mobile driving licences**, as a holder may request the issuance of a physical driving licence instead of, or together with, a mobile driving licence and may display a mobile drving licence on several mobile devices**.	
Recital 23				
33	(23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences to all licence holders having acquired normal residence in their territory.		(23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences to all licence holders having acquired normal residence in their territory.	(23) For reasons connected with road safety, Member States should be able to apply their national provisions on the withdrawal, suspension, renewal and cancellation of driving licences to all licence holders having acquired normal residence in their territory. Text Origin: Commission Proposal

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Recital 24				
34	(24) Drivers who hold a driving licence issued by the Member State where they reside following an exchange with a driving licence issued by a third country should be entitled to drive across the Union as if they had originally obtained the licence within the Union. Such an exchange could have diverse effects on road safety and the free movement of persons.		(24) Drivers who hold a driving licence issued by the Member State where they reside following an exchange with a driving licence issued by a third country should be entitled to drive across the Union as if they had originally obtained the licence within the Union. ~~Such an exchange could have diverse effects on road safety and the free movement of persons.~~	
Recital 25				
35	(25) The Commission should be empowered to adopt a decision identifying third countries that ensure a comparable level of road safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. These conditions should be detailed and well-defined to all relevant driving licence categories.	(25) The Commission should be empowered to adopt a decision identifying third countries that ensure a comparable level of road safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. ***The Commission should in this regard be allowed to assess if a third country has a professional driver training, certification rules and examination procedures, that are wholly or partly comparable to the***	(25) The Commission should be empowered to adopt ~~a~~**an implementing** decision identifying third countries that ensure a comparable level of road safety as the Union and providing the opportunity to holders of licences issued by these countries to exchange their driving licences on similar terms as if they were issued by a Member State. These conditions should be detailed and well-defined to all relevant driving licence categories.	

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		level in the Union, in order to ultimately issue a certificate comparable to the Certificate of Professional Competence (CPC). This could allow the holders of those third-country certificates to exchange them with a European CPC, provided that they undertake an additional competence training. Such certificate could, in addition to the driving licence, be the second mandatory requirement for professional drivers to be able to carry out transport operations for a Union based transport undertaking. These conditions should be detailed and well-defined to all relevant driving licence categories.		
Recital 26				
36	(26) As regards driving licences issued by third countries that are not the object of such a Commission decision, or for which such a decision does not explicitly authorise nor prohibit the exchange, Member States should be allowed to exchange them in accordance with their national rules, provided that they use the relevant Union code on the		(26) As regards driving licences issued by third countries that are not the object of such a Commission decision, or for which such a decision does not explicitly authorise nor prohibit the exchange, Member States should be allowed to exchange them in accordance with their national rules, provided that they use the relevant Union code on the	(26) As regards driving licences issued by third countries that are not the object of such a Commission decision, or for which such a decision does not explicitly authorise nor prohibit the exchange, Member States should be allowed to exchange them in accordance with their national rules, provided that they use the relevant Union code on the

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	exchanged licence. In case the holder of such a licence changes his or her residence to a new Member State, the latter should not be required to apply the principle of mutual recognition to such licence.		exchanged licence. In case the holder of such a licence changes his or her residence to a new Member State, the latter should not be required to apply the principle of mutual recognition to such licence.	exchanged licence. In case the holder of such a licence changes his or her residence to a new Member State, the latter should not be required to apply the principle of mutual recognition to such licence. Text Origin: Commission Proposal
Recital 27				
37	(27) "Driving licence tourism", namely the practice of changing residence for the purpose of acquiring a new driving licence, in order to circumvent the effects of a driving disqualification imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers should not be exempted from requirements imposed on them to recover their right to drive or their driving licence, by changing their residence. At the same time it should be clarified that any conduct from the part of the citizens should only lead to an indefinite ban from driving where it is duly justified, and that such a decision should only have an effect		(27) "Driving licence tourism", namely the practice of changing residence for the purpose of acquiring a new driving licence, **inter alia** in order to circumvent the effects of a **restriction, suspension, withdrawal or cancellation of the** driving ~~disqualification~~ **licence or the right to drive** imposed in another Member State, is a wide-spread phenomenon, which has a negative effect on road safety. Drivers should not be exempted from requirements imposed on them to recover their right to drive or their driving licence, by changing their residence. At the same time it should be clarified that any conduct from the part of the citizens **or lack**	

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	limited to the territory of the Member State that issued it.		**of physical or mental fitness to drive** should only lead to an indefinite ban from driving where it is duly justified~~, and that such a decision~~**; conditions should be set out for other Member States than the one which has imposed the ban to issue a driving licence to that person,** should ~~only have an effect~~**it be deemed appropriate based on an informed decision, and** limited to the territory of the Member ~~State that issued it~~**States which have not enacted an indefinite ban**.	
Recital 27a				
37a		***(27a) Non-Road Mobile Machinery (NRMM) covers a wide variety of machinery typically used off the road in many ways. It comprises, for example construction and forestry machinery (excavators, loaders, bulldozers, etc.), agricultural and farming machinery (harvesters, cultivators, etc.). The existing Directive does not apply to such a machinery. It is, however, a subject to a patchwork of national provisions as regards the required driving licence and particular***		

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		training requirements since it may circulate on public roads. Member States should collaborate with the view to facilitate usage of Non-Road Mobile Machinery across the Union, in particular in cross border context, seasonal work or work provided by posted workers. The Commission should establish a platform for cooperation by inviting national authorities and the relevant stakeholders with the view to aggregate, process and disseminate knowledge and information on best practices for drivers of special use vehicles such as Non Road Mobile Machinery in all Member States. The deliberations of the platform for cooperation should serve as a base for the Commission's report on the effects of use of national provisions on Non Road Mobile Machinery and its implication on internal market and road safety. This report might be accompanied, if appropriate, by a legislative proposal to the European Parliament and the Council with the view to facilitating use of Non Road Mobile Machinery across the Union.		

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Recital 28				
38	(28) A Union-wide accompanied driving scheme should be introduced for certain driving licence categories, in order to improve road safety. The rules of such a system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit is reached. However the use of those driving licences should be subject to being accompanied by an experienced driver. In such situations, Member States should be allowed, for reasons of road safety, to define stricter conditions and rules within their territory concerning the driving licences they have issued.	(28) A Union-wide accompanied driving scheme should be introduced for ~~*certain*~~ driving licence categories ***B, C and C1***, in order to improve road safety. The rules of such a system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit is reached. However the use of those driving licences should be subject to being accompanied by an experienced driver. In such situations, Member States should be allowed, for reasons of road safety, to define stricter conditions and rules within their territory concerning the driving licences they have issued.	(28) A Union-wide accompanied driving scheme should be introduced for certain driving licence categories, in order to improve road safety. The rules of such a system should provide the possibility of applicants to acquire driving licences in the relevant categories before the required minimum age limit is reached. However the use of those driving licences should be subject to being accompanied by an experienced driver**, for instance a family member**. In such situations, Member States should be allowed, for reasons of road safety, to define stricter conditions and rules within their territory concerning the driving licences they have issued.	
Recital 29				
39	(29) The accompanied driving scheme should, without prejudice to its overall goal of improving road safety, make the profession of truck driver more accessible and appealing to younger generations,	(29) The accompanied driving scheme should, without prejudice to its overall goal of improving road safety, make the profession of truck driver more accessible and appealing to younger generations,	(29) The accompanied driving scheme ~~should~~**could**, without prejudice to its overall goal of improving road safety, ~~make~~**contribute to making** the profession of truck driver more	

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	in order to broaden their occupational possibilities, and to help tackle the driver shortage within the Union. Therefore, it should cover category C driving licences and their prerequisite B category licences.	in order to broaden their occupational possibilities, and to help tackle the driver shortage within the Union. Therefore, it should cover ~~*category C*~~***categories C and C1*** driving licences and their prerequisite B category licences.	accessible and appealing to younger generations, in order to broaden their occupational possibilities, and to help tackle the driver shortage within the Union. Therefore, ~~it~~**Member States** should ~~cover category~~**have the possibility to apply that scheme to categories C1 and** C driving licences ~~and their prerequisite~~**in addition to the** B category licences**, and driving licences issued accordingly should be mutually recognised among those Member States applying that larger scope to the scheme**.	
Recital 29a				
39a			**(29a) The accompanied driving scheme does not restrict Member States' existing options to lower the minimum age for category B and to apply related conditions nationally.**	
Recital 29a				
39b		***(29a) The partnership between vocational schools and transport and logistics companies should be incentivised, including through***		

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		specific Union budget support and use of revenues earmarked under Directive 2015/413 of the European Parliament and of the Council[1a], in order to tackle professional drivers' shortage in the Union. Such partnership should offer to future professional drivers an opportunity to become more familiar with the benefits and the challenges of the profession, to improve their operational and organisational skills and to gain experience, while using advanced technologies and techniques. The form of that support could include, among others, EU co-financing to obtain certain qualifications such as CPC or dedicated trainings for future drivers. ***[1a] OJ L 68, 13.3.2015, p. 9. ELI: http://data.europa.eu/eli/dir/2015/413/oj***		
Recital 30				
40	(30) It should be ensured that drivers who newly acquire their driving licence in a given category do not endanger road safety on	(30) It should be ensured that drivers who newly acquire their driving licence in a given category do not endanger road safety on	(30) It should be ensured that drivers who ~~newly~~ acquire ~~their~~**a** driving licence ~~in a given category~~**for the first time** do not	

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

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		account the Union's mid-term and long-term goals of halving and nearly eliminating deaths and serious injuries. As regards any other restrictions on novice drivers, Member States should be allowed to freely implement additional rules in their territory.	**should also be established. Such measures could include stricter rules or sanctions, specific training for** novice drivers **in risk awareness**, **specifically targeted enforcement and campaign efforts.** Member States should be allowed to freely implement additional rules in their territory **to novice drivers to improve road safety**.	
Recital 31				
41	(31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners thereby ensuring a more objective evaluation of driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field where it becomes necessary.	(31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners***, including hazard perception training,*** thereby ensuring a more objective evaluation of driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field***, including new advanced driver assistance systems,*** where it	(31) Minimum standards concerning access to the profession of examiner and examiner training requirements should be established in order to improve the knowledge and skills of examiners thereby ensuring a more objective evaluation of driving licence applicants and achieving greater harmonisation of driving tests. The Commission should be empowered, moreover, to adopt delegated acts to amend and adapt those minimum standards to any technical, operational or scientific developments in this field where it becomes necessary.	

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		becomes necessary.		
Recital 32				
42	(32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or familial ties. It is also necessary to provide for the possibility for applicants to take the theoretical or practical tests in the Member State of their citizenship in the cases where their Member State of normal residence does not provide the opportunity to take those tests in the official language of the former. Specific rules should be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time.	(32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or familial ties. It is also necessary to provide for the possibility for applicants to take the theoretical or practical tests in the Member State of their citizenship in the cases where their Member State of normal residence does not provide the opportunity to take those tests in the official language of the former. Specific rules ~~*should*~~***could*** be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time***, provided that does not entail additional road safety risks***.	(32) The concept of normal residence should be defined, in a way that enables resolving issues arising where it is not possible to establish normal residence on the basis of occupational or ~~familial~~**personal** ties. It is also necessary to provide for the possibility for applicants to take the theoretical ~~or practical tests~~**test** in the Member State of their citizenship in the cases where their Member State of normal residence does not provide the opportunity to take those tests in the official language of the former. Specific rules should be established for diplomats and their families, where their mission requires them to live abroad for an extended period of time.	
Recital 33				
43	(33) Member States should assist each other in the implementation of this Directive. Where possible they		(33) Member States should assist each other in the implementation of this Directive. Where possible they	(33) Member States should assist each other in the implementation of this Directive. Where possible they

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	should use the EU driving licence network in order to provide such assistance. The EU driving licence network, commonly referred to as 'RESPER' is a hub for the exchange of information between national authorities responsible for issuing driving licences and facilitating the implementation of this Directive.		should use the EU driving licence network in order to provide such assistance. The EU driving licence network, commonly referred to as 'RESPER' is a hub for the exchange of information between national authorities responsible for issuing driving licences and facilitating the implementation of this Directive.	should use the EU driving licence network in order to provide such assistance. The EU driving licence network, commonly referred to as 'RESPER' is a hub for the exchange of information between national authorities responsible for issuing driving licences and facilitating the implementation of this Directive. Text Origin: Commission Proposal
Recital 34				
44	(34) The EU driving licence network aims to guarantee the recognition of documents and acquired rights originating in Member States, combat document fraud, avoid the issuance of multiple licences and facilitate the enforcement of driving disqualifications. In particular, Member States should be given the possibility to systematically verify that the reasons, that led to any previously imposed restrictions, suspensions, withdrawals or cancellations of a driving licence or the right to drive, have disappeared. The use of RESPER		(34) The EU driving licence network aims to guarantee the recognition of documents and acquired rights originating in Member States, combat document fraud, avoid the issuance of multiple licences and facilitate the enforcement of driving disqualifications. In particular, Member States should be given the possibility to ~~systematically~~ verify that the reasons, that led to any previously imposed restrictions, suspensions, withdrawals or cancellations of a driving licence or the right to drive, have disappeared. The use of RESPER	

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	for the implementation of other acts of the Union should only be permitted as long as those uses are explicitly provided for by this Directive.		for the implementation of other acts of the Union should only be permitted as long as those uses are explicitly provided for by this Directive.	
Recital 35				
45	(35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on a yearly basis regarding the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences.		(35) In order to enable the preparation of meaningful reports on the implementation of this Directive, the Commission should receive information on– a yearly basis regarding the number of **physical and mobile** driving licences issued, renewed, replaced, withdrawn and exchanged, for each category~~, including data on the issuance and use of mobile driving licences~~.	
Recital 35a				
45a		***(35a) During the preparations for the review of this directive, the Commission should take into consideration to the fullest extent that Member States have different geographical and societal challenges they face when aiming to improve road safety. Indeed, while some Member States are***		

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		successfully aiming to enforce road traffic rules through the so-called demerit point systems, others are choosing different methods, such as imposing stricter sanctions immediately or putting more effort into targeted enforcement and prevention campaigns. Moreover, account should also be taken of the fact that demerit point systems themselves can be significantly different between Member States that choose to apply them. As such, resources and attention should be directed to other measures which can increase road safety, while also letting Member States address their diverse challenges in ways they believe to be the most efficient.		
Recital 35b				
45b		***(35b) Member States should equally share data on their best practices as regards road safety measures and risk awareness trainings, especially as regards novice drivers and within the lifelong training, use of support system per age group through feedback interventions with proof***		

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		of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner, as well as measures to increase road safety among vulnerable road users.		
Recital 36				
46	(36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the		(36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the	(36) In order to achieve the objectives of this Directive, in particular to adjust its Annexes to any technical, operational or scientific developments, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in respect of amending Parts A, B and D of Annex I that governs the specifications of physical driving licences; amending Part C of Annex I that lays down the specifications for mobile driving licences; amending Part E of Annex I that governs the rules on the applicable national and Union codes; amending Annexes II, III, V and VI specifying certain minimum requirements concerning the issuance, validity and renewal of driving licences; and amending Annex IV laying down the

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	minimum standards for examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters governed by these Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making[1]. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. _____ 1. OJ L 123, 12.5.2016, p. 1.		minimum standards for examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters governed by these Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making[1]. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. _____ 1. OJ L 123, 12.5.2016, p. 1.	minimum standards for examiners. Such empowerment should be granted for a period of five years, given the fact that technical, operational and scientific developments in the matters governed by these Annexes occur on a frequent basis. It is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making[1]. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts. _____ 1. OJ L 123, 12.5.2016, p. 1. Text Origin: Commission Proposal

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Recital 37				
47	(37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about road safety and sustainability. The promotion of lifelong training can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed management.	(37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about ***new technologies,*** road safety and sustainability. ~~*The promotion of*~~***Member States should endeavour to promote*** lifelong training ***of drivers and incentivise attendance at safe driving courses, including through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner, which can contribute to more inclusive mobility. That*** can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed management.	(37) In a context of gradual digitalisation and automation, of ever more stringent emission reduction requirements of road transport, as well as of constant technological progress of power-driven vehicles, it is necessary to keep all drivers up to date in terms of knowledge about road safety and sustainability. The promotion of lifelong training can be key in keeping experienced drivers' skills up to date in terms of road safety, new technologies, ecodriving, which improves fuel efficiency and reduces emissions, and speed management.	
Recital 38				

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48	(38) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify interoperability features and security measures applicable to the QR codes introduced on physical driving licences; provisions related to interoperability, security and testing of mobile driving licences; the extension of the period of administrative validity of driving licences across the Union in case of a crisis; the content of the self-assessment on physical and mental fitness to be conducted for drivers of group 1; the conditions of the exchange of driving licences from third countries for driving licences issued by Member States without recording the fact of exchange on the driving licence; as well as interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in that context. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council[1].		(38) In order to ensure uniform conditions for the implementation of this Directive, implementing powers should be conferred on the Commission to specify interoperability features and security measures applicable to the QR codes introduced on physical driving licences; ~~provisions related to interoperability, security and testing of~~**various organisational, operational, data protection and security features of the** mobile driving licences; the extension of the period of administrative validity of driving licences across the Union in case of a crisis;~~ the content of the self-assessment on physical and mental fitness to be conducted for drivers of group 1~~; the conditions of the exchange of driving licences from third countries for driving licences issued by Member States ~~without recording the fact of exchange on the driving licence~~; as well as interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in that context. Those powers should be exercised in	

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

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

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

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	components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. 1. OJ C 369, 17.12.2011, p. 14.		components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. 1. OJ C 369, 17.12.2011, p. 14.	components of a directive and the corresponding parts of national transposition instruments. With regard to this Directive, the legislator considers the transmission of such documents to be justified. 1. OJ C 369, 17.12.2011, p. 14. Text Origin: Commission Proposal
Formula				
54	HAVE ADOPTED THIS DIRECTIVE:		HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE: Text Origin: Commission Proposal
Article 1				
55	Article 1 Subject matter and scope		Article 1 Subject matter and scope	Article 1 Subject matter and scope Text Origin: Commission Proposal
Article 1(1)				
56	1. This Directive lays down common rules on:		1. This Directive lays down common rules on:	1. This Directive lays down common rules on:

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				Text Origin: Commission Proposal
Article 1(1), point (a)				
57	(a) the models, standards and categories of driving licences;		(a) the models, standards and categories of driving licences;	(a) the models, standards and categories of driving licences; Text Origin: Commission Proposal
Article 1(1), point (b)				
58	(b) the issuance, validity, renewal, and mutual recognition of driving licences;		(b) the issuance, validity, renewal, and mutual recognition of driving licences;	(b) the issuance, validity, renewal, and mutual recognition of driving licences; Text Origin: Commission Proposal
Article 1(1), point (c)				
59	(c) certain aspects of the exchange, replacement, withdrawal, restriction, suspension and cancelation of driving licences;		(c) certain aspects of the exchange, replacement, withdrawal, restriction, suspension and cancelation of driving licences;	(c) certain aspects of the exchange, replacement, withdrawal, restriction, suspension and cancelation of driving licences; Text Origin: Commission Proposal
Article 1(1), point (d)				

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60	(d) certain aspects applicable to novice drivers.	(d) certain aspects applicable ***inter alia*** to novice drivers.	(d) certain aspects applicable to novice drivers.	
Article 1(2)				
61	2. This Directive does not apply to power-driven vehicles running on wheels or tracks, having at least two axles, the principal function of which lies in their tractive power, which are specially designed to pull, push, carry or operate certain tools, machines or trailers used in connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or drawing, on the road, vehicles used for the carriage of persons or goods is only a secondary function.	2. ~~*This Directive does not apply to power-driven vehicles running on wheels or tracks, having at least two axles, the principal function of which lies in their tractive power, which are specially designed to pull, push, carry or operate certain tools, machines or trailers used in connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or drawing,*~~***Without prejudice to Articles 12a and 20 of this Directive as well as the right of Member States to add national categories to the driving licences that they issue in accordance with Annex I, this Directive does not apply to self-propelled mobile machinery falling within the scope of Directive 2006/42/EC, that is designed or constructed with the purpose of performing work, such as non-road mobile machinery as defined by [Regulation*** on the ~~*road, vehicles used for the carriage of persons or goods is only a*~~	2. This Directive does not apply to power-driven vehicles running on wheels or tracks, having at least two axles, the principal function of which lies in their tractive power, which are specially designed to pull, push, carry or operate certain tools, machines or trailers used in connection with agricultural or forestry operations, and the use of which for carrying persons or goods by road or drawing, on the road, vehicles used for the carriage of persons or goods is only a secondary function.	

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		~~*secondary function*~~***approval and market surveillance of non-road mobile machinery circulating on public roads and amending Regulation (2023/0090(COD)]***.		
Article 2				
62	Article 2 Definitions		Article 2 Definitions	Article 2 Definitions
Article 2, first paragraph				
63	For the purposes of this Directive, the following definitions apply:		For the purposes of this Directive, the following definitions apply:	For the purposes of this Directive, the following definitions apply:
Article 2, first paragraph, point (1)				
64	(1) 'driving licence' means an electronic or physical document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive;	(1) 'driving licence' means ~~*an electronic or physical*~~***a*** document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive***, whether in a physical or digital format, or both***;	(1) 'driving licence' means ~~an electronic or physical~~**a** document that certifies the right to drive power-driven vehicles and states the conditions under which the holder is authorised to drive **. It may have a physical or a digital format, or both**;	Difference is editorial
Article 2, first paragraph, point (2)				
65	(2) 'physical driving licence'		(2) 'physical driving licence'	(2) 'physical driving licence'

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	means a driving licence in its physical format, issued in accordance with Article 4;		means a driving licence in its physical format, issued in accordance with Article 4;	means a driving licence in its physical format, issued in accordance with Article 4; Text Origin: Commission Proposal
Article 2, first paragraph, point (3)				
66	(3) ‘mobile driving licence’ means a driving licence in its digital format, issued in accordance with Article 5;		(3) ‘mobile driving licence’ means a driving licence in its digital format, issued in accordance with Article 5;	(3) ‘mobile driving licence’ means a driving licence in its digital format, issued in accordance with Article 5; Text Origin: Commission Proposal
Article 2, first paragraph, point (4)				
67	(4) 'power-driven vehicle' means any self-propelled vehicle running on a road under its own power, other than a rail-borne vehicle;		(4) 'power-driven vehicle' means any self-propelled vehicle running on a road under its own power, other than a rail-borne vehicle;	(4) 'power-driven vehicle' means any self-propelled vehicle running on a road under its own power, other than a rail-borne vehicle; Text Origin: Commission Proposal
Article 2, first paragraph, point (5)				
68	(5) ‘two-wheel vehicle’ means a vehicle referred to in Article 4(2), point (a), of Regulation (EU) No		(5) ‘two-wheel vehicle’ means a vehicle referred to in Article 4(2), point (a), of Regulation (EU) No	(5) ‘two-wheel vehicle’ means a vehicle referred to in Article 4(2), point (a), of Regulation (EU) No

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	168/2013 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).		168/2013 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52).	168/2013 of the European Parliament and of the Council[1]; _____ 1. Regulation (EU) No 168/2013 of the European Parliament and of the Council of 15 January 2013 on the approval and market surveillance of two- or three-wheel vehicles and quadricycles (OJ L 60, 2.3.2013, p. 52). Text Origin: Commission Proposal
Article 2, first paragraph, point (6)				
69	(6) ‘three-wheel vehicle’ means a vehicle referred to in Article 4(2), point (b), of Regulation (EU) No 168/2013;		(6) ‘three-wheel vehicle’ means a vehicle referred to in Article 4(2), point (b), of Regulation (EU) No 168/2013;	(6) ‘three-wheel vehicle’ means a vehicle referred to in Article 4(2), point (b), of Regulation (EU) No 168/2013; Text Origin: Commission Proposal
Article 2, first paragraph, point (7)				
70	(7) ‘light quadricycle’ means a vehicle as referred to in Article 4(2), point (f), of Regulation (EU) No 168/2013;		(7) ‘light quadricycle’ means a vehicle as referred to in Article 4(2), point (f), of Regulation (EU) No 168/2013;	(7) ‘light quadricycle’ means a vehicle as referred to in Article 4(2), point (f), of Regulation (EU) No 168/2013; Text Origin: Commission Proposal
Article 2, first paragraph, point (8)				

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71	(8) ‘motorcycle’ means a two-wheel vehicle with or without a sidecar, as referred to in Article 4(2), point (c) and (d) of Regulation (EU) No 168/2013;		(8) ‘motorcycle’ means a two-wheel vehicle with or without a sidecar, as referred to in Article 4(2), point (c) and (d) of Regulation (EU) No 168/2013;	(8) ‘motorcycle’ means a two-wheel vehicle with or without a sidecar, as referred to in Article 4(2), point (c) and (d) of Regulation (EU) No 168/2013; Text Origin: Commission Proposal
Article 2, first paragraph, point (9)				
72	(9) ‘powered tricycle’ means a vehicle with three symmetrically arranged wheels, as referred to in Article 4(2), point (e) of Regulation (EU) No 168/2013;		(9) ‘powered tricycle’ means a vehicle with three symmetrically arranged wheels, as referred to in Article 4(2), point (e) of Regulation (EU) No 168/2013;	(9) ‘powered tricycle’ means a vehicle with three symmetrically arranged wheels, as referred to in Article 4(2), point (e) of Regulation (EU) No 168/2013; Text Origin: Commission Proposal
Article 2, first paragraph, point (10)				
73	(10) ‘motor vehicle' means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term shall include trolleybuses, that is vehicles connected to an electric conductor and not track-based.		(10) ‘motor vehicle' means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term shall include trolleybuses, that is vehicles connected to an electric conductor and not track-based.	(10) ‘motor vehicle' means any power-driven vehicle which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the carriage of persons or goods. This term shall include trolleybuses, that is vehicles connected to an electric conductor and not track-based.

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				Text Origin: Commission Proposal
Article 2, first paragraph, point (11)				
74	(11) 'heavy quadricycle' means vehicles as referred to in Article 4(2), point (g), of Regulation (EU) No 168/2013;		(11) 'heavy quadricycle' means vehicles as referred to in Article 4(2), point (g), of Regulation (EU) No 168/2013;	(11) 'heavy quadricycle' means vehicles as referred to in Article 4(2), point (g), of Regulation (EU) No 168/2013; Text Origin: Commission Proposal
Article 2, first paragraph, point (11a)				
74a		***(11a) 'ambulance' means a vehicle of category M intended for the transport of sick or injured persons and having special equipment for such purpose, as referred to under 'Criteria for vehicle categorisation', 'Special purpose vehicles', in Annex I, Part A, point 5.3. to Regulation (EU) No 2018/858 of the European Parliament and the Council[1a];*** ***[1a] Regulation (EU) 2018/858 of the European Parliament and of the Council of 30 May 2018 on the approval and market surveillance of motor vehicles and***	**(12b) 'Ambulance' means a vehicle of category M referred to in Article 4 and Annex I point 5.3 of Regulation (EU) 2018/858 intended for the transport of sick or injured persons and having special equipment for such purpose.**	

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		their trailers, and of systems, components and separate technical units intended for such vehicles, amending Regulations (EC) No 715/2007 and (EC) No 595/2009 and repealing Directive 2007/46/EC (OJ L, 151, 14.6.2018, p. 1).		
Article 2, first paragraph, point (11b)				
74b		***(11b) 'motor caravan' means a vehicle category M with a living accommodation area containing seating and a table, separate or folding sleeping berths, cooking facilities as well as cupboards and storage space, all of which shall be rigidly fixed to the living compartment, as referred to under 'Criteria for vehicle categorisation', 'Special purpose vehicles', in Annex I, part A point 5.1 to Regulation (EU) 2018/858;***	**(12a) 'Motor caravan' means a special purpose vehicle of category M referred to in Article 4 and Annex I point 5.1 of Regulation (EU) 2018/858 constructed to include living accommodation which contains at least the following equipment:** **— seats and table,** **— sleeping accommodation which may be converted from the seats,** **— cooking facilities, and** **— storage facilities.** **This equipment shall be rigidly fixed to the living compartment; however, the table may be designed to be easily removable;**	
Article 2, first paragraph, point (11c)				
74c				

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		(11c) 'alternatively fuelled vehicle'[1a] means a motor vehicle powered wholly or in part by an alternative fuel, and which has been approved, pursuant to Regulation EU 2018/858;		
Article 2, first paragraph, point (11d)				
74d		***(11d) 'alternative fuels' mean fuels or power sources which serve, at least partly, as a substitute for fossil oil sources in the energy supply to transport and which have the potential to contribute to its decarbonisation and enhance the environmental performance of the transport sector consisting of:*** ***(a) electricity consumed in all types of electric vehicles;*** ***(b) hydrogen;*** ***(c) natural gas, including biomethane, in gaseous form (Compressed Natural Gas — CNG) and liquefied form (Liquefied Natural Gas — LNG);*** ***(d) Liquefied Petroleum Gas (LPG);*** ***(e) mechanical energy from on-board storage/on-board sources, including waste heat;*** ***(f) any other 'CO2 neutral***		

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		fuel' that means all fuels defined by Directive (EU) 2018/2001 where the emissions of the fuel in use (eu) can be taken to be net zero, meaning for instance that the CO2 equivalent of the carbon incorporated in the chemical composition of the fuel in use (eu) is of biogenic origin and/or has been captured, so avoiding being emitted as CO2 into the atmosphere, or has been captured from ambient air including: ***(i) renewable and/or synthetic fuels, such as biofuel, biogas, biomass fuel, renewable liquid and gaseous transport fuel of non-biological origin (RFNBO) or a recycled carbon fuel (RCF);*** ***(ii) other fuels not listed in Directive (EU) 2018/2001 may fall within the meaning of CO2 neutral fuel provided that they meet those criteria and the sustainability criteria of that Directive and associated delegated acts; and*** ***(iii) a mixture of two or more CO2 neutral fuels shall be considered to be a CO2 neutral fuel;***		
Article 2, first paragraph, point (12)				

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75	(12) 'driving disqualification' means any decision which results in the withdrawal, cancellation, restriction or suspension of the driving licence or of the right to drive of a driver of a power-driven vehicle and which is no longer subject to a right of appeal. The measure may constitute either a primary, secondary or supplementary penalty or a safety measure.		(12) 'driving disqualification' means any decision which results in the withdrawal, cancellation, restriction or suspension of the driving licence or of the right to drive of a driver of a power-driven vehicle and which ~~is no longer subject to a right of appeal~~**has become enforceable**. The measure may constitute either a primary, secondary or supplementary penalty or a safety measure~~.~~**;**	
Article 3				
76	Article 3 Union standard specifications on driving licences and mutual recognition		Article 3 Union standard specifications on driving licences and mutual recognition	Article 3 Union standard specifications on driving licences and mutual recognition Text Origin: Commission Proposal
Article 3(1)				
77	1. Member States shall ensure that their national driving licences are issued in accordance with the provisions of this Directive and comply with the Union standard specifications and other criteria		1. Member States shall ensure that their national driving licences are issued in accordance with the provisions of this Directive and comply with the Union standard specifications and other criteria	1. Member States shall ensure that their national driving licences are issued in accordance with the provisions of this Directive and comply with the Union standard specifications and other criteria

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	pursuant to:		pursuant to:	pursuant to: Text Origin: Commission Proposal
Article 3(1), point (a)				
78	(a) Article 4 for physical driving licences;		(a) Article 4 for physical driving licences;	(a) Article 4 for physical driving licences; Text Origin: Commission Proposal
Article 3(1), point (b)				
79	(b) Article 5 for mobile driving licences.		(b) Article 5 for mobile driving licences.	(b) Article 5 for mobile driving licences. Text Origin: Commission Proposal
Article 3(2)				
80	2. Member States shall ensure that physical and mobile driving licences issued to the same person are fully equivalent between them, and state the exact same set of rights and conditions under which that person is authorised to drive.		2. Member States shall ensure that physical and mobile driving licences issued to the same person are fully equivalent between them~~,~~ ~~and state the exact same set of~~ **as regards the** rights and conditions under which that person is authorised to drive**, and in duration of validity**.	

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Article 3(3)				
81	3. Member States shall not, as a prerequisite, require the possession of a physical or mobile driving licence from the applicant when issuing, replacing, renewing, or exchanging a driving licence in the other format.		3. Member States shall not, as a prerequisite, require the possession of a physical or mobile driving licence from the applicant when issuing, replacing, renewing, or exchanging a driving licence in the other format. **This is without prejudice to the handling of existing licences in case of exchange or replacement in accordance with Article 11 (3) and (4).**	
Article 3(4)				
82	4. By [date-of-adoption+4 years], Member States shall ensure that only mobile driving licences are issued by default. Until that date, Member States may decide to issue mobile driving licences.	4. By … [date-of-adoption+4 years], Member States shall ensure that ~~*only*~~ ***applicants are issued both a*** mobile driving ~~*licences are issued*~~ ***licence and a physical driving licence*** by default. Until that date, Member States may decide to issue mobile driving licences.	4. ~~By [date-of-adoption+4 years]~~**5 years after the adoption of implementing acts in accordance with Article 5(7)**, Member States shall ensure that only mobile driving licences are issued by default. Until that date, Member States may decide to issue mobile driving licences.	
Article 3(5)				
83	5. By way of derogation from	5. By way of derogation from	5. By way of derogation from	

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	paragraph 4, upon request of the applicant, Member States shall provide the opportunity for a physical driving licence to be issued instead of, or together with, a mobile driving licence.	paragraph 4, ~~*upon request of the applicant, Member States shall provide the opportunity for a*~~***Member States shall provide for a right for applicants upon request to renounce either*** physical ***or digital*** driving licence***. Member States shall facilitate such requests on the part of applicants, and not seek to influence them in any way*** ~~*to be issued instead of, or together with, a mobile driving licence*~~.	paragraph 4, upon request of the applicant, Member States shall provide the opportunity for a physical driving licence to be issued instead of, or together with, a mobile driving licence.	
Article 3(5a)				
83a		***5a. By way of derogation from paragraph 5, Member States shall give applicants who have renounced one of the formats of their driving licence referred to in paragraph 4 the right to request the issue or reissue of that renounced format. Any issue or reissue of a renounced format shall be provided without undue delay and no later than 2 weeks from the date of the applicant's request.***		
Article 3(6)				
84				

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	6. Driving licences issued by Member States shall be mutually recognised.		6. Driving licences issued by Member States shall be mutually recognised. **However, mobile driving licences issued in accordance with Article 5 shall be mutually recognised after the date stipulated in paragraph 4.**	
Article 3(7)				
85	7. By way of derogation from paragraph 6, Member States shall only mutually recognise mobile driving licences that were issued after [date-of-adoption+3 years] in accordance with Article 5. Mobile driving licences that were issued before that date but meet the requirements of Article 5 shall be mutually recognised after that date.		*deleted* see previous line	
Article 4				
86	Article 4 Physical driving licences		Article 4 Physical driving licences	Article 4 Physical driving licences Text Origin: Commission Proposal
Article 4(1)				
87				

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	1. Member States shall issue physical driving licences based on the Union standard specifications laid down in Annex I, Part A1.		1. Member States shall issue physical driving licences based on the Union standard specifications laid down in Annex I, Part A1.	1. Member States shall issue physical driving licences based on the Union standard specifications laid down in Annex I, Part A1. Text Origin: Commission Proposal
Article 4(2), first subparagraph				
88	2. Member States shall take all necessary steps to avoid any risk of forgery of driving licences, including that of model driving licences issued before the entry into force of this Directive. They shall inform the Commission thereof.		2. Member States shall take all necessary steps to avoid any risk of forgery of driving licences, including ~~that of model~~ driving licences issued before ~~the entry into force of this Directive~~**19 January 2013**. They shall inform the Commission thereof.	
Article 4(2), second subparagraph				
89	The physical driving licence shall be made secure against forgery by means of the Union standard specifications laid down in Annex I, Part A2. Member States may introduce additional security features.		The physical driving licence shall be made secure against forgery by means of the Union standard specifications laid down in Annex I, Part A2. Member States may introduce additional security features.	The physical driving licence shall be made secure against forgery by means of the Union standard specifications laid down in Annex I, Part A2. Member States may introduce additional security features. Text Origin: Commission Proposal
Article 4(3)				

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90	3. Where the holder of a valid physical driving licence without an administrative validity period takes up normal residence in a Member State other than that which issued that driving licence, the host Member State may, as of two years after the date on which the holder has taken up normal residence on its territory, apply the administrative validity periods set out in Article 10(2), by renewing the driving licence.		3. Where the holder of a valid physical driving licence without an administrative validity period takes up normal residence in a Member State other than that which issued that driving licence, the host Member State may, as of two years after the date on which the holder has taken up normal residence on its territory, apply the administrative validity periods set out in Article 10(2), by renewing the driving licence.	3. Where the holder of a valid physical driving licence without an administrative validity period takes up normal residence in a Member State other than that which issued that driving licence, the host Member State may, as of two years after the date on which the holder has taken up normal residence on its territory, apply the administrative validity periods set out in Article 10(2), by renewing the driving licence. Text Origin: Commission Proposal
Article 4(4)				
91	4. Member States shall ensure that by 19 January 2030, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.	4. Member States shall ensure that by 19 January ~~2030~~***2033***, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.	4. Member States shall ensure that by 19 January ~~2030~~**2033**, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.	4. Member States shall ensure that by 19 January ~~2030~~***2033***, all physical driving licences issued or in circulation fulfil all the requirements of this Directive.
Article 4(5), first subparagraph				
92	5. Member States may decide to introduce a storage medium (microchip) as part of the physical driving licence. Where a Member	5. Member States may decide to introduce a storage medium (microchip) as part of the physical driving licence. Where a Member	5. Member States may decide to introduce a storage medium (microchip) as part of the physical driving licence. Where a Member	

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	State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip.	State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip. ***The retention period for the personal data stored in the microchip shall, whenever possible, be aligned with the validity of the driving licence.***	State decides to introduce a microchip as part of their physical driving licence it may, where its national laws related to driving licences provide for it, also decide to store data additional to what is specified in Annex I, Part D, on the microchip.	
Article 4(5), second subparagraph				
93	When Member States provide for the microchip as part of the physical driving licence, they shall apply technical requirements laid down in Annex I, Part B. Member States may introduce additional security features		When Member States provide for the microchip as part of the physical driving licence, they shall apply technical requirements laid down in Annex I, Part B. Member States may introduce additional security features**.**	When Member States provide for the microchip as part of the physical driving licence, they shall apply technical requirements laid down in Annex I, Part B. Member States may introduce additional security features**.**
Article 4(5), third subparagraph				
94	Member States shall inform the Commission in the event of a decision on including a microchip on their physical driving licences, or of any change concerning such a decision, within three months of its adoption. Member States that have		Member States shall inform the Commission in the event of a decision on including a microchip on their physical driving licences, or of any change concerning such a decision, within three months of its adoption. Member States that have	Member States shall inform the Commission in the event of a decision on including a microchip on their physical driving licences, or of any change concerning such a decision, within three months of its adoption. Member States that have

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	already introduced a microchip on their physical driving licences shall inform the Commission accordingly within three months from the date of entry into force of this Directive.		already introduced a microchip on their physical driving licences shall inform the Commission accordingly within three months from the date of entry into force of this Directive.	already introduced a microchip on their physical driving licences shall inform the Commission accordingly within three months from the date of entry into force of this Directive. Text Origin: Commission Proposal
Article 4(6)				
95	6. Where the microchip is not introduced as part of the physical driving licence, Member States may also decide to print, in the space reserved for that purpose, a QR code on the physical driving licences that are issued by them. The QR code shall allow the verification of the authenticity of the information reported on the physical driving licence.		6. ~~Where the microchip is not introduced as part of the physical driving licence,~~ Member States may ~~also~~ decide to ~~print~~**engrave**, in the space reserved for ~~that purpose, a QR code on~~**the microchip in** the physical driving licences that are issued by them**, a QR code instead of or together with the microchip**. The QR code shall allow the verification of the authenticity of the information reported on the physical driving licence.	
Article 4(7), first subparagraph				
96	7. Member States shall ensure that the personal data necessary for the verification of the information		7. Member States shall ensure that the personal data necessary for the verification of the information	

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	reported on the physical driving licence is not retained by the verifier and that the issuing authority of the driving licence is not notified about the verification process.		reported on the physical driving licence is not retained by the verifier**, unless retention is authorised by Union or national law,** and that the issuing authority of the driving licence is not notified about the verification process.	
Article 4(7), second subparagraph				
97	The Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability features and the security measures to be complied with by QR codes printed on physical driving licences. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).		The Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability features and the security measures to be complied with by QR codes ~~printed~~**engraved** on physical driving licences. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	
Article 4(7), third subparagraph				
98	Member States shall inform the Commission of any measure aimed at the introduction of a QR code on their driving licences or of any change of such measure, within three months of its adoption.		Member States shall inform the Commission of any measure aimed at the introduction of a QR code on their driving licences or of any change of such measure, within three months of its adoption.	Member States shall inform the Commission of any measure aimed at the introduction of a QR code on their driving licences or of any change of such measure, within three months of its adoption.

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				Text Origin: Commission Proposal
Article 4(8)				
99	8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Parts A, B and D, where necessary in order to take account of technical, operational or scientific developments.		8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Parts A, B and D, where necessary in order to take account of technical, operational or scientific developments.	8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Parts A, B and D, where necessary in order to take account of technical, operational or scientific developments. Text Origin: Commission Proposal
Article 5				
100	Article 5 Mobile driving licences		Article 5 Mobile driving licences	Article 5 Mobile driving licences Text Origin: Commission Proposal
Article 5(1)				
101	1. Member States shall issue mobile driving licences based on the Union standard specifications laid down in Annex I, Part C.		1. Member States shall issue mobile driving licences based on the Union standard specifications laid down in Annex I, Part C.	1. Member States shall issue mobile driving licences based on the Union standard specifications laid down in Annex I, Part C. Text Origin: Commission Proposal

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Article 5(2), first subparagraph				
102	2. Member States shall ensure that electronic applications established for mobile driving licences, in order to enable verification of the existence of the driving rights of the holder of the driving licence, are available to persons having their normal residence in their territory, or to persons who are otherwise entitled to hold mobile driving licences issued by them, free of charge.		2. ~~Member States shall ensure that electronic applications established for mobile driving licences, in order to enable verification of the existence of the driving rights of the holder of the~~**Without prejudice to national rules requiring a fee payment against issuance of a driving licence, Member States shall ensure that the electronic retrieval of mobile** driving ~~licence, are~~**licences is** available to persons ~~having their normal residence in their territory, or to persons who are otherwise entitled to hold~~**holding a** mobile driving ~~licences~~**licence** issued by them, free of charge.	
Article 5(2), second subparagraph				
103	These applications shall be based on the European Digital Identity Wallets issued in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council[1]. _____ 1. Regulation (EU) No 910/2014 of the	~~*These*~~***Those*** applications shall be based on the European Digital Identity Wallets issued in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council[1]***, and an appropriate level of security of these applications***	~~These applications~~**Mobile driving licences** shall be ~~based on~~**issued to** the European Digital Identity Wallets ~~issued~~**as electronic attestations of attributes** in accordance with Regulation (EU) No 910/2014 of the European Parliament and of the Council[1].	

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	European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market (OJ L 257, 28.8.2014, p. 73).	***should be ensured.***. _____ 1. Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market (OJ L 257, 28.8.2014, p. 73).	_____ 1. Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market (OJ L 257, 28.8.2014, p. 73).	
Article 5(3), first subparagraph				
104	3. Member States shall publish and regularly update the list of available electronic applications which are established and maintained for the purposes of this Article.		*deleted* incorporated into paragraph 5	
Article 5(3), second subparagraph				
105	Member States shall ensure that the electronic applications do not contain or, in the case of applying a pointer, do not make available more data than referred to in Annex I, Part D.	Member States shall ensure that the electronic applications do not contain ~~*or, in the case of applying a pointer, do not make available*~~ more data than referred to in Annex I, Part D.	Member States shall ensure that the ~~electronic applications~~**mobile driving licences** do not contain ~~or, in the case of applying a pointer, do not make available more data than referred to in Annex I, Part D~~**more data than referred to in Annex I, Part D, and that no personal data other than those necessary for the verification of the driving rights of the holder are processed for this purpose**.	

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Article 5(4), first subparagraph				
106	4. Member States shall make available and regularly update each other on the information required to access the national systems referred to in Annex I, Part C, that are used for the verification of mobile driving licences.		*deleted*	
Article 5(4), second subparagraph				
107	Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request.	Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request. ***Personal data shall be processed in accordance with Regulations (EU) 2016/679 and (EU) 2018/1725 and, where applicable, Directive 2002/58/EC, implementing the principles of 'data minimisation', 'purpose limitation' and 'data protection by design and by default', in particular with regard to technical***	**4.** Member States shall ensure that the personal data necessary for the verification of the driving rights of the holder of the mobile driving licence is not retained by the verifier**, unless retention is authorised by Union or national law** ~~and that the issuing authority of the driving licence processes the information received through the notification only for the purpose of responding to the verification request~~.	

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		measures.		
Article 5(5)				
108	5. Member States shall inform the Commission of the list of relevant national systems authorised to issue data and pointers for mobile driving licences. The Commission shall make available to the public, through a secure channel, the list of such national systems of the Member States, in an electronically signed or sealed form suitable for automated processing.	5. Member States shall inform the Commission of the list of relevant national systems authorised to issue data ~~*and pointers*~~ for mobile driving licences. The Commission shall make available to the public, through a secure channel, the list of such national systems of the Member States, in an electronically signed or sealed form suitable for automated processing.	5. Member States shall inform the Commission of ~~the~~**a** list of ~~relevant national systems authorised to issue data and pointers for mobile driving licences~~**issuers of mobile driving licences which they shall keep up to date**. The Commission shall make **these lists** available to the public~~,~~ through a secure channel~~, the list of such national systems of the Member States,~~ **and** in an electronically signed or sealed form suitable for automated processing.	
Article 5(6)				
109	6. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part C, where necessary in order to take account of technical, operational or scientific developments.		6. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part C, where necessary in order to take account of technical, operational or scientific developments.	6. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part C, where necessary in order to take account of technical, operational or scientific developments. Text Origin: Commission Proposal

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Article 5(7)				
110	7. By [date-of-adoption+18 months], the Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability, security and testing of mobile driving licences, including verification features and the interface with national systems. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	7. By … [date-of-adoption+18 months], the Commission shall adopt implementing acts laying down detailed provisions concerning the interoperability, security and testing of mobile driving licences, including verification features and the interface with national systems ***and taking into account the necessary requirements to ensure recognition of those driving liences by third country authorities***. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	7. By [~~date-of-adoption~~**date-of entry into force** +18 months], the Commission shall adopt implementing acts laying down detailed provisions concerning the **visual appearance,** interoperability, **data and record updating standards,** security**, and organisational arrangements for the processing and protection of personal data,** ~~and~~ testing **and the technical and security standards for the exchange** of mobile driving licences, including verification features and the interface with national systems. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	
Article 5(7a)				
110a		***7a. The Commission shall provide assistance in this regard to Member States who should work together in pursuit of the worldwide use and recognition of the European mobile driving licence by means of an***		

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		amendment to the Geneva Convention on Road Traffic of September 19, 1949, the International Convention on Motor Transport of April 24, 1926 and the Vienna Convention on Road Traffic of November 8, 1968.		
Article 6				
111	Article 6 Licence categories		Article 6 Licence categories	Article 6 Licence categories Text Origin: Commission Proposal
Article 6(1)				
112	1. The driving licence shall authorise the driving of power-driven vehicles in the following categories:		1. The driving licence shall authorise the driving of power-driven vehicles in the following categories:	1. The driving licence shall authorise the driving of power-driven vehicles in the following categories: Text Origin: Commission Proposal
Article 6(1), point (a), first subparagraph				
113	(a) mopeds:		(a) mopeds:	(a) mopeds: Text Origin: Commission

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				Proposal
Article 6(1), point (a), second subparagraph				
114	category AM:		category AM:	category AM: Text Origin: Commission Proposal
Article 6(1), point (a), second subparagraph, first indent				
115	- two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h (excluding those with a maximum design speed under or equal to 25 km/h);	- two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h ***and a net maximum power not exceeding 4kW*** (excluding those with a maximum design speed under or equal to 25 km/h);	- two-wheel vehicles or three-wheel vehicles with a maximum design speed of not more than 45 km/h (excluding those with a maximum design speed under or equal to 25 km/h);	
Article 6(1), point (a), second subparagraph, second indent				
116	- light quadricycles;		- light quadricycles;	- light quadricycles; Text Origin: Commission Proposal
Article 6(1), point (b)				
117	(b) motorcycles and powered tricycles:		(b) motorcycles and powered tricycles:	(b) motorcycles and powered tricycles:

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				Text Origin: Commission Proposal
Article 6(1), point (b)(i)				
118	(i) category A1:		(i) category A1:	(i) category A1: Text Origin: Commission Proposal
Article 6(1), point (b)(i), first indent				
119	- motorcycles with a cylinder capacity not exceeding 125 cubic centimetres, of a power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg;	- motorcycles with a cylinder capacity not exceeding 125 cubic centimetres, of a ***net maximum*** power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg;	- motorcycles with a cylinder capacity not exceeding 125 cubic centimetres, of a power not exceeding 11 kW and with a power/weight ratio not exceeding 0,1 kW/kg;	
Article 6(1), point (b)(i), second indent				
120	- powered tricycles with a power not exceeding 15 kW;	- powered tricycles with a ***net maximum*** power not exceeding 15 kW;	- powered tricycles with a power not exceeding 15 kW;	
Article 6(1), point (b)(ii)				
121	(ii) category A2:		(ii) category A2:	(ii) category A2: Text Origin: Commission Proposal

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Article 6(1), point (b)(ii), first indent				
122	- motorcycles of a power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW.	- motorcycles of a ***net maximum*** power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW~~.~~**;**	- motorcycles of a power not exceeding 35 kW and with a power/weight ratio not exceeding 0,2 kW/kg and not derived from a vehicle of more than 70 kW.	
Article 6(1), point (b)(iii)				
123	(iii) Category A:		(iii) Category A:	(iii) Category A: Text Origin: Commission Proposal
Article 6(1), point (b)(iii), first indent				
124	- motorcycles;		- motorcycles;	- motorcycles; Text Origin: Commission Proposal
Article 6(1), point (b)(iii), second indent				
125	- powered tricycles with a power exceeding 15 kW;	- powered tricycles with a ***net maximum*** power exceeding 15 kW;	- powered tricycles with a power exceeding 15 kW;	
Article 6(1), point (ba)				

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125a		***Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in categories referred to in points (a) and (b) may be combined with a trailer with a maximum authorised mass not exceeding half the weight of the towing vehicle's unladen mass;***	**Motor vehicles in the categories referred to in points (a) and (b) may be combined with a trailer having a maximum authorised mass which does not exceed half the weight of the towing vehicle's unladen mass. Member States may apply additional conditions to the licences they have issued, based on considerations of road safety.**	
Article 6(1), point (c)				
126	(c) motor vehicles:		(c) motor vehicles:	(c) motor vehicles: Text Origin: Commission Proposal
Article 6(1), point (c)(i)				
127	(i) category B1:		(i) category B1:	(i) category B1: Text Origin: Commission Proposal
Article 6(1), point (c)(i), first indent, first subparagraph				
128	- heavy quadricycles.		- heavy quadricycles.	- heavy quadricycles. Text Origin: Commission

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				Proposal
Article 6(1), point (c)(i), first indent, second subparagraph				
129	Category B1 is optional; in Member States which do not introduce this category of driving licence, a driving licence for category B shall be required to drive such vehicles;		Category B1 is optional; in Member States which do not introduce this category of driving licence, a driving licence for category B shall be required to drive such vehicles**. Those Member States may refuse to exchange a driving licence in respect of category B1**;	
Article 6(1), point (c)(i), first indent, third subparagraph				
130	Member States may also decide to introduce this category exclusively for the vehicles referred to in Article 9(4), first subparagraph, point (c), and under the conditions provided for in that paragraph. Where a Member State decides to do so they shall mark this fact on the driving licence by the use of Union code 60.03.		Member States may also decide to introduce**, for driving on their territory,** this category exclusively for the vehicles referred to in Article 9(4), first subparagraph, point (c), ~~and~~ under the conditions provided for in that paragraph **and under the further conditions that at the time of issuing the driving licence for that category the driver is less than 21 years old, that the driving licence for this category has a validity expiring upon the holder turning 21 years old, and that the driving licence is not renewable for this**	

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			category. Where a Member State decides to do so they shall mark this fact on the driving licence by the use of Union code 60.03. See EP amendment to Art 7(2) b), line 174	
Article 6(1), point (c)(ii)				
131	(ii) category B:		(ii) category B:	(ii) category B: Text Origin: Commission Proposal
Article 6(1), point (c)(ii), first indent				
132	- motor vehicles with a maximum authorised mass not exceeding 3 500 kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver.		- motor vehicles with a maximum authorised mass not exceeding 3 500 kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver.	- motor vehicles with a maximum authorised mass not exceeding 3 500 kg and designed and constructed for the carriage of no more than eight passengers in addition to the driver. Text Origin: Commission Proposal
Article 6(1), point (c)(ii), second indent, first subparagraph				
133	- motor vehicles in this category may be combined with a trailer having a maximum authorised		- motor vehicles in this category may be combined with a trailer ~~having a maximum authorised~~	

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	mass which does not exceed 750 kg.		~~mass which does not exceed 750 kg~~**of category O1 referred to in Article 4 of Regulation (EU) 2018/858**.	
Article 6(1), point (c)(ii), second indent, second subparagraph				
134	Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer with a maximum authorised mass exceeding 750 kg, provided that the maximum authorised mass of this combination does not exceed 4 250 kg. Where such a combination exceeds 3 500 kg, Member States shall, in accordance with the provisions of Annex V, require that this combination only be driven after:		Without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may be combined with a trailer **of category O2 referred to in Article 4 of Regulation (EU) 2018/858, or may be a motor caravan** with a maximum authorised mass exceeding ~~750~~**3 500** kg, provided that the maximum authorised mass of ~~this~~**the** combination **or of the motor caravan** does not exceed 4 250 kg. Where such a combination **or motor caravan** exceeds 3 500 kg, Member States shall, in accordance with the provisions of Annex V, require that ~~this combination~~**it** only be driven after: Compare to EP amendment line 203a	
Article 6(1), point (c)(ii), second indent, second subparagraph, first indent				
135	- a training has been completed, or		- a training has been completed, or	- a training has been completed, or

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				Text Origin: Commission Proposal
Article 6(1), point (c)(ii), second indent, second subparagraph, second indent				
136	- a test of skills and behaviour has been passed.		- a test of skills and behaviour has been passed.	- a test of skills and behaviour has been passed. Text Origin: Commission Proposal
Article 6(1), point (c)(ii), second indent, third subparagraph				
137	Member States may also require both such a training and the passing of a test of skills and behaviour.		Member States may also require both such a training and the passing of a test of skills and behaviour.	Member States may also require both such a training and the passing of a test of skills and behaviour. Text Origin: Commission Proposal
Article 6(1), point (c)(ii), second indent, third subparagraph a				
137a			**Under the same conditions and without prejudice to the provisions of type-approval rules for the vehicles concerned, motor vehicles in this category may consist of an ambulance with a maximum authorised mass exceeding 3 500 kg but not**	

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			exceeding 4 250 kg.	
Article 6(1), point (c)(ii), second indent, fourth subparagraph				
138	Member States shall indicate the entitlement to drive such a combination on the driving licence by means of the relevant Union code specified in Annex I, Part E.		Member States shall indicate the entitlement to drive such a combination**, motor caravan or ambulance** on the driving licence by means of the relevant Union code specified in Annex I, Part E.	
Article 6(1), point (c)(iii)				
139	(iii) category BE:		(iii) category BE:	(iii) category BE: Text Origin: Commission Proposal
Article 6(1), point (c)(iii), first indent				
140	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combination of vehicles consisting of a tractor vehicle in category B and a trailer or semi-trailer where the maximum authorised mass of the trailer or semi-trailer does not exceed 3 500 kg;		- without prejudice to the provisions of type-approval rules for the vehicles concerned, combination of vehicles consisting of a tractor vehicle in category B and a trailer ~~or semi-trailer where the maximum authorised mass of the trailer or semi-trailer does not exceed 3 500 kg~~**of category O2 referred to in Article 4 of Regulation (EU) 2018/858**;	

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

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

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	of the combination does not exceed 12 000 kg;		of the combination does not exceed 12 000 kg;	of the combination does not exceed 12 000 kg; Text Origin: Commission Proposal
Article 6(1), point (c)(vi)				
147	(vi) category C:		(vi) category C:	(vi) category C: Text Origin: Commission Proposal
Article 6(1), point (c)(vi), first indent				
148	- motor vehicles other than those in categories D1 or D, whose maximum authorised mass is over 3 500 kg and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver.		- motor vehicles other than those in categories D1 or D, whose maximum authorised mass is over 3 500 kg and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver.	- motor vehicles other than those in categories D1 or D, whose maximum authorised mass is over 3 500 kg and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver. Text Origin: Commission Proposal
Article 6(1), point (c)(vi), second indent				
149	- Motor vehicles in this category may be combined with a trailer having a maximum authorised mass which does not exceed 750		- Motor vehicles in this category may be combined with a trailer ~~having a maximum authorised mass which does not exceed 750~~	

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	kg.		~~kg~~**of category O1 referred to in Article 4 of Regulation (EU) 2018/858**.	
Article 6(1), point (c)(vii)				
150	(vii) category CE:		(vii) category CE:	(vii) category CE: Text Origin: Commission Proposal
Article 6(1), point (c)(vii), first indent				
151	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C and its trailer or semi-trailer has a maximum authorised mass of over 750 kg;		- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C and its trailer or semi-trailer has a maximum authorised mass of over 750 kg;	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category C and its trailer or semi-trailer has a maximum authorised mass of over 750 kg; Text Origin: Commission Proposal
Article 6(1), point (c)(viii)				
152	(viii) category D1:		(viii) category D1:	(viii) category D1: Text Origin: Commission Proposal

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Article 6(1), point (c)(viii), first indent				
153	- motor vehicles designed and constructed for the carriage of no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters.	- motor vehicles designed and constructed for the carriage of ***more than 8 and*** no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters.	- motor vehicles designed and constructed for the carriage of **more than 8 and** no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters.	- motor vehicles designed and constructed for the carriage of ***more than 8 and*** no more than 16 passengers in addition to the driver and with a maximum length not exceeding 8 meters.
Article 6(1), point (c)(viii), second indent				
154	- motor vehicles in this category may be combined with a trailer having a maximum authorised mass not exceeding 750 kg;		- motor vehicles in this category may be combined with a trailer ~~having a maximum authorised mass not exceeding 750 kg~~**of category O1 referred to in Article 4 of Regulation (EU) 2018/858**;	
Article 6(1), point (c)(ix)				
155	(ix) category D1E:		(ix) category D1E:	(ix) category D1E: Text Origin: Commission Proposal
Article 6(1), point (c)(ix), first indent				
156	- without prejudice to the provisions of type-approval rules for the vehicles concerned,		- without prejudice to the provisions of type-approval rules for the vehicles concerned,	- without prejudice to the provisions of type-approval rules for the vehicles concerned,

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	combinations of vehicles where the tractor vehicle is in category D1 and its trailer has a maximum authorised mass of over 750 kg.		combinations of vehicles where the tractor vehicle is in category D1 and its trailer has a maximum authorised mass of over 750 kg.	combinations of vehicles where the tractor vehicle is in category D1 and its trailer has a maximum authorised mass of over 750 kg. Text Origin: Commission Proposal
Article 6(1), point (c)(x)				
157	(x) category D:		(x) category D:	(x) category D: Text Origin: Commission Proposal
Article 6(1), point (c)(x), first indent				
158	- motor vehicles designed and constructed for the carriage of more than eight passengers in addition to the driver; motor vehicles which may be driven with a category D licence may be combined with a trailer having a maximum authorised mass which does not exceed 750 kg;		- motor vehicles designed and constructed for the carriage of more than eight passengers in addition to the driver; motor vehicles which may be driven with a category D licence may be combined with a trailer ~~having a maximum authorised mass which does not exceed 750 kg~~**of category O1 referred to in Article 4 of Regulation (EU) 2018/858**;	
Article 6(1), point (c)(xi)				
159	(xi) category DE:		(xi) category DE:	(xi) category DE:

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				Text Origin: Commission Proposal
Article 6(1), point (c)(xi), first indent				
160	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D and its trailer has a maximum authorised mass of over 750 kg.		- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D and its trailer has a maximum authorised mass of over 750 kg.	- without prejudice to the provisions of type-approval rules for the vehicles concerned, combinations of vehicles where the tractor vehicle is in category D and its trailer has a maximum authorised mass of over 750 kg. Text Origin: Commission Proposal
Article 6(2), first subparagraph				
161	2. With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities.	2. With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities~~.~~ ***or vehicles used in construction sector classified inter alia as non-road mobile machinery***	2. With the prior agreement of the Commission, which shall assess the impact of the proposed measure on road safety, Member States may exclude from the application of this Article certain specific types of power-driven vehicles, including special vehicles for persons with disabilities.	Text Origin: Commission Proposal
Article 6(2), second subparagraph				

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162	Member States may exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence. They shall inform the Commission thereof.		Member States may exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence. They shall inform the Commission thereof.	Member States may exclude from the application of this Directive types of vehicles used by, or under the control of, the armed forces and civil defence. They shall inform the Commission thereof. Text Origin: Commission Proposal
Article 7				
163	Article 7 Minimum ages		Article 7 Minimum ages	Article 7 Minimum ages Text Origin: Commission Proposal
Article 7(1)				
164	1. The minimum age for issuing a driving licence shall be the following:		1. The minimum age for issuing a driving licence shall be the following:	1. The minimum age for issuing a driving licence shall be the following: Text Origin: Commission Proposal
Article 7(1), point (a)				
165	(a) 16 years for categories AM, A1 and B1;	(a) 16 years for categories AM, A1, ***B1 and T*** ~~*and B1*~~;	(a) 16 years for categories AM, A1 and B1;	

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Article 7(1), point (b)				
166	(b) 18 years for categories A2, B, BE, C1 and C1E;		(b) 18 years for categories A2, B, BE, C1 and C1E;	(b) 18 years for categories A2, B, BE, C1 and C1E; Text Origin: Commission Proposal
Article 7(1), point (c)				
167	(c) With regard to category A:		(c) With regard to category A:	(c) With regard to category A:
Article 7(1), point (c)(i)				
168	(i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. The two years' experience requirement may be waived if the candidate is at least 24 years old;		(i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. The two years' experience requirement may be waived if the candidate is at least 24 years old;	(i) 20 years for motorcycles. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. The two years' experience requirement may be waived if the candidate is at least 24 years old; Text Origin: Commission Proposal
Article 7(1), point (c)(ii)				
169	(ii) 21 years for powered tricycles		(ii) 21 years for powered tricycles	(ii) 21 years for powered tricycles

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	exceeding 15 kW;		exceeding 15 kW;	exceeding 15 kW; Text Origin: Commission Proposal
Article 7(1), point (d)				
170	(d) 21 years for categories C, CE, D1 and D1E;		(d) 21 years for categories C, CE, D1 and D1E;	(d) 21 years for categories C, CE, D1 and D1E; Text Origin: Commission Proposal
Article 7(1), point (da)				
170a		***(da) without prejudice to the circumstances set out in Article 6(1) of Directive (EU) 2022/2561, 18 years for categories C, CE, D1 and D1E, for professional drivers using driving licence nationally and internationally on the condition that they hold a Certificate for Professional Competence (CPC);***		
Article 7(1), point (e)				
171	(e) 24 years for categories D and DE.		(e) 24 years for categories D and DE.	(e) 24 years for categories D and DE. Text Origin: Commission

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				Proposal
Article 7(1), point (ea)				
171a		***(ea) without prejudice to the circumstances set out in Article 6(1) of Directive (EU) 2022/2561, 21 years for categories D and DE, for professional drivers using driving licence nationally and internationally on the condition that they hold a Certificate for Professional Competence (CPC).***		
Article 7(2)				
172	2. Member States may raise or lower the minimum age for issuing a driving licence:		2. Member States may raise or lower the minimum age for issuing a driving licence:	2. Member States may raise or lower the minimum age for issuing a driving licence: Text Origin: Commission Proposal
Article 7(2), point (a)				
173	(a) for category AM down to 14 years or up to 18 years;		(a) for category AM down to 14 years or up to 18 years;	(a) for category AM down to 14 years or up to 18 years; Text Origin: Commission Proposal
Article 7(2), point (b)				

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Identical text
174	(b) for category B1 up to 18 years;	(b) for category B1 up to 18 years; ***Member states may not issue a driving licence for category B1 for a candidate over 21 years for the vehicles referred to in Article 9(4), first subparagraph, point (c), and under the conditions provided for in that paragraph.*** See Council amendment to Art 6(1) c) (i), line 130	(b) for category B1 up to 18 years;	
Article 7(2), point (c)				
175	(c) for category A1 up to 18 years, provided that both of the following conditions are fulfilled:		(c) for category A1 up to 18 years, provided that both of the following conditions are fulfilled:	(c) for category A1 up to 18 years, provided that both of the following conditions are fulfilled: Text Origin: Commission Proposal
Article 7(2), point (c)(i)				
176	(i) there is a two years difference between the minimum age for category A1 and the minimum age for category A2;		(i) there is a two years difference between the minimum age for category A1 and the minimum age for category A2;	(i) there is a two years difference between the minimum age for category A1 and the minimum age for category A2; Text Origin: Commission Proposal
Article 7(2), point (c)(ii)				

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177	(ii) there is a requirement of a minimum of two years' experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be granted, as referred to in paragraph 1, point(c)(i);		(ii) there is a requirement of a minimum of two years' experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be granted, as referred to in paragraph 1, point(c)(i);	(ii) there is a requirement of a minimum of two years' experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be granted, as referred to in paragraph 1, point(c)(i); Text Origin: Commission Proposal
Article 7(2), point (d)				
178	(d) for categories B and BE down to 17 years.		(d) for categories B and BE down to 17 years.	(d) for categories B and BE down to 17 years. Text Origin: Commission Proposal
Article 7(2a), first subparagraph				
179	3. Member States may lower the minimum age for category C to 18 years and for category D to 21 years with regard to:		3. Member States may lower the minimum age for category C to 18 years and for category D to 21 years with regard to:	3. Member States may lower the minimum age for category C to 18 years and for category D to 21 years with regard to: Text Origin: Commission Proposal
Article 7(2a), first subparagraph, point (a)				
180				

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	(a) vehicles used by the fire service and vehicles used for maintaining public order;	(a) vehicles used by the fire service***, civil protection*** and vehicles used for maintaining public order;	(a) vehicles used by the fire service and vehicles used for maintaining public order;	
Article 7(2a), first subparagraph, point (b)				
181	(b) vehicles undergoing road tests for repair or maintenance purposes.		(b) vehicles undergoing road tests for repair or maintenance purposes.	
Article 7(2a), second subparagraph				
181a		***Member States may mutually recognise on their territory the validity of driving licences issued to drivers under the minimum ages as set out in this paragraph.***		
Article 7(4), first subparagraph				
182	4. Driving licences issued in accordance with paragraphs 2 and 3 shall only be valid on the territory of the issuing Member State until the licence holder has reached the minimum age limit set out in paragraph 1.	4. Driving licences issued in accordance with ~~*paragraphs 2 and 3*~~***paragraph 2*** shall only be valid on the territory of the issuing Member State until the licence holder has reached the minimum age limit set out in paragraph 1.	4. Driving licences issued in accordance with paragraphs 2 and 3 shall only be valid on the territory of the issuing Member State until the licence holder has reached the minimum age limit set out in paragraph 1.	
Article 7(4), second subparagraph				
183				

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	Member States may recognise the validity on their territory of driving licences issued to drivers under the minimum ages set out in paragraph 1.		Member States may recognise the validity on their territory of driving licences issued to drivers under the minimum ages set out in paragraph 1.	Member States may recognise the validity on their territory of driving licences issued to drivers under the minimum ages set out in paragraph 1. Text Origin: Commission Proposal
Article 7(5), first subparagraph				
184	5. By way of derogation from paragraph 1, points (d) and (e), of this Article, where the candidate holds a certificate of professional competence referred to in Article 6 of Directive (EU) 2022/2561, the minimum age for issuing a driving licence shall be as follows:	*deleted*	*5.* By way of derogation from paragraph 1, points (d) and (e), of this Article, where the candidate holds a certificate of professional competence referred to in Article 6 of Directive (EU) 2022/2561, the minimum age for issuing a driving licence shall be as follows:	Text Origin: Commission Proposal
Article 7(5), first subparagraph, point (a)				
185	(a) for categories C and CE, the minimum ages provided for in Article 5(2), point (a)(i) of Directive (EU) 2022/2561;	*deleted*	*(a)* for categories C and CE, the minimum ages provided for in Article 5(2), point (a)(i) of Directive (EU) 2022/2561;	
Article 7(5), first subparagraph, point (b)				
186	(b) for categories D1 and D1E, the minimum age provided for in	*deleted*	*(b)* for categories D1 and D1E, the minimum age provided for in	

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	Article 5(3) point (a)(i), second subparagraph, of that Directive;		Article 5(3) point (a)(i), second subparagraph, of that Directive;	
Article 7(5), first subparagraph, point (c)				
187	(c) for categories D and DE, the minimum ages provided for in Article 5(3) point (a)(i) first subparagraph, Article 5(3) point (a)(ii) first subparagraph, and Article 5(3) point (b), of that Directive.	*deleted*	(c) for categories D and DE, the minimum ages provided for in Article 5(3)**,** point ~~(a)(i)~~**(a) (i),** first subparagraph, ~~Article 5(3)~~ point (a) **(ii),**~~(ii)~~ first subparagraph, and ~~Article 5(3)~~ point (b)~~,~~ of that Directive.	
Article 7(5), second subparagraph				
188	Where, in accordance with Article 5(3), point (a)(i), second subparagraph, or Article 5(3), point (a)(ii), second subparagraph of Directive (EU) 2022/2561, a Member State authorises driving within its territory from a lower age, the validity of the driving licence shall be limited to the territory of the issuing Member State until such time as the licence holder has reached the relevant minimum age referred to in the first subparagraph of this paragraph and holds a certificate of professional competence.		Where, in accordance with Article 5(3), point (a)(i), second subparagraph, or Article 5(3), point (a)(ii), second subparagraph of Directive (EU) 2022/2561, a Member State authorises driving within its territory from a lower age, the validity of the driving licence shall be limited to the territory of the issuing Member State until such time as the licence holder has reached the relevant minimum age referred to in the first subparagraph of this paragraph and holds a certificate of professional competence.	Where, in accordance with Article 5(3), point (a)(i), second subparagraph, or Article 5(3), point (a)(ii), second subparagraph of Directive (EU) 2022/2561, a Member State authorises driving within its territory from a lower age, the validity of the driving licence shall be limited to the territory of the issuing Member State until such time as the licence holder has reached the relevant minimum age referred to in the first subparagraph of this paragraph and holds a certificate of professional competence.

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				Text Origin: Commission Proposal
Article 8				
189	Article 8 Conditions and restrictions		Article 8 Conditions and restrictions	Article 8 Conditions and restrictions Text Origin: Commission Proposal
Article 8(1), first subparagraph				
190	1. Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes for conditions not covered by Annex I, Part E.	1. Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes for conditions not covered by Annex I, Part E***, and, where they do so, they shall report this fact without delay to the Commission, along with details of the codes and cases in which they are used, upon the entry into force of this Directive and in case of [subsequent] new additions or modifications of existing codes***.	1. Member States shall mark driving licences issued to a person subject to one or more conditions under which he or she is authorised to drive. To that end Member States shall use the corresponding Union codes provided for in Annex I, Part E. They may also use national codes for conditions not covered by Annex I, Part E.	

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Article 8(1), second subparagraph				
191	If, due to a physical incapacity, driving is authorised only for certain types of vehicles or for vehicles adapted in order to compensate for such incapacities, the test of skills and behaviour provided for in Article 10(1) shall be taken in such a vehicle.		If, due to a physical incapacity, driving is authorised only for certain types of vehicles or for vehicles adapted in order to compensate for such incapacities, the test of skills and behaviour provided for in Article 10(1) shall be taken in such a vehicle.	If, due to a physical incapacity, driving is authorised only for certain types of vehicles or for vehicles adapted in order to compensate for such incapacities, the test of skills and behaviour provided for in Article 10(1) shall be taken in such a vehicle. Text Origin: Commission Proposal
Article 8(2)				
192	2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part E, where necessary in order to take account of technical, operational or scientific developments.		2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part E, where necessary in order to take account of technical, operational or scientific developments.	2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex I, Part E, where necessary in order to take account of technical, operational or scientific developments. Text Origin: Commission Proposal
Article 9				
193	Article 9 Staging and equivalences between categories		Article 9 Staging and equivalences between categories	Article 9 Staging and equivalences between categories

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				Text Origin: Commission Proposal
Article 9(1)				
194	1. Driving licences for categories BE, C1, C1E, C, CE, D1, D1E, D and DE shall be issued only to drivers already entitled to drive vehicles in category B.		1. Driving licences for categories BE, C1, C1E, C, CE, D1, D1E, D and DE shall be issued only to drivers already entitled to drive vehicles in category B.	1. Driving licences for categories BE, C1, C1E, C, CE, D1, D1E, D and DE shall be issued only to drivers already entitled to drive vehicles in category B. Text Origin: Commission Proposal
Article 9(1a), first subparagraph				
195	2. The validity of driving licences shall be determined as follows:		2. The validity of driving licences shall be determined as follows:	2. The validity of driving licences shall be determined as follows: Text Origin: Commission Proposal
Article 9(1a), first subparagraph, point (a)				
196	(a) licences issued for categories C1E, CE, D1E or DE shall be valid for combinations of vehicles in category BE;		(a) licences issued for categories C1E, CE, D1E or DE shall be valid for combinations of vehicles in category BE;	(a) licences issued for categories C1E, CE, D1E or DE shall be valid for combinations of vehicles in category BE; Text Origin: Commission Proposal
Article 9(1a), first subparagraph, point (b)				

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197	(b) licences issued for category CE shall be valid for category DE as long as their holders are entitled to drive vehicles in category D;		(b) licences issued for category CE shall be valid for category DE as long as their holders are entitled to drive vehicles in category D;	(b) licences issued for category CE shall be valid for category DE as long as their holders are entitled to drive vehicles in category D; Text Origin: Commission Proposal
Article 9(1a), first subparagraph, point (c)				
198	(c) licences issued for category C1E or CE shall be valid for category D1E as long as their holders are entitled to drive vehicles in category D1;		(c) licences issued for category C1E or CE shall be valid for category D1E as long as their holders are entitled to drive vehicles in category D1;	(c) licences issued for category C1E or CE shall be valid for category D1E as long as their holders are entitled to drive vehicles in category D1; Text Origin: Commission Proposal
Article 9(1a), first subparagraph, point (ca)				
198a		***(ca) licences issued for category CE and DE shall be valid for categories C and D respectively;***	**(ca) licences issued for category CE and DE shall be valid for categories C and C1, and D and D1, respectively;**	
Article 9(1a), first subparagraph, point (d)				
199	(d) licences issued for category CE and DE shall be valid for combinations of vehicles in		(d) licences issued for category CE and DE shall be valid for combinations of vehicles in	(d) licences issued for category CE and DE shall be valid for combinations of vehicles in

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	categories C1E and D1E respectively;		categories C1E and D1E respectively;	categories C1E and D1E respectively; Text Origin: Commission Proposal
Article 9(1a), first subparagraph, point (da)				
199a		***(da) licences issued for category C1E and D1E shall be valid for categories C1 and D1 respectively;***	**(da) licences issued for category C1E and D1E shall be valid for categories C1 and D1, respectively;**	
Article 9(1a), first subparagraph, point (e)				
200	(e) licences issued for any category shall be valid for vehicles in category AM. However, for driving licences issued on its territory, a Member State may limit the equivalences for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM;		(e) licences issued for any category shall be valid for vehicles in category AM. However, for driving licences issued on its territory, a Member State may limit the equivalences for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM;	(e) licences issued for any category shall be valid for vehicles in category AM. However, for driving licences issued on its territory, a Member State may limit the equivalences for category AM to categories A1, A2 and A, if that Member State imposes a practical test as a condition for obtaining category AM; Text Origin: Commission Proposal
Article 9(1a), first subparagraph, point (f)				
201	(f) licences issued for category A2		(f) licences issued for category A2	(f) licences issued for category A2

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

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

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

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		impact of technical advances and the development of alternative fuels for ambulances;		
Article 9(1a), first subparagraph, point (hb)				
203b		***(hb) 2 years after a driving licence granted for category BE, was issued for the first time, it shall authorise driving alternatively fuelled vehicles, as defined in Article 2 (11c) of this Directive for categories M and N established by Regulation EU 2018/858, that are intended to be used on public roads, including those designed and constructed in one or more stages, with a maximum authorised mass above 3 500 kg but not exceeding 4 250 kg without a trailer. Those vehicles may be combined with a trailer or semi-trailer where the maximum authorised mass of the trailer or semi-trailer not exceeding 3 500 kg;***		
Article 9(1a), first subparagraph, point (hc)				
203c		***(hc) 3 years after a driving licence, granted for category C1, was issued for the first time, it***		

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		shall be valid for driving alternatively fuelled vehicles, as defined in Article 2 [(11 c)] of this Directive, with a maximum authorized mass above 7 500 kg but not exceeding 8 250 kg without a trailer and which are designed and constructed for the carriage of no more than eight passengers in addition to the driver. Those vehicles may be combined with a trailer having maximum authorized mass not exceeding 750 kg;		
Article 9(1a), first subparagraph, point (hd)				
203d		***(hd) 3 years after a driving licence, granted for category C1E, was issued for the first time, it shall be valid for driving alternatively fuelled vehicles referred to in Article 9(2), point (hc) and its trailer or semi-trailer having a maximum authorised mass of over 750 kg provided that the authorised mass of the combination does not exceed 12 750 kg;***		
Article 9(1a), first subparagraph, point (hf)				
203e				

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		(hf) 3 years after a driving licence, granted for category D1, was issued for the first time, it shall be valid for vehicles designed and constructed for the carriage of no more than 22 passengers in addition to the driver and with a maximum length not exceeding 8 meters.		
Article 9(1a), second subparagraph				
203f		***In its second implementation report to the European Parliament and the Council referred to in Article 20 of this directive, the Commission shall assess the impact of development and deployment of alternatively fuelled vehicles and/or the application of [point (h) to point (hd) of this Article] on road safety. The Commission is empowered to adopt delegated acts in accordance with Article 21 to amend this Directive by updating the mass thresholds of alternatively fuelled vehicles.***		
Article 9(3), first subparagraph				
204	3. For driving on their territory,		3. For driving on their territory,	3. For driving on their territory,

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	Member States may grant the following equivalences:		Member States may grant the following equivalences:	Member States may grant the following equivalences: Text Origin: Commission Proposal
Article 9(3), first subparagraph, point (a)				
205	(a) powered tricycles under a licence for category B, for powered tricycles with a power exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old;		(a) powered tricycles under a licence for category B, for powered tricycles with a power exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old;	(a) powered tricycles under a licence for category B, for powered tricycles with a power exceeding 15 kW provided that the holder of the licence for category B is at least 21 years old; Text Origin: Commission Proposal
Article 9(3), first subparagraph, point (b)				
206	(b) category A1 motorcycles under a licence for category B.		(b) category A1 motorcycles under a licence for category B.	(b) category A1 motorcycles under a licence for category B. Text Origin: Commission Proposal
Article 9(3), second subparagraph				
207	The equivalences provided for in the first subparagraph shall be mutually recognised by the Member States that granted them.		The equivalences provided for in the first subparagraph shall be mutually recognised by the Member States that granted them.	The equivalences provided for in the first subparagraph shall be mutually recognised by the Member States that granted them.

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				Text Origin: Commission Proposal
Article 9(3), third subparagraph				
208	Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, except by means of the relevant Union codes specified in Annex I, Part E.		Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, except by means of the relevant Union codes specified in Annex I, Part E.	Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first subparagraph, except by means of the relevant Union codes specified in Annex I, Part E. Text Origin: Commission Proposal
Article 9(3), fourth subparagraph				
209	Member States shall inform the Commission without delay about equivalences referred to in the first subparagraph that are granted on their territory, including the national codes which may have been used before the entry into force of this Directive. The Commission shall make this information available to Member States for the purpose of facilitating the application of this paragraph.		Member States shall inform the Commission without delay about equivalences referred to in the first subparagraph that are granted on their territory, including the national codes which may have been used before the entry into force of this Directive. The Commission shall make this information available to Member States for the purpose of facilitating the application of this paragraph.	Member States shall inform the Commission without delay about equivalences referred to in the first subparagraph that are granted on their territory, including the national codes which may have been used before the entry into force of this Directive. The Commission shall make this information available to Member States for the purpose of facilitating the application of this paragraph. Text Origin: Commission

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				Proposal
Article 9(3a), first subparagraph				
210	4. Member States may authorise the driving on their territory of the following categories of vehicles:		4. Member States may authorise the driving on their territory of the following categories of vehicles:	4. Member States may authorise the driving on their territory of the following categories of vehicles: Text Origin: Commission Proposal
Article 9(3a), first subparagraph, point (a)				
211	(a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time and provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his or her services on a voluntary basis;		(a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time and provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his or her services on a voluntary basis;	(a) vehicles of category D1 with a maximum authorised mass of 3 500 kg, excluding any specialised equipment intended for the carriage of passengers with disabilities, by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time and provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his or her services on a voluntary basis; Text Origin: Commission Proposal
Article 9(3a), first subparagraph, point (b)				

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212	(b) vehicles of a maximum authorised mass exceeding 3 500 kg by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time , provided that all of the following conditions are met:		(b) vehicles of a maximum authorised mass exceeding 3 500 kg by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time , provided that all of the following conditions are met:	(b) vehicles of a maximum authorised mass exceeding 3 500 kg by drivers over 21 years old holding a driving licence granted for category B, at least two years after such a driving licence was issued for the first time , provided that all of the following conditions are met: Text Origin: Commission Proposal
Article 9(3a), first subparagraph, point (b)(i)				
213	(i) those vehicles are intended to be used, when stationary, only as an instructional or recreational area;		(i) those vehicles are intended to be used, when stationary, only as an instructional or recreational area;	(i) those vehicles are intended to be used, when stationary, only as an instructional or recreational area; Text Origin: Commission Proposal
Article 9(3a), first subparagraph, point (b)(ii)				
214	(ii) that they are used by non-commercial bodies for social purposes;		(ii) that they are used by non-commercial bodies for social purposes;	(ii) that they are used by non-commercial bodies for social purposes; Text Origin: Commission Proposal

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Article 9(3a), first subparagraph, point (b)(iii)				
215	(iii) they have been modified so that they may not be used either for the transport of more than nine persons or for the transport of any goods other than those strictly necessary for their purposes;		(iii) they have been modified so that they may not be used either for the transport of more than nine persons or for the transport of any goods other than those strictly necessary for their purposes;	(iii) they have been modified so that they may not be used either for the transport of more than nine persons or for the transport of any goods other than those strictly necessary for their purposes; Text Origin: Commission Proposal
Article 9(3a), first subparagraph, point (c)				
216	(c) vehicles of category B with a maximum authorised mass of 2 500 kg and a maximum speed physically limited to 45 km/h by drivers below 21 years old holding a driving licence granted for category B1.		(c) vehicles of category B with a maximum authorised mass ~~of~~**not exceeding** 2 500 kg and a maximum speed ~~physically~~**technically** limited to 45 km/h by drivers ~~below 21 years old~~ holding a driving licence granted for category B1**, which was issued subject to the conditions set out in the second subparagraph of Article 6(1), point (c)(i)**.	
Article 9(3a), second subparagraph				
217	Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first		Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first	Member States shall not indicate on the driving licence that a holder is entitled to drive the vehicles referred to in the first

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	subparagraph, points (a) and (b), except by means of relevant national codes.		subparagraph, points (a) and (b), except by means of relevant national codes.	subparagraph, points (a) and (b), except by means of relevant national codes. Text Origin: Commission Proposal
Article 9(3a), third subparagraph				
218	Member States shall inform the Commission of any authorisations granted in accordance with this paragraph.		Member States shall inform the Commission of any authorisations granted in accordance with this paragraph.	Member States shall inform the Commission of any authorisations granted in accordance with this paragraph. Text Origin: Commission Proposal
Article 9(3b)				
218a		***4a. Member States shall be entitled to authorise to drive vehicles of category D or D1, in their territory, to the holders of driving licence granted for category C, provided that no other persons are transported in the vehicle and the driver is a person executing the roadworthiness test in accordance with Directive 2014/45/EU, or a mechanic of the car-repair shop performing a test ride, both within 5 km radius from the workshop, once the vehicle***		

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		has been repaired, or maintenance or inspection drive purposes. The Member States shall inform the Commission on any authorisations granted in accordance with this paragraph.		
Article 10				
219	Article 10 Issue, validity and renewal		Article 10 Issue, validity and renewal	Article 10 Issue, validity and renewal Text Origin: Commission Proposal
Article 10(1)				
220	1. Driving licences shall be issued only to applicants who meet the following conditions:		1. Driving licences shall be issued only to applicants who meet the following conditions:	1. Driving licences shall be issued only to applicants who meet the following conditions: Text Origin: Commission Proposal
Article 10(1), point (a)				
221	(a) they have passed a test of skills and behaviour and a theoretical test and who meet the minimum standards of physical and mental fitness for driving , in accordance with the provisions of Annexes II		(a) they have passed a test of skills and behaviour and a theoretical test and who meet the minimum standards of physical and mental fitness for driving , in accordance with the provisions of Annexes II	(a) they have passed a test of skills and behaviour and a theoretical test and who meet the minimum standards of physical and mental fitness for driving , in accordance with the provisions of Annexes II

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	and III;		and III;	and III; Text Origin: Commission Proposal
Article 10(1), point (b), first subparagraph				
222	(b) as regards category AM they have passed a theory test only; Member States may require applicants to pass a test of skills and behaviour and a medical examination for this category.		(b) as regards category AM they have passed a theory test only; Member States may require applicants to pass a test of skills and behaviour and ~~a medical examination~~**apply the provisions of Article 10a** for this category.	Text Origin: Commission Proposal
Article 10(1), point (b), second subparagraph				
223	For three-wheel vehicles and quadricycles within this category, Member States may impose a distinctive test of skills and behaviour. For the differentiation of vehicles in category AM, a national code may be inserted on the driving licence;		For three-wheel vehicles and quadricycles within this category, Member States may impose a distinctive test of skills and behaviour. For the differentiation of vehicles in category AM, a national code may be inserted on the driving licence;	For three-wheel vehicles and quadricycles within this category, Member States may impose a distinctive test of skills and behaviour. For the differentiation of vehicles in category AM, a national code may be inserted on the driving licence; Text Origin: Commission Proposal
Article 10(1), point (c)				
224	(c) as regards category A2 or		(c) as regards category A2 or	(c) as regards category A2 or

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	category A, and on the condition that they have acquired a minimum of two years' experience on a motorcycle in category A1 or in category A2 respectively, either:		category A, and on the condition that they have acquired a minimum of two years' experience on a motorcycle in category A1 or in category A2 respectively, either:	category A, and on the condition that they have acquired a minimum of two years' experience on a motorcycle in category A1 or in category A2 respectively, either: Text Origin: Commission Proposal
Article 10(1), point (c)(i)				
225	(i) passed a test of skills and behaviour only, or		(i) passed a test of skills and behaviour only, or	(i) passed a test of skills and behaviour only, or Text Origin: Commission Proposal
Article 10(1), point (c)(ii)				
226	(ii) completed a training pursuant to Annex VI;		(ii) completed a training pursuant to Annex VI;	(ii) completed a training pursuant to Annex VI; Text Origin: Commission Proposal
Article 10(1), point (d)				
227	(d) they have completed a training or passed a test of skills and behaviour, or completed a training and passed a test of skills and behaviour pursuant to Annex V as		(d) they have completed a training or passed a test of skills and behaviour, or completed a training and passed a test of skills and behaviour pursuant to Annex V as	

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	regards category B for driving a vehicle combination referred to in Article 6(1), point (c)(ii), third paragraph;		regards category B for driving a vehicle combination**, motor caravan or ambulance** referred to in Article 6(1), point (c)(ii), third **and fifth** paragraph;	
Article 10(1), point (e)				
228	(e) they have their normal residence in the territory of the Member State issuing the licence, or can produce evidence that they have been studying there for at least six months.		(e) they have their normal residence in the territory of the Member State issuing the licence, or can produce evidence that**, at the time they submit their application,** they have been studying there for at least **the preceding** six months.	
Article 10(1a)				
228a		***1a. Member States shall adopt the necessary provisions in order to ensure that persons who have a disability and whose test is carried out in a vehicle adapted for their disability are exempted from undertaking tasks incompatible with their disability.***		
Article 10(2), first subparagraph				
229	2. The duration of the	2. The ***minimum*** duration of the	2. The duration of the	

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Identical text
	administrative validity of driving licences issued by Member States shall be as follows:	administrative validity of driving licences issued by Member States shall be as follows:	administrative validity of driving licences issued by Member States shall be as follows:	
Article 10(2), first subparagraph, point (a)				
230	(a) 15 years for categories AM, A1, A2, A, B, B1 and BE;		(a) 15 years for categories AM, A1, A2, A, B, B1 and BE**. Member States may reduce that duration to 10 years in case their national legislation allows the driving licence to be also used as a personal identification document**;	
Article 10(2), first subparagraph, point (b)				
231	(b) five years for categories C, CE, C1, C1E, D, DE, D1 and D1E.		(b) five years for categories C, CE, C1, C1E, D, DE, D1 and D1E.	(b) five years for categories C, CE, C1, C1E, D, DE, D1 and D1E. Text Origin: Commission Proposal
Article 10(2), second subparagraph				
232	The renewal of a driving licence may trigger a new administrative validity period for another category or categories the licence holder is entitled to drive, insofar as this is in conformity with the conditions		The renewal of a driving licence may trigger a new administrative validity period for another category or categories the licence holder is entitled to drive, insofar as this is in conformity with the conditions	The renewal of a driving licence may trigger a new administrative validity period for another category or categories the licence holder is entitled to drive, insofar as this is in conformity with the conditions

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

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235	Member States may limit the period of administrative validity of individual driving licences for any category in case it is found necessary to apply an increased frequency of medical checks or other specific measures, including restrictions for traffic offenders.	***While respecting the principle of subsidiarity,*** Member States may limit the period of administrative validity of individual driving licences for any category***, while considering medical fitness and ability to drive safely in accordance with Annex III,*** in case it is found necessary to apply an increased frequency of medical checks or other specific measures, including restrictions for traffic offenders***, in order to further improve road safety measures***.	Member States may limit the period of administrative validity of individual driving licences for any category in case it is found necessary to apply an increased frequency of medical checks or other specific measures, including restrictions for traffic offenders.	
Article 10(2), fifth subparagraph a				
235a			**Member States may limit the period of administrative validity in accordance with Article 6(1)(c)(i) second subparagraph.**	
Article 10(2), sixth subparagraph				
236	Member States shall reduce the periods of administrative validity set out in the first subparagraph to five years or less for driving licences of holders residing on their territory having reached the age of 70, in order to apply an	*deleted*	Member States ~~shall~~**may** reduce the periods of administrative validity set out in the first subparagraph ~~to five years or less~~**, points (a) and (b),** for driving licences of holders residing on their territory having reached ~~the~~**an** age	

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	increased frequency of medical checks or other specific measures, including refresher courses. This reduced period of administrative validity shall only be applied upon renewal of the driving licence.		of ~~70~~**at least 65 years**, in order to apply an increased frequency of medical checks**, of medical self-assessments** or other specific measures, including refresher courses. This reduced period of administrative validity shall only be applied upon renewal of the driving licence.	
Article 10(2), seventh subparagraph				
237	Member States may reduce the period of administrative validity set out in this paragraph of driving licences of persons who have been granted a temporary residence permit or who enjoy temporary protection or adequate protection under national law on their territory. For that purpose, this reduced period of administrative validity shall be equal to or shorter than the administrative validity of the temporary residence permit or of the temporary protection or adequate protection.		Member States may reduce the period of administrative validity set out in this paragraph of driving licences of persons who have been granted a temporary residence permit or who enjoy temporary protection or adequate protection under national law on their territory. ~~For that purpose, this reduced period of administrative validity shall be equal to or shorter than the administrative validity of the temporary residence permit or of the temporary protection or adequate protection.~~	
Article 10(3)				
238	3. The renewal of driving licences when their administrative validity		3. The renewal of driving licences when their administrative validity	3. The renewal of driving licences when their administrative validity

	Commission Proposal	EP vote P9_TA(2024)0095	Council General Approach	Identical text
	expires shall be subject to both of the following conditions:		expires shall be subject to both of the following conditions:	expires shall be subject to both of the following conditions: Text Origin: Commission Proposal
Article 10(3), point (a)				
239	(a) continuing compliance with the minimum standards of physical and mental fitness for driving set out in Annex III;		(a) continuing compliance with the minimum standards of physical and mental fitness for driving set out in Annex III;	(a) continuing compliance with the minimum standards of physical and mental fitness for driving set out in Annex III; Text Origin: Commission Proposal
Article 10(3), point (b)				
240	(b) normal residence in the territory of the Member State issuing the licence, or evidence that the applicant has been studying there for at least six months, at the time they submit their application.		(b) normal residence in the territory of the Member State issuing the licence, or evidence that the applicant has been studying there for at least **the last preceding** six months, at the time they submit their application.	
Article 10(4), first subparagraph				
241	4. In case of a crisis Members States may extend the period of administrative validity of driving licences that would otherwise		*deleted* *Crisis extension moved to new*	

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

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

	nature and scale that takes place inside or outside of the Union, with significant direct or indirect impacts on the area of road transport and that also prevents or significantly impairs the possibility for the holders of driving licences or relevant national authorities from carrying out the necessary procedures for their renewal.		*new Article 10b*	
Article 10(5)				
246	*5.* Without prejudice to national criminal and police laws, Member States may apply to the issuing of driving licences national provisions relating to conditions other than those referred to in this Directive. They shall inform the Commission thereof.		5. Without prejudice to national criminal and police laws, Member States may apply to the issuing of driving licences national provisions relating to conditions other than those referred to in this Directive. They shall inform the Commission thereof.	5. Without prejudice to national criminal and police laws, Member States may apply to the issuing of driving licences national provisions relating to conditions other than those referred to in this Directive. They shall inform the Commission thereof. Text Origin: Commission Proposal
Article 10(6), first subparagraph				
247	6. When issuing or renewing driving licences in categories AM, A, A1, A2, B, B1 and BE, Member States may require an examination applying the minimum standards of physical and mental fitness for	*deleted*	*deleted* *See separate Article 10a*	

	driving set out in Annex III instead of the self-assessment laid down in point 3 of that Annex. In that case, the medical examination shall cover all the medical incapacities mentioned in Annex III.			
Article 10(6), second subparagraph				
248	The Commission shall adopt by [date-of-adoption+18 months] implementing acts setting out the content of the self-assessment referred to in point 3 of Annex III and covering all of the medical incapacities mentioned in that Annex. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	*deleted*	*deleted*	*deleted*
Article 10(6), second subparagraph a				
248a		***While respecting the principle of subsidiarity, when renewing driving licences in categories AM, A, A1, A2, B, B1, BE and T Member States may require an examination applying the minimum standards of fitness for driving set out in Annex III.*** Compare this and the following two		

		EP amendment to Council text new Article 10a. See also EP amendment line 254a		
Article 10(6a)				
248b		***6a. Member States shall establish evidence-based guidelines for General Practitioners and family doctors to identify those who may be at risk of driving a car, and shall operate in coordination with licencing authorities.***		
Article 10(6b)				
248c		***6b. Member States shall develop national sensibility campaigns to raise awareness among the general public about mental or physical signals that may put a person at risk of driving a vehicle.***		
Article 10(7), first subparagraph				
249	7. No person may hold more than one physical driving licence. A person may however hold several mobile driving licences, provided that these are issued by the same Member State.	7. No person may hold more than one ~~*physical*~~ driving licence. A person may however ~~*hold several*~~***store a*** mobile driving ~~*licences, provided that these are issued by the same Member State*~~***licence on several devices***.	7. No person may hold more than one ~~physical~~ driving licence. A ~~person may however hold several~~ mobile driving ~~licences, provided that these are issued by the same Member State~~**licence may be displayed on several mobile**	Difference is editorial

			devices.	
Article 10(7), second subparagraph				
250	No person may hold driving licences issued by more than one Member State.		*deleted* *Editorial deletion: content sufficiently covered in first and third sentence of this paragraph*	
Article 10(7), third subparagraph				
251	A Member State shall refuse to issue a driving licence where it establishes that the applicant already holds a driving licence issued by another Member State.		A Member State shall refuse to issue a driving licence where it establishes that the applicant already holds a driving licence issued by another Member State.	A Member State shall refuse to issue a driving licence where it establishes that the applicant already holds a driving licence issued by another Member State. Text Origin: Commission Proposal
Article 10(7), fourth subparagraph				
252	Member States shall take the necessary measures for the purpose of applying the third subparagraph. The necessary measures as regards the issue, replacement, renewal or exchange of a driving licence shall be to verify with other Member States where there are reasonable		Member States shall take the necessary measures for the purpose of applying the ~~third~~**preceding** subparagraph. The necessary measures as regards the issue, replacement, renewal or exchange of a driving licence shall be to verify with other Member States	

	grounds to suspect that the applicant is already the holder of another driving licence. To that end, Member States shall use the EU driving licence network referred to in Article 19.		where there are reasonable grounds to suspect that the applicant is already the holder of another driving licence. To that end, Member States shall use the EU driving licence network referred to in Article 19.	
Article 10(7), fifth subparagraph				
253	Without prejudice to Article 3(6), a Member State issuing a driving licence shall apply due diligence to ensure that a person fulfils the requirements set out in paragraph 1 of this Article, and shall apply its national provisions on the cancellation or withdrawal of the driving licence or of the right to drive if it is established that a licence has been issued without those requirements having been met.		Without prejudice to Article 3(6), a Member State issuing a driving licence shall apply due diligence to ensure that a person fulfils the requirements set out in paragraph 1 of this Article, and shall apply its national provisions on the cancellation or withdrawal of the driving licence or of the right to drive if it is established that a licence has been issued without those requirements having been met.	Without prejudice to Article 3(6), a Member State issuing a driving licence shall apply due diligence to ensure that a person fulfils the requirements set out in paragraph 1 of this Article, and shall apply its national provisions on the cancellation or withdrawal of the driving licence or of the right to drive if it is established that a licence has been issued without those requirements having been met. Text Origin: Commission Proposal
Article 10(8)				
254	8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annexes II, III, V and VI where necessary in order to take		8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annexes II, III, V and VI where necessary in order to take	8. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annexes II, III, V and VI where necessary in order to take

	account of technical, operational or scientific developments.		account of technical, operational or scientific developments.	account of technical, operational or scientific developments. Text Origin: Commission Proposal
Article 10(8a)				
254a		***8a. The Commission shall, based on expert advice, develop an online training course for general practitioners allowing them to assess all aspects of an applicant's fitness to drive.***		
Article 10a				
254b			**Article 10a** **Compliance with the minimum standards of physical and mental fitness** Text partly taken from introductory part of Annex III. Compare this new Article to EP amendments lines 248-248b, 254a, Annex III lines 621-627a	
Article 10a(1)				
254c			**1. Before a driving licence is issued to them for the first time, applicants for any driving licence shall undergo a medical**	

			examination applying the minimum standards of physical and mental fitness covering all the medical conditions mentioned in Annex III. This applies to the issuance of driving licences in category AM only if so required by the Member States in accordance with Article 10(1), point (b). A medical examination is required when a driving licence for categories C, CE, C1, C1E, D, D1, DE or D1E is applied for, regardless of whether a medical examination was undertaken for another category.	
Article 10a(2)				
254d			**2. Before a driving licence is renewed, holders shall undergo a medical examination covering all the medical conditions mentioned in Annex III. This applies to the renewal of driving licences in category AM only if so required by the Member States in accordance with Article 10(1), point (b).**	
Article 10a(3)				
254e				

			3. By way of derogation from paragraphs 1 and 2, and to the extent not otherwise provided by Annex III, Member States may, for categories AM, A, A1, A2, B, B1 and BE, instead of requiring a medical examination: **a) require the applicant or holder to fill in a self-assessment form covering all the medical conditions mentioned in Annex III when issuing or renewing a driving licence; or** **b) establish a national mechanism to ensure that significant changes in the physical or mental fitness are reacted upon in order to comply with the minimum standards of physical and mental fitness set out in Annex III, after the licence has been issued to the applicant after a medical examination or self-assessment.** **A Member State may apply one or both of those alternative measures.**	
Article 10a(4)				
254f			**4. Member States may lay down**	

			the consequences for non-compliance with the requirement to fill in a self assessment or for knowingly providing information in the self-assessment that is incorrect or incomplete.	
Article 10a(5)				
254g			**5. Member States may organise the alternative measure under paragraph 3, point (b), in such a way that it allows a monitoring of the fitness to drive during renewal periods.**	
Article 10a(6)				
254h			**6. If on the basis of information acquired under the different alternative measures set out in paragraph 3 it becomes apparent that the applicant or holder is likely to have one or more of the medical conditions mentioned in Annex III, Member States shall ensure that the applicant or holder undergoes a medical examination prior to obtaining or renewing a driving licence.**	
Article 10b				

254i			**Article 10b** **Extension of validity in case of crisis** Corresponds to Art 10(4) of Commission proposal	
Article 10b(1)				
254j			**1. In case of a crisis Members States may extend the period of administrative validity of driving licences that would otherwise expire, for a maximum period of six months. The extension may be renewed where the crisis persists.** Corresponds to Art 10(4) first subparagraph of Commission proposal	
Article 10b(2)				
254k			**2. Any such extension shall be duly reasoned and notified immediately to the Commission. The Commission shall immediately publish this information in the *Official Journal of the European Union*. Member States shall recognise**	

			the validity of driving licences whose period of administrative validity has been extended under this Article. Corresponds to Art 10(4) second subparagraph of Commission proposal	
Article 10b(3)				
254l			**3. Where a crisis affects several Member States, the Commission may adopt implementing acts in order to extend the period of administrative validity of all or certain categories of driving licences that would otherwise expire. That extension may not exceed six months and may be renewed where the crisis persists. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(3).** Corresponds to Art 10(4) third subparagraph of Commission proposal	
Article 10b(4)				
254m			**4. Where a Member State is not, and is not likely to be, affected by difficulties that rendered the**	

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

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

Article 11(2)				
257	2. Subject to observance of the principle of territoriality of criminal and police laws, the Member State of normal residence may apply its national provisions on the restriction, suspension, withdrawal or cancellation of the right to drive to the holder of a driving licence issued by another Member State and, if necessary, exchange the licence for that purpose.		2. Subject to observance of the principle of territoriality of criminal and police laws, the Member State of normal residence may apply its national provisions on the restriction, suspension, withdrawal or cancellation of the right to drive to the holder of a driving licence issued by another Member State and, if necessary, exchange the licence for that purpose.	2. Subject to observance of the principle of territoriality of criminal and police laws, the Member State of normal residence may apply its national provisions on the restriction, suspension, withdrawal or cancellation of the right to drive to the holder of a driving licence issued by another Member State and, if necessary, exchange the licence for that purpose. Text Origin: Commission Proposal
Article 11(2a)(3)				
258	3. The Member State performing the exchange shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.	3. The Member State performing the exchange ***of a physical driving licence*** shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.	3. The Member State performing the exchange **of a physical driving licence** shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.	3. The Member State performing the exchange ***of a physical driving licence*** shall return the old licence to the authorities of the Member State which issued it and give the reasons for doing so.
Article 11(3), second subparagraph				
258a		***The Member State exchanging the driving licence shall inform the authorities of the issuing Member State, specifying the reasons for***	**The Member State performing the exchange of a mobile driving licence shall inform the authorities of the Member State**	

		such exchange. The Member States which originally issued the driving licence shall ensure that the former mobile driving licence can no longer be viewed. For the purposes of communication, Member States shall make use of the EU driving licence network referred to in Article 19(1).	**of issuance and give the reasons for doing so; the latter shall ensure that the previous mobile licence can no longer be displayed through the mobile device used for this purpose by the holder. The Member States shall use the EU driving licence network referred to in Article 19(1) for communication purposes.**	
Article 11(4)				
259	4. A replacement for a driving licence which has been lost or stolen may only be obtained from the competent authorities of the Member State in which the holder has his or her normal residence. Those authorities shall provide the replacement on the basis of the information in their possession or, where appropriate, proof from the competent authorities of the Member State which issued the original licence.		4. A replacement for a **physical** driving licence which has been **damaged,** lost or stolen**, and a replacement of a physical or mobile driving licence of which a fraudulent use was made,** may only be obtained from the competent authorities of the Member State in which the holder has his or her normal residence. Those authorities shall provide the replacement on the basis of the information in their possession or, where appropriate, proof from the competent authorities of the Member State which issued the original licence. **In case a driving licence was replaced by a Member State other than the one that issued it and the replaced**	

			driving licence is still in the possession of, or can be displayed by, the holder, the procedures set out in paragraph 3 shall apply.	
Article 11a				
259a		***Article 11a*** ***Interim driving licence***		
Article 11a first paragraph				
259b		***1. During the replacement, renewal or exchange of a driving licence, the Member State performing the replacement, renewal or exchange shall issue an interim driving licence in a form of a certificate, even if is the same Member State which has issued the previous licence. The Commission is empowered to adopt by 31 December 2025 a delegated acts in accordance with Article 21 to supplement this Directive by laying down a model standardised form for such a certificate. When adopting those delegated acts the Commission shall have due regard to any risk of forgery of such forms.***		

Article 11a second paragraph				
259c		***2. The certificate issued by a Member State under this Article shall be valid for a maximum period of 1 month. Such certificates shall be mutually recognised by Member States. Where the replacement, renewal or exchange of the driving licence is taking longer Member States may renew that certificate twice, each for the period not exceeding 1 month. The validity of such a certificate shall automatically cease once the holder comes into the possession of a physical or mobile licence in accordance with Article 3.***		
Article 12				
260	Article 12 Exchange of driving licences issued by third countries		Article 12 Exchange of driving licences issued by third countries	Article 12 Exchange of driving licences issued by third countries Text Origin: Commission Proposal
Article 12(1)				
261	1. Where a Member State provides for the exchange of a driving		1. Where a Member State provides for the exchange of a driving	1. Where a Member State provides for the exchange of a driving

	licence issued by a third country to a holder that has taken up normal residence in its territory, that Member State shall exchange the driving licence in accordance with the provisions of this Article.		licence issued by a third country to a holder that has taken up normal residence in its territory, that Member State shall exchange the driving licence in accordance with the provisions of this Article.	licence issued by a third country to a holder that has taken up normal residence in its territory, that Member State shall exchange the driving licence in accordance with the provisions of this Article. Text Origin: Commission Proposal
Article 12(2), first subparagraph				
262	2. Where a Member State exchanges a driving licence issued by a third country that has not been the object of an implementing decision referred to in paragraph 7, such exchange shall be recorded on the driving licence issued by that member State by way of marking the relevant code from Annex I, Part E, as shall any subsequent renewal or replacement. If the holder of that licence transfers his or her normal residence to another Member State, the latter need not apply the principle of mutual recognition set out in Article 3(6).		2. Where a Member State exchanges a driving licence issued by a third country that has not been the object of an implementing decision referred to in paragraph 7, such exchange shall be recorded on the driving licence issued by that member State by way of marking the relevant code from Annex I, Part E, as shall any subsequent renewal or replacement. If the holder of that licence transfers his or her normal residence to another Member State, the latter need not apply the principle of mutual recognition set out in Article 3(6).	2. Where a Member State exchanges a driving licence issued by a third country that has not been the object of an implementing decision referred to in paragraph 7, such exchange shall be recorded on the driving licence issued by that member State by way of marking the relevant code from Annex I, Part E, as shall any subsequent renewal or replacement. If the holder of that licence transfers his or her normal residence to another Member State, the latter need not apply the principle of mutual recognition set out in Article 3(6). Text Origin: Commission Proposal
Article 12(2), second subparagraph				
263				

	Member States shall apply, for such exchanges, the provisions of their national legislation, in accordance with the conditions provided for in this paragraph.		Member States shall apply, for such exchanges, the provisions of their national legislation, in accordance with the conditions provided for in this paragraph.	Member States shall apply, for such exchanges, the provisions of their national legislation, in accordance with the conditions provided for in this paragraph. Text Origin: Commission Proposal
Article 12(3)				
264	3. Where the driving licence is issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, such exchange shall not be recorded on the driving licence issued by the Member State concerned. In those cases, Member States shall exchange the driving licence in accordance with the conditions set out in the relevant implementing decision.		3. Where the driving licence is issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, such exchange shall ~~not~~ be recorded on the driving licence issued by the Member State concerned **using the relevant code from Annex I, Part E**. In those cases, Member States shall exchange the driving licence in accordance with the conditions set out in the relevant implementing decision.	
Article 12(4), first subparagraph				
265	4. Where a driving licence issued by a Member State was exchanged for a driving licence issued by a third country, Member States shall not require the fulfilment of any		4. Where a driving licence issued by a Member State was exchanged for a driving licence issued by a third country, Member States shall not require the fulfilment of any	

	additional conditions other than those set out in point (a) of Article 10(3) or record any additional information for exchanging that driving licence for a driving licence issued by them, as regards the categories of the initial driving licence.		additional conditions other than those set out in ~~point (a) of~~ Article 10(3) **point (a),** or record any additional information for exchanging that driving licence for a driving licence issued by them, as regards the categories of the initial driving licence.	
Article 12(4), second subparagraph				
266	In the situation referred to in the first subparagraph, where an applicant requests to exchange a driving licence that is also valid for categories concerning which he or she acquired the right to drive in a third country, the following rules shall apply:		In the situation referred to in the first subparagraph, where an applicant requests to exchange a driving licence that is also valid for categories concerning which he or she acquired the right to drive in a third country, the following rules shall apply:	In the situation referred to in the first subparagraph, where an applicant requests to exchange a driving licence that is also valid for categories concerning which he or she acquired the right to drive in a third country, the following rules shall apply: Text Origin: Commission Proposal
Article 12(4), second subparagraph, point (a)				
267	(a) if the driving licence was issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, paragraph 3 shall apply;		(a) if the driving licence was issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, paragraph 3 shall apply;	(a) if the driving licence was issued in a category and by a third country that has been the object of an implementing decision referred to in paragraph 7, paragraph 3 shall apply; Text Origin: Commission Proposal

Article 12(4), second subparagraph, point (b)				
268	(b) in the absence of such implementing decision, paragraph 2 shall apply.		(b) in the absence of such implementing decision, paragraph 2 shall apply. Text Origin: Commission Proposal	
Article 12(5)				
269	5. The exchanges referred to in paragraphs 2, 3 and 4 shall only occur if the driving licence issued by the third country has been surrendered to the competent authorities of the Member State making the exchange.		5. The exchanges referred to in paragraphs 2, 3 and 4 shall only occur if the driving licence issued by the third country has been surrendered to the competent authorities of the Member State making the exchange. Text Origin: Commission Proposal	
Article 12(6), first subparagraph				
270	6. The Commission may identify that a third country has a road transport framework guaranteeing, wholly or partially, a level of road safety that is comparable to the Union one, which allows for the driving licences issued by this third country to be exchanged without		6. The Commission may identify that a third country has a road transport framework guaranteeing, wholly or partially, a level of road safety that is comparable to the Union one, which allows for the driving licences issued by this third country to be exchanged ~~without~~	

	recording such exchange on the driving licences issued by Member States, if necessary after complying with certain pre-defined conditions.		~~recording such exchange on the driving licences issued by Member States~~**in accordance with paragraph 3**, if necessary after complying with certain pre-defined conditions.	
Article 12(6), second subparagraph				
271	Where the Commission identifies such a third country, it may assess the third country's road transport framework in cooperation with the Member States. Member States shall have six months to provide their opinion on the road transport framework in place in the identified third country. The Commission shall proceed with the assessment once it has received an opinion from all Member States or once the time limit for sending the opinions has passed, whichever is later.	Where the Commission identifies such a third country, it may assess the third country's road transport framework in cooperation with the Member States. Member States shall have six months to provide their opinion on the road transport framework in place in the identified third country. The Commission shall proceed with the assessment once it has received an opinion from all Member States or once the time limit for sending the opinions has passed, whichever is ~~*later*~~***earlier***.	Where the Commission identifies such a third country, it may assess the third country's road transport framework in cooperation with the Member States. Member States shall ~~have~~**be given by the Commission at least** six months to provide their opinion on the road transport framework in place in the identified third country. The Commission shall proceed with the assessment once it has received an opinion from all Member States or once the time limit for sending the opinions has passed, whichever is ~~later~~**earlier**.	
Article 12(6), third subparagraph				
272	When assessing the road transport framework in place in a third country the Commission shall take into account at least the following elements:		When assessing the road transport framework in place in a third country the Commission shall take into account at least the following elements:	When assessing the road transport framework in place in a third country the Commission shall take into account at least the following elements:

				Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (a)				
273	(a) the driver licensing requirements in place, such as the classification of driving licence categories, minimum age requirements, training and driving tests' requirements and conditions, and medical standards for issuing the licence;		(a) the driver licensing requirements in place, such as the classification of driving licence categories, minimum age requirements, training and driving tests' requirements and conditions, and medical standards for issuing the licence;	(a) the driver licensing requirements in place, such as the classification of driving licence categories, minimum age requirements, training and driving tests' requirements and conditions, and medical standards for issuing the licence; Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (b)				
274	(b) whether the third country issues mobile driving licences and if so, the applicable technical and structural details for operating the system;		(b) whether the third country issues mobile driving licences and if so, the applicable technical and structural details for operating the system;	(b) whether the third country issues mobile driving licences and if so, the applicable technical and structural details for operating the system; Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (c)				
275	(c) the extent to which there are forged driving licences in circulation and what measures are		(c) the extent to which there are forged driving licences in circulation and what measures are	

	taken to prevent forgery of driving licences;		taken to prevent forgery of**, and corruption in relation to,** driving licences;	
Article 12(6), third subparagraph, point (d)				
276	(d) the period of administrative validity of the driving licences issued by the third country;		(d) the period of administrative validity of the driving licences issued by the third country;	(d) the period of administrative validity of the driving licences issued by the third country; Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (e)				
277	(e) the traffic conditions in the third country and whether they are comparable to the traffic conditions on the road networks in the Union;		(e) the traffic conditions in the third country and whether they are comparable to the traffic conditions on the road networks in the Union;	(e) the traffic conditions in the third country and whether they are comparable to the traffic conditions on the road networks in the Union; Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (f)				
278	(f) the road safety performance of the third country.		(f) the road safety performance of the third country~~.~~**;**	(f) the road safety performance of the third country. Text Origin: Commission Proposal
Article 12(6), third subparagraph, point (fa)				
278a				

		(fa) the exchange system established for EU driving licences in the third country.	**(g) the third country's practice of exchanging EU driving licences.**	Difference is editorial
Article 12(7), first subparagraph				
279	7. The Commission may, after conducting the assessment referred to in paragraph 6 and by means of implementing decisions, decide that a third country has a road transport framework in place that wholly or partially guarantees a level of road safety that is comparable to the Union one for the driving licences issued by that third country to be exchanged without recording such exchange on the driving licence issued by a Member State.		7. The Commission may, after conducting the assessment referred to in paragraph 6 and by means of implementing decisions, decide that a third country has a road transport framework in place that wholly or partially guarantees a level of road safety that is comparable to the Union one for the driving licences issued by that third country to be exchanged ~~without recording such exchange on the driving licence issued by a Member State.~~**in accordance with paragraph 3.**	
Article 12(7), second subparagraph				
280	The implementing decision shall contain at least:		The implementing decision shall contain at least:	The implementing decision shall contain at least: Text Origin: Commission Proposal
Article 12(7), second subparagraph, point (a)				
281				

	(a) the driving licence categories referred to in Article 6, regarding which an exchange may be made without recording it on the driving licence issued by a Member State;		(a) the driving licence categories referred to in Article 6, regarding which an exchange may be made ~~without recording it on the driving licence issued by a Member State~~**in accordance with paragraph 3**;	
Article 12(7), second subparagraph, point (b)				
282	(b) the dates of issuance of the third country driving licences from which an exchange may be made without recording it on the driving licence issued by a Member State;		(b) the dates of issuance of the third country driving licences from which an exchange may be made ~~without recording it on the driving licence issued by a Member State;~~**in accordance with paragraph 3;**	
Article 12(7), second subparagraph, point (c)				
283	(c) any general conditions to be complied with for the purpose of verifying the authenticity of the official document to be exchanged;		(c) any general conditions to be complied with for the purpose of verifying the authenticity of the official document to be exchanged;	(c) any general conditions to be complied with for the purpose of verifying the authenticity of the official document to be exchanged; Text Origin: Commission Proposal
Article 12(7), second subparagraph, point (d)				
284	(d) any general conditions the applicant has to comply with to demonstrate compliance with the		(d) any general conditions the applicant has to comply with to demonstrate compliance with the	(d) any general conditions the applicant has to comply with to demonstrate compliance with the

	medical standards laid down in Annex III, prior to the exchange.		medical standards laid down in Annex III, prior to the exchange.	medical standards laid down in Annex III, prior to the exchange. Text Origin: Commission Proposal
Article 12(7), third subparagraph				
285	Where the driving licence of the applicant does not allow compliance with the second subparagraph, points (a) or (b), of this paragraph, Member States may decide to exchange the driving licence in accordance with paragraph 2. Where the applicant is not able to comply with the second subparagraph, points (c) or (d), of this paragraph, Member States shall refuse to exchange the driving licence. Any additional condition that the implementing decision may contain shall provide for either the applicability of the national provisions of the Member State in accordance with paragraph 2, or for the refusal of the exchange of the driving licence, where such conditions are not complied with by the applicant.		Where the driving licence of the applicant does not allow compliance with the second subparagraph, points (a) or (b), of this paragraph, Member States may decide to exchange the driving licence in accordance with paragraph 2. Where the applicant is not able to comply with the second subparagraph, points (c) or (d), of this paragraph, Member States shall refuse to exchange the driving licence. Any additional condition that the implementing decision may contain shall provide for either the applicability of the national provisions of the Member State in accordance with paragraph 2, or for the refusal of the exchange of the driving licence, where such conditions are not complied with by the applicant.	Where the driving licence of the applicant does not allow compliance with the second subparagraph, points (a) or (b), of this paragraph, Member States may decide to exchange the driving licence in accordance with paragraph 2. Where the applicant is not able to comply with the second subparagraph, points (c) or (d), of this paragraph, Member States shall refuse to exchange the driving licence. Any additional condition that the implementing decision may contain shall provide for either the applicability of the national provisions of the Member State in accordance with paragraph 2, or for the refusal of the exchange of the driving licence, where such conditions are not complied with by the applicant. Text Origin: Commission Proposal
Article 12(7), fourth subparagraph				

286	The implementing decisions shall be adopted in accordance with the examination procedure referred to in Article 22(2).		The implementing decisions shall be adopted in accordance with the examination procedure referred to in Article 22(2).	The implementing decisions shall be adopted in accordance with the examination procedure referred to in Article 22(2). Text Origin: Commission Proposal
Article 12(8)				
287	8. The implementing decision referred to in paragraph 7 shall provide for a periodic review, at least every four years, of the road safety situation in the third country concerned. Depending on the conclusions of the review, the Commission shall maintain, amend or suspend, to the extent necessary, or repeal the implementing decision referred to in paragraph 7.		8. The implementing decision referred to in paragraph 7 shall provide for a periodic review, **by the Commission in cooperation with the Member States,** at least every four years, of the road safety situation **and of other elements mentioned in paragraph 6,** in the third country concerned. Depending on the conclusions of the review, the Commission shall maintain, amend or suspend, to the extent necessary, or repeal the implementing decision referred to in paragraph 7.	
Article 12(8a)				
287a		***8a. A certificate of professional competence (CPC), or an equivalent certificate, issued by a third country referred to in***		

		paragraph 2 may be replaced by a new CPC issued by a Member State where the holder has completed in that Member State additional competence training of up to 35 hours. That additional competence training shall be carried out in the EU language best understood by a [candidate]. If necessary, in line with Directive (EU) 2022/2561 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers[1a], to ensure a high level of competence and road safety, appropriate linguistic support shall be provided. ***For the purpose of determining whether third countries have rules wholly or partially comparable to corresponding Union rules that guarantee a level of road safety that is wholly or partially comparable to that in the Union, the Commission is empowered to adopt by ... [2 years after the entry into force of this amending Directive] delegated acts in accordance with Article 21 to supplement this Directive, by laying down the conditions for, and the criteria and methodologies to be used when, assessing third-country rules on***		

		professional training for drivers or third-country rules on certification and examination procedures, or both. ***On the basis of those [delegated acts/ assessment conditions, criteria and methodologies], and in cooperation with the Member States in accordance with the procedure set out in paragraph 6, the Commission shall adopt implementing acts, setting out its decision that a specific third country has rules on professional training for drivers and/or rules on certification and examination procedures wholly or partially comparable to corresponding Union rules that guarantee a level of road safety that is wholly or partially comparable to that in the Union. Those implementing acts shall be adopted in accordance with examination procedure referred to in Article 22(2).*** ***1a Directive (EU) 2022/2561 of the European Parliament and of the Council of 14 December 2022 on the initial qualification and periodic training of drivers of certain road vehicles for the carriage of goods or passengers (OJ L 330, 23.12.2022, p. 46.).***		

Article 12(9)				
288	9. The Commission shall publish in the Official Journal of the European Union and on its website a list of the third countries that have been the object of an implementing decision in accordance with paragraph 7, and shall also publish accordingly any relevant changes made in accordance with paragraph 9.	9. The Commission shall publish in the Official Journal of the European Union and on its website a list of the third countries that have been the object of an implementing decision in accordance with ~~*paragraph 7*~~ ***paragraphs 7 and 8a***, and shall also publish accordingly any relevant changes made in accordance with paragraph ~~*9*~~ ***8***.	9. The Commission shall publish in the Official Journal of the European Union and on its website a list of the third countries that have been the object of an implementing decision in accordance with paragraph 7, and shall also publish accordingly any relevant changes made in accordance with paragraph ~~9~~**8**.	
Article 12(10)				
289	10. The Commission shall establish a knowledge network to aggregate, process and disseminate knowledge and information on best practices for the integration of foreign professional drivers in the internal market. The network shall include relevant Members States authorities, centres of excellence, universities and researchers, social partners and other relevant actors of the road transport sector.		10. The Commission shall establish a knowledge network to aggregate, process and disseminate knowledge and information on best practices for the integration of foreign professional drivers in the internal market. The network shall include relevant Members States authorities, centres of excellence, universities and researchers, social partners and other relevant actors of the road transport sector.	10. The Commission shall establish a knowledge network to aggregate, process and disseminate knowledge and information on best practices for the integration of foreign professional drivers in the internal market. The network shall include relevant Members States authorities, centres of excellence, universities and researchers, social partners and other relevant actors of the road transport sector. Text Origin: Commission Proposal
Article 12a				

289a		***Article 12a*** ***Platform for cooperation***		
Article 12a(1)				
289b		***1. The Commission shall establish a platform for cooperation to aggregate, process and disseminate knowledge and information on best practices for*** ***(a) the training schemes of drivers in the Member States, including training of special use vehicles such as Non Road Mobile Machinery;*** ***(b) the licencing and normal use of special use vehicles, such as Non Road Mobile Machinery in the different Member States, including cross border implications of differences of these rules with the view to facilitating use of such machinery; and*** ***(c) any other issue deemed appropriate.***		
Article 12a(2)				
289c		***2. The platform shall include relevant Members States authorities, and relevant***		

		stakeholders of the road transport sector, and where possible facilitate building on these best practices.		
Article 13				
290	Article 13 Effects of a restriction, suspension, withdrawal or cancellation of the right to drive or driving licence		Article 13 Effects of a restriction, suspension, withdrawal or cancellation of the right to drive or driving licence	Article 13 Effects of a restriction, suspension, withdrawal or cancellation of the right to drive or driving licence Text Origin: Commission Proposal
Article 13(1)				
291	1. A Member State shall refuse to issue a driving licence to an applicant whose driving licence is restricted, suspended, withdrawn or cancelled in another Member State.		1. A Member State shall refuse to issue a driving licence to an applicant whose driving licence is restricted, suspended, withdrawn or cancelled in another Member State.	1. A Member State shall refuse to issue a driving licence to an applicant whose driving licence is restricted, suspended, withdrawn or cancelled in another Member State. Text Origin: Commission Proposal
Article 13(2)				
292	2. A Member State shall refuse to recognise the validity of any driving licence issued by another Member State to a person whose driving licence or right to drive is		2. A Member State shall refuse to recognise the validity of any driving licence issued by another Member State to a person whose driving licence or right to drive is	2. A Member State shall refuse to recognise the validity of any driving licence issued by another Member State to a person whose driving licence or right to drive is

	restricted, suspended, withdrawn or cancelled in the former Member State's territory.		restricted, suspended, withdrawn or cancelled in the former Member State's territory.	restricted, suspended, withdrawn or cancelled in the former Member State's territory. Text Origin: Commission Proposal
Article 13(3), first subparagraph				
293	3. A driving licence or the right to drive shall be considered as restricted, suspended, withdrawn, or cancelled for the purposes of this Article as long as the person concerned is yet to fulfil any conditions, imposed by a Member State, with which he or she must comply with in order to be able to recover his or her right to drive or driving licence or to be able to apply for a new one.		3. A driving licence or the right to drive shall be considered as restricted, suspended, withdrawn, or cancelled for the purposes of this Article as long as the person concerned is yet to fulfil any conditions, imposed by a Member State, with which he or she must comply with in order to be able to recover his or her right to drive or driving licence or to be able to apply for a new one.	3. A driving licence or the right to drive shall be considered as restricted, suspended, withdrawn, or cancelled for the purposes of this Article as long as the person concerned is yet to fulfil any conditions, imposed by a Member State, with which he or she must comply with in order to be able to recover his or her right to drive or driving licence or to be able to apply for a new one. Text Origin: Commission Proposal
Article 13(3), second subparagraph				
294	Member States shall ensure that any conditions they impose in order for the holder to be able to recover his or her right to drive or driving licence or to be able to apply for a new one are proportionate, non-discriminatory		Member States shall ensure that any conditions they impose in order for the holder to be able to recover his or her right to drive or driving licence or to be able to apply for a new one are proportionate, non-discriminatory	Member States shall ensure that any conditions they impose in order for the holder to be able to recover his or her right to drive or driving licence or to be able to apply for a new one are proportionate, non-discriminatory

	to holders of driving licences issued by any other Member State and that they do not, by themselves, lead to an indefinite refusal to issue a driving licence or to recognise a driving licence issued by another Member State.		to holders of driving licences issued by any other Member State and that they do not, by themselves, lead to an indefinite refusal to issue a driving licence or to recognise a driving licence issued by another Member State.	to holders of driving licences issued by any other Member State and that they do not, by themselves, lead to an indefinite refusal to issue a driving licence or to recognise a driving licence issued by another Member State. Text Origin: Commission Proposal
Article 13(3), second subparagraph a				
294a		***A Member State shall suspend a driving licence if the medical examination confirming validity referred to in Article 10 shows that the physical and psychological requirements regarding the medical conditions referred to in Annex III temporarily cannot be met.***		
Article 13(4), first subparagraph				
295	4. Nothing in this Article shall be understood as preventing Member States from banning a person from driving in their territories indefinitely without providing him or her the possibility to recover his or her right to drive or driving licence or to be able to apply for a		4. ~~Nothing in this Article shall be understood as preventing~~**Where this is justified on the basis of a person's conduct or physical or mental fitness,** Member States ~~from banning a~~**may ban that** person from driving in their ~~territories~~**territory** indefinitely	

	new one, where this is justified on the basis of his or her conduct.		without providing him or her the possibility to recover his or her right to drive or driving licence or to ~~be able to~~ apply for a new one~~, where this is justified on the basis of his or her conduct~~.	
Article 13(4), second subparagraph				
296	Where a Member State, in accordance with this paragraph, has imposed an indefinite ban on driving, such Member State may refuse to recognise the validity of any driving licence, issued by another Member State, in its respective territory indefinitely. By way of derogation from paragraph 1 other Member States may, after consulting with the Member State imposing the indefinite driving ban, issue a driving licence to such a person.		~~Where a~~**By way of derogation from paragraph 1 other** Member ~~State, in accordance with this paragraph, has imposed an~~**States may, after consulting with the Member State imposing the** indefinite **driving ban referred to in this paragraph, issue a**~~ban on~~ driving~~, such~~ **licence to such a person. However, the latter** Member State may refuse to recognise the validity of any driving licence, issued by another Member State, in its respective territory indefinitely.~~ By way of derogation from paragraph 1 other Member States may, after consulting with the Member State imposing the indefinite driving ban, issue a driving licence to such a person.~~	
Article 14				
297				

	Article 14 Accompanied driving scheme		Article 14 Accompanied driving scheme	Article 14 Accompanied driving scheme Text Origin: Commission Proposal
Article 14(1)				
298	1. By way of derogation from Article 7(1), points (b) and (d) respectively, Member States shall issue driving licences, in accordance with Article 10(1), for categories B and C marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.	1. By way of derogation from Article 7(1), points (b) and (d) respectively, Member States shall issue driving licences, in accordance with Article 10(1), for categories B***, C and C1*** ~~*and C*~~ marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.	1. By way of derogation from Article 7(1), ~~points (b) and (d) respectively~~**point (b)**, Member States shall issue driving licences, in accordance with Article 10(1), for ~~categories B and C~~**category B** marked with the Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years.	
Article 14(1a)				
298a			**1a. By way of derogation from Article 7(1), points (b) and (d), respectively, Member States may, for driving on their teritory, issue driving licences for category C1 or C, in accordance with Article 10(1), provided the driver holds a Certificate of Professional Competence awarded in accordance with Article 6 of Directive (EU) 2022/2561, marked with the**	

			Union code 98.02 specified in Annex I, Part E, to applicants who have reached the age of 17 years. **Licences issued in accordance with the first subparagraph shall be mutually recognised by the Member States that issue such licences.**	
Article 14(2), first subparagraph				
299	2. Holders of a driving licence marked with the Union code 98.02 who have not reached the age of 18 years shall only drive when accompanied by a person who meets the following conditions:	2. Holders of a driving licence marked with the Union code 98.02 who have not reached the age of 18 years shall only drive when accompanied by a person ***in the front passenger seat, who is able to provide guidance during the driving. The accompanying person shall comply with the rules on driving under the influence of alcohol or drugs or in an incapacitated state due to any other reason, and shall meet*** ~~*who meets*~~ the following conditions:	2. Holders of a driving licence marked with the Union code 98.02 who have not reached the age of 18 years shall only drive when accompanied by a person**, in the front passenger seat, who is able to provide guidance during the driving. The accompanying person shall comply with the rules on driving under the influence of alcohol or drugs. The accompanying person shall meet** ~~who meets~~ the following conditions:	
Article 14(2), first subparagraph, point (a)				
300	(a) has a minimum age of 25 years;		(a) has a minimum age of ~~25~~**24** years;	

Article 14(2), first subparagraph, point (b)				
301	(b) holds a driving licence of the relevant category issued more than five years ago;	(b) holds ~~a~~***an EU*** driving licence of the relevant category issued more than five years ago;	(b) holds a driving licence of the relevant category issued more than five years ago;	
Article 14(2), first subparagraph, point (c)				
302	(c) has not been subject to a driving disqualification over the last five years;		(c) has not been subject to a driving disqualification over the last five years~~;~~ **in the Member State of issuance.**[1] _____ **1. NOTE: In point (c), a driving disqualification effected by another Member State may be added to the condition after agreement on the Directive on the union-wide effect of certain driving disqualifications.**	
Article 14(2), first subparagraph, point (d)				
303	(d) has not been subject to a decision in the field of criminal law resulting from a road-traffic related offence;		*deleted*	
Article 14(2), first subparagraph, point (e)				
304	*(e)* in the case of a vehicle of category C has the qualification and training provided by Directive (EU) 2022/2561.	(e) in the case of a vehicle of ~~*category C*~~***categories C and C1*** has the qualification and training provided by Directive (EU)	*deleted*	

		2022/2561.		
Article 14(2), first subparagraph, point (ea)				
304a		***(ea) in the case of a vehicle category C and C1, has undergone a dedicated 7-hour training course to learn the necessary professional and pedagogical skills, as part of their periodic CPC training.***		
Article 14(2), second subparagraph (new)				
304b		***Member States may decide to increase the duration of the training up to 14 hours.***		
Article 14(3)				
305	3. Member States may require the identification of the accompanying persons referred to in the paragraph 2 in order to ensure compliance with this Article. Member States may limit the number of possible accompanying persons.		3. Member States may require the identification of the accompanying persons referred to in the paragraph 2 in order to ensure compliance with this Article. Member States may limit the number of possible accompanying persons. **Member States may on their territory apply additional conditions to be fulfilled by the person accompanying the holder of a driving licence issued by them. They shall inform the**	

			Commission thereof. The Commission shall make this information available to the public.	
Article 14(3a)				
305a		***3a. The accompanied driving scheme does not restrict Member States' existing options to lower the minimum age for category B as set in Article 7(2) of this Directive and to apply related conditions at national level.***		
Article 14(4)				
306	4. Member States may apply additional conditions for the issuance of a driving licence marked with the Union code 98.02 to applicants who have not reached the age of 18 years. They shall inform the Commission thereof. The Commission shall make this information available to the public.		4. Member States may apply additional conditions for the issuance of a driving licence marked with the Union code 98.02 to applicants who have not reached the age of 18 years. They shall inform the Commission thereof. The Commission shall make this information available to the public.	4. Member States may apply additional conditions for the issuance of a driving licence marked with the Union code 98.02 to applicants who have not reached the age of 18 years. They shall inform the Commission thereof. The Commission shall make this information available to the public. Text Origin: Commission Proposal
Article 14(4a)				
306a				

		4a. Member States may reduce the age set out in paragraph 1 to persons having their normal residence in their territory in order to run pilot projects and collect data on the effect of accompanied driving schemes with a lower age as a part of applicant's training until he or she reaches 3500 km. If a Member State wishes to make use of that option, it shall submit a reasoned request to the Commission. The Commission shall assess such request through a dialogue with the Member State concerned and render a decision within 3 months. The Commission may approve or deny the request by submitting a reasoned opinion, or approve it upon additional conditions in order to ensure road safety. The provisions of paragraphs 2, 3 and 4 shall remain applicable, where a derogation is granted by the Commission. Member States shall monitor results of the approved pilot projects and report them to the Commission. The Commission shall assess the requests and, when available, the results of the approved pilot projects in its periodic reviews.		

Article 15				
307	Article 15 Probationary period		Article 15 Probationary period	Article 15 Probationary period Text Origin: Commission Proposal
Article 15(1)				
308	1. The holder of a driving licence of a given category issued for the first time shall be considered a novice driver and shall be subject to a probationary period of at least two years.	1. The holder of a driving licence of a given category issued for the first time shall be considered a novice driver and shall be subject to a probationary period of at least two years. ***Member States shall lay down rules on the length of the period and the penalties for novice drivers.***	1. **A driving licence issued after the passing**~~The holder~~ of a driving ~~licence of a given category issued for the first time shall be considered a novice driver and~~**test required under point (a) of Article 10(1) shall be subject to a probationary period. If the holder of the driving license already has a valid driving license for another category, the probationary period** shall ~~be subject to a~~**only include what may remain of the** probationary period ~~of at least two years~~**for the existing driving license, unless the existing driving license is issued for category AM only**.	
Article 15(1), second subparagraph				
308a			**The duration of the probationary period shall be**	

			determined by the Member State issuing the driving licence and shall not be less than two years. Compare to EP amendment line 308	
Article 15(1a)				
308b		***1a. Member States shall establish an obligation for novice drivers to display a standard Union disk on the back windscreen of their vehicle during the whole length of their probationary period. The Commission shall, no later than [6 months from the date of entry into force of this directive] adopt a delegated act in accordance with Article 21 establishing the common visual specifications for the common disk.***		
Article 15(2)				
309	2. Member States shall lay down rules on penalties for novice drivers who drive with a blood alcohol level exceeding 0.0g/mL and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.	2. Member States shall lay down rules on penalties for novice drivers who drive with a blood alcohol level exceeding ~~0~~***0.2g /mL or under the influence of psychotropic substances or narcotics***.~~0g/mL~~ ***The enforcement authorities of Member States shall establish a technical zero***	2. Member States shall lay down **stricter** rules ~~on penalties for novice drivers who drive with a blood alcohol level exceeding 0.0g/mL~~**or sanctions, or both, for driving under the influence of alcohol for novice drivers than for experienced drivers** and take all measures necessary to ensure	

		tolerance measuring threshold on the basis of the lowest limit of quantification that takes account of passive or accidental exposure and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and ~~*non-discriminatory*~~***non-discriminatory, and may include driving disqualifications***.	that they are implemented. **Member States** ~~Those penalties~~ shall ~~be effective, proportionate, dissuasive and non-discriminatory~~**take measures with the purpose of reducing driving under the influence of drugs among novice drivers**.	
Article 15(2a)				
309a		***2a. Member States shall lay down stricter rules on penalties for novice drivers, including where they fail to use safety equipment or drive without a valid driving licence, and take all measures necessary to ensure that they are implemented. Those penalties shall be effective, proportionate, dissuasive and non-discriminatory.***		
Article 15(2b)				
309b		***2b. Member States may extend the application of the zero tolerance system for alcohol and illicit psychoactive drugs to all drivers.***		

Article 15(3)				
310	3. Member States may establish additional rules applicable on their territory to novice drivers during the probationary period to improve road safety. They shall inform the Commission thereof.	3. Member States may establish additional rules applicable on their territory to novice drivers during the probationary period to improve road safety. They shall inform the Commission thereof. ***Those rules shall not limit night-time driving.***	3. Member States may establish additional rules applicable on their territory to novice drivers ~~during the~~**to improve road safety, which may include imposing a second** probationary period ~~to improve road safety~~**for a different category**. They shall inform the Commission thereof.	
Article 15(3a)				
310a			**3a. If a competent authority of the Member State of normal residence decides to prolong a probationary period on account of any unlawful conduct, it shall ensure that the new period is recorded on the driving licence.**	
Article 15(4)				
311	4. Member States shall mark driving licences issued during a probationary period with the Union code 98.01 specified in Annex I, Part E.		4. Member States shall mark driving licences issued during a probationary period with the Union code 98.01 specified in Annex I, Part E.	4. Member States shall mark driving licences issued during a probationary period with the Union code 98.01 specified in Annex I, Part E. Text Origin: Commission

				Proposal
Article 15(5)				
312	5. A probationary period shall not be applied to drivers obtaining a driving licence of category A2 or A in accordance with Article 10(1), point (c).		*deleted*	
Article 15(5a)				
312a		***5a. For drivers obtaining a new category during their probationary period for a previously issued licence category, the probationary period for the new category may be reduced taking into account already completed probationary period, subject to a minimum of 6 months. Such a reduction shall not apply if the existing driving licence is issued for category AM only.***		
Article 15(5b)				
312b		***5b. Member States are encouraged to include age-appropriate training on road safety rules and traffic risk***		

		awareness trainings as part of their elementary and secondary school curricula. Member States may use revenues earmarked under [Directive 2015/413 of the European Parliament and of the Council[1a]] to financially support such initiatives. The Commission may use the resources indicated in [Article 8a of that Directive] also to financially support such initiatives. ***[1a] Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).***		
Article 16				
313	Article 16 Examiners		Article 16 Examiners	Article 16 Examiners Text Origin: Commission Proposal
Article 16(1), first subparagraph				
314	1. Driving examiners shall meet the minimum standards set out in		1. Driving examiners shall meet the minimum standards set out in	1. Driving examiners shall meet the minimum standards set out in

	Annex IV.		Annex IV.	Annex IV. Text Origin: Commission Proposal
Article 16(1), second subparagraph				
315	Driving examiners already working in that capacity before 19 January 2013 shall be subject only to the requirements concerning quality assurance and regular periodic training measures.	Driving examiners already working in that capacity before ~~*19 January 2013*~~***the entry into force of this Directive*** shall be subject only to the requirements concerning quality assurance and regular periodic training measures.	Driving examiners already working in that capacity before 19 January 2013 shall be subject only to the requirements concerning quality assurance and regular periodic training measures.	
Article 16(2)				
316	2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex IV where necessary in order to take account of technical, operational or scientific developments.		2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex IV where necessary in order to take account of technical, operational or scientific developments.	2. The Commission is empowered to adopt delegated acts, in accordance with Article 21, to amend Annex IV where necessary in order to take account of technical, operational or scientific developments. Text Origin: Commission Proposal
Article 17				
317	Article 17 Normal residence		Article 17 Normal residence	Article 17 Normal residence

				Text Origin: Commission Proposal
Article 17(1), first subparagraph				
318	1. For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in each calendar year, because of personal and occupational ties, or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.	1. For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in each calendar year, because of personal ~~*and*~~***or*** occupational ties~~*,*~~ ~~*or*~~ ***and***, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.	1. For the purposes of this Directive, normal residence shall be the place where a person usually lives, that is for at least 185 days in ~~each calendar year~~**the latest 365 days**, because of personal and occupational ties, or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he or she is living.	
Article 17(1), second subparagraph				
319	However, the normal residence of a person whose occupational ties are in a different place from his or her personal ties and who consequently lives in turn in different places situated in two or more Member States shall be regarded as being the place of his or her personal ties, provided that such person returns there regularly. This last condition need not be met where the person is living in a Member State in order to carry out a task of a definite		However, the normal residence of a person whose occupational ties are in a different place from his or her personal ties and who consequently lives in turn in different places situated in two or more Member States shall be regarded as being the place of his or her personal ties, provided that such person returns there regularly. This last condition need not be met where the person is living in a Member State in order to carry out a task of a definite	However, the normal residence of a person whose occupational ties are in a different place from his or her personal ties and who consequently lives in turn in different places situated in two or more Member States shall be regarded as being the place of his or her personal ties, provided that such person returns there regularly. This last condition need not be met where the person is living in a Member State in order to carry out a task of a definite

	duration. Attendance at a university or school shall not imply transfer of normal residence.		duration. Attendance at a university or school shall not imply transfer of normal residence.	duration. Attendance at a university or school shall not imply transfer of normal residence. Text Origin: Commission Proposal
Article 17(2), first subparagraph				
320	2. For the purposes of Article 10(3), point (b) and Article 11(4), the normal residence of the staff of diplomatic services of the Union or of its Member States, or of the members of their families forming part of their households, shall be considered to be in the territory of the Member States that issued the driving licences that are being renewed or replaced.		2. For the purposes of Article 10(3), point (b) and Article 11(4), the normal residence of the staff of diplomatic services of the Union or of its Member States, or of the members of their families forming part of their households, **accredited to third countries** shall be considered to be in the territory of the Member States that issued the driving licences that are being renewed or replaced.	
Article 17(2), second subparagraph				
321	For the purposes of this Article "diplomatic services of the Union" shall include officials from relevant departments of the General Secretariat of the Council and of the Commission, as well as staff seconded from national diplomatic services of the Member States and any other employee or contractor		For the purposes of this Article "diplomatic services of the Union" shall include officials from relevant departments of the General Secretariat of the Council and of the Commission, as well as staff seconded from national diplomatic services of the Member States and any other employee or contractor	

	working for the Union institutions, bodies, offices and agencies in the area of external representation and who, in order to be able to perform their contractual duties, have to live at least 181 days in the territory of one or several third countries in a calendar year.		working for the Union institutions, bodies, offices and agencies in the area of external representation and who, in order to be able to perform their contractual duties, have ~~to live~~**lived** at least 181 days in the ~~territory of one or several third countries in a calendar year~~**latest 365 days outside the EU**.	
Article 17(3)				
322	3. Where the holder of a driving licence cannot prove the establishment of his or her normal residence in a given Member State under paragraph 1, the holder may as a last resource have his or her driving licence renewed in the Member State that originally issued it.		3. **In exceptional cases,** where the holder of a driving licence cannot prove the establishment of his or her normal residence in a given Member State under paragraph 1, the holder may ~~as a last resource~~ have his or her driving licence renewed **or replaced** in the Member State that originally issued it.	
Article 17(4)				
323	4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence of category B, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may have his or	4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence ~~*of category B*~~, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may have his or	4. By way of derogation from Article 10(1), point (e) and for the specific purpose of the first issuance of a driving licence of category B, an applicant whose Member State of normal residence is different from his or her Member State of citizenship may ~~have his or~~	

	her driving licence issued by the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical or practical tests in one of the official languages of the Member State of citizenship or with an interpreter.	her driving licence issued by the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical or practical tests in one of the official ***EU*** languages of the Member State of citizenship or with an interpreter.	~~her driving licence issued by~~**take the theory test in** the latter, where the Member State of normal residence does not provide for the possibility to pass the theoretical ~~or practical~~ tests in one of the official languages of the Member State of citizenship or with an interpreter. **Upon request by the driving licence authorities of the Member State of normal residence, the Member State of citizenship where the applicant has taken the theory test shall inform the former about the test taken and passed using the EU driving licence network referred to in Article 19(1). The recipient Member State shall not require further testing of the applicant's theoretical knowledge.**	
Article 18				
324	Article 18 Equivalences between non-Union standard model licences		Article 18 Equivalences between non-Union standard model licences	Article 18 Equivalences between non-Union standard model licences Text Origin: Commission Proposal
Article 18(1)				
325				

	1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945[1] between entitlements obtained before 19 January 2013 and the categories set out in Article 6 of this Directive. _____ 1. Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences between categories of driving licences (OJ L 302, 9.11.2016, p. 62).	1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945[1] between entitlements obtained before ~~*19 January 2013*~~***entry into force of this Directive*** and the categories set out in Article 6 of this Directive. _____ 1. Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences between categories of driving licences (OJ L 302, 9.11.2016, p. 62).	1. Member States shall apply the equivalences established by Commission Decision (EU) 2016/1945[1] between entitlements obtained before 19 January 2013 and the categories set out in Article 6 of this Directive. _____ 1. Commission Decision (EU) 2016/1945 of 14 October 2016 on equivalences between categories of driving licences (OJ L 302, 9.11.2016, p. 62).	
Article 18(2)				
326	2. Any entitlement to drive granted before 19 January 2013 shall not be removed or in any way qualified by the provisions of this Directive.	2. Any entitlement to drive granted before ~~*19 January 2013*~~***entry into force of this Directive*** shall not be removed or in any way qualified by the provisions of this Directive.	2. Any entitlement to drive granted before 19 January 2013 shall not be removed or in any way qualified by the provisions of this Directive.	
Article 19				
327	Article 19 Mutual assistance		Article 19 Mutual assistance	Article 19 Mutual assistance Text Origin: Commission Proposal
Article 19(1)				
328				

	1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the licences they have issued, exchanged, replaced, renewed, restricted, suspended, withdrawn, cancelled or revoked, on the driving disqualifications they have imposed or plan to enact and consult each other in order to verify whether an applicant for a driving licence is not subject to a driving disqualification in any Member State. They shall use the EU driving licence network set up for those purposes.		1. Member States shall assist one another in the implementation of this Directive. They shall exchange information on the licences they have issued, exchanged, replaced, renewed, restricted, suspended, withdrawn, cancelled or revoked, on the driving disqualifications they have imposed **[** or plan to enact**]**[1] and consult each other ~~in order to verify whether~~**when there are reasonable grounds to suspect that** an applicant for a driving licence is ~~not~~ subject to a driving disqualification in any **another** Member State. They shall use the EU driving licence network set up for those purposes. _____ **1. NOTE: Text in brackets may be added later, dependent on the progress on proposal on driver disqualifications.**	
Article 19(2)				
329	2. Member States may also use the EU driving licence network for the exchange of information for the following purposes:		2. Member States may also use the EU driving licence network for the exchange of information for the following purposes:	2. Member States may also use the EU driving licence network for the exchange of information for the following purposes: Text Origin: Commission Proposal
Article 19(2), point (a)				

330	(a) to enable their authorities to verify the validity and authenticity of a driving licence during road-side checks or as part of anti-forgery measures;		(a) to enable their authorities to verify the validity and authenticity of a driving licence during road-side checks**, investigations** or as part of anti-forgery measures;	
Article 19(2), point (b)				
331	(b) to facilitate investigations that aim to identify the liable person for road-safety-related traffic offences, in accordance with Directive (EU) 2015/413 of the European Parliament and of the Council[1]; _____ 1. Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).		(b) to facilitate investigations ~~that aim to identify the liable person for road-safety-related traffic offences,~~ in accordance with Directive (EU) 2015/413 of the European Parliament and of the Council[1]; _____ 1. Directive (EU) 2015/413 of the European Parliament and of the Council of 11 March 2015 facilitating cross-border exchange of information on road-safety-related traffic offences (OJ L 68, 13.3.2015, p. 9).	
Article 19(2), point (c)				
332	(c) to prevent, detect and investigate criminal offences as referred to in [REFERENCE TO PRÜM II];	(c) to prevent, detect and investigate ***road traffic-related*** criminal offences ~~*as referred to*~~ ~~*in*~~***in accordance with*** [REFERENCE TO PRÜM II]***, provided all necessary conditions therein for that purpose apply and with due observance of the principles of purpose limitation,***	(c) to prevent, detect and investigate criminal offences ~~as referred to in~~**for the purposes established in Article 2 of** [REFERENCE TO PRÜM II];	

		necessity and proportionality;		
Article 19(2), point (d)				
333	(d) to enforce Directive (EU) 2022/2561;		(d) to enforce Directive (EU) 2022/2561 **and to verify the validity and authenticity of a driving licence when enforcing Regulation (EC) No 561/2006 and Regulation (EU) No 165/2014**;	
Article 19(2), point (e)				
334	(e) to implement and enforce [NEW DIRECTIVE ON THE UNION-WIDE EFFECT OF CERTAIN DRIVING DISQUALIFICATIONS].		(e) **[** to implement and enforce [NEW DIRECTIVE ON THE UNION-WIDE EFFECT OF CERTAIN DRIVING DISQUALIFICATIONS] **]**[1]. _____ **1. NOTE: Text in brackets may be added later, dependent on the progress on proposal on driver disqualifications.**	
Article 19(3), first subparagraph				
335	3. Access to the network shall be secured. The network shall provide for both synchronous (real time) and asynchronous exchange of information, and for the sending and receiving of secured messages,		3. Access to the network shall be secured. The network shall provide for both synchronous (real time) and asynchronous exchange of information, and for the sending and receiving of secured messages,	3. Access to the network shall be secured. The network shall provide for both synchronous (real time) and asynchronous exchange of information, and for the sending and receiving of secured messages,

	notifications and attachments.		notifications and attachments.	notifications and attachments. Text Origin: Commission Proposal
Article 19(3), second subparagraph				
336	Member States shall take all necessary steps to ensure that the information exchanged through the network is up-to-date.		Member States shall take all necessary steps to ensure that the information exchanged through the network is up-to-date.	Member States shall take all necessary steps to ensure that the information exchanged through the network is up-to-date. Text Origin: Commission Proposal
Article 19(3), third subparagraph				
337	Member States may grant access for the network only to the authorities competent for the purposes referred to in paragraphs 1 and 2.		Member States may grant access for the network only to the authorities competent for the purposes referred to in paragraphs 1 and 2.	Member States may grant access for the network only to the authorities competent for the purposes referred to in paragraphs 1 and 2. Text Origin: Commission Proposal
Article 19(4)				
338	4. Member States shall also assist each other in the implementation of the mobile driving licence, in particular to guarantee the seamless interoperability between the applications and verification		4. Member States shall also assist each other in the implementation of the mobile driving licence, in particular to guarantee the seamless interoperability between the applications and verification	4. Member States shall also assist each other in the implementation of the mobile driving licence, in particular to guarantee the seamless interoperability between the applications and verification

	features referred to in Annex I, Part C.		features referred to in Annex I, Part C.	features referred to in Annex I, Part C. Text Origin: Commission Proposal
Article 19(5)				
339	5. In order to ensure interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in this context, the Commission shall adopt by 6 June 2026 implementing acts laying down the detailed operational, interface and technical requirements of the EU driving licence network. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).		5. In order to ensure interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in this context, the Commission shall adopt by 6 June 2026 implementing acts laying down the detailed operational, interface and technical requirements of the EU driving licence network. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2).	5. In order to ensure interoperability between national systems connected to the EU driving licence network and the protection of personal data exchanged in this context, the Commission shall adopt by 6 June 2026 implementing acts laying down the detailed operational, interface and technical requirements of the EU driving licence network. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 22(2). Text Origin: Commission Proposal
Article 19(6)				
340	6. Member States may cooperate in the enforcement of any partial restriction, suspension, withdrawal or cancellation of the right to drive		6. Member States may cooperate in the enforcement of any partial restriction, suspension, withdrawal or cancellation of the right to drive	6. Member States may cooperate in the enforcement of any partial restriction, suspension, withdrawal or cancellation of the right to drive

	or a driving licence, in particular where the respective measures are limited to certain driving licence categories or to the territories of certain Member States, in particular through endorsements on the driving licences they have issued.		or a driving licence, in particular where the respective measures are limited to certain driving licence categories or to the territories of certain Member States, in particular through endorsements on the driving licences they have issued.	or a driving licence, in particular where the respective measures are limited to certain driving licence categories or to the territories of certain Member States, in particular through endorsements on the driving licences they have issued. Text Origin: Commission Proposal
Article 20				
341	Article 20 Review		Article 20 Review	Article 20 Review Text Origin: Commission Proposal
Article 20, first paragraph				
342	Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences.	Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category, including data on the issuance and use of mobile driving licences. ***Member States shall also inform the Commission within 3 months if the laws, regulations and administrative provisions they adopted, which are necessary to***	Member States shall inform the Commission on a yearly basis about the number of driving licences issued, renewed, replaced, withdrawn and exchanged, for each category~~, including data on the issuance and use of~~**. The data shall be provided separately for** mobile **driving licences and physical** driving licences.	

		comply with this Directive, are changed in a way affecting the application of the provisions of this Directive.		
Article 20, first paragraph a				
342a		***Member States shall also share data on their best practices as regards road safety measures and risk awareness trainings, especially as regards novice drivers and within the lifelong training, on types of medical fitness checks per age group, use of support system per age group through feedback interventions with proof of participation and recommendations provided by a driving instructor, traffic psychologist or driving examiner as well as measures to increase road safety measures among vulnerable road users, including measures regulating micro mobility.***		
Article 20, first paragraph b				
342b		***By 1 July 2027, the Commission is invited to present a report to the European Parliament and to the Council on the effects of use of***		

		national provisions on Non Road Mobile Machinery and its implication on internal market and road safety. The report may be accompanied, if appropriate, by a proposal to the European Parliament and the Council with the view to facilitating use of Non Road Mobile Machinery across the Union.		
Article 20, first paragraph c				
342c		***Member States shall annually report to the Commission statistics on road accidents per driving licence category, caused by novice drivers under accompanied driving scheme as defined by Article 14. Every 3 years, the Commission is invited to prepare a report comparing the road accidents caused by drivers who obtained a driving licence following accompanied driving scheme with the other drivers. The report shall take into account data per each category of driving licence. The Commission shall make the report publically available, including through the CBE portal as established by the [CBE directive].***		

Article 20, second paragraph				
343	By [entry into force + 5 years], and every five years thereafter, the Commission shall present a report to the European Parliament and the Council on the implementation of this Directive, including its impact on road safety.		By [entry into force + 5 years], and every five years thereafter, the Commission shall present a report to the European Parliament and the Council on the implementation of this Directive, including its impact on road safety.	By [entry into force + 5 years], and every five years thereafter, the Commission shall present a report to the European Parliament and the Council on the implementation of this Directive, including its impact on road safety. Text Origin: Commission Proposal
Article 21				
344	Article 21 Exercise of the delegation		Article 21 Exercise of the delegation	Article 21 Exercise of the delegation Text Origin: Commission Proposal
Article 21(1)				
345	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.		1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.	1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article. Text Origin: Commission Proposal
Article 21(2)				

346	2. The power to adopt delegated acts referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period.	2. The power to adopt delegated acts referred to in Article 4(8), Article 5(6), Article 8(2), Article ***9(2), Article 10(8), Article 11(a), Article 12(8a)*** ~~10(8)~~ and Article 16(2) ***and Article 16a(2)*** shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period.	2. The power to adopt delegated acts referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) shall be conferred on the Commission for a period of five years from [Date of entry into force of the Directive]. The Commission shall draw up a report in respect of the delegation of power no later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension no later than three months before the end of each period.	
Article 21(3)				
347	3. The delegation of power referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the		3. The delegation of power referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the	3. The delegation of power referred to in Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) may be revoked at any time by the European Parliament or by the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the

	publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.		publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.	publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force. Text Origin: Commission Proposal
Article 21(4)				
348	4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.		4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making.	4. Before adopting a delegated act, the Commission shall consult experts designated by each Member State in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making. Text Origin: Commission Proposal
Article 21(5)				
349	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.		5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.	5. As soon as it adopts a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council. Text Origin: Commission Proposal
Article 21(6)				

350	6. A delegated act adopted pursuant to Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council, or if before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.		6. A delegated act adopted pursuant to Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council, or if before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.	6. A delegated act adopted pursuant to Article 4(8), Article 5(6), Article 8(2), Article 10(8) and Article 16(2) shall enter into force only if no objection has been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament and the Council, or if before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council. Text Origin: Commission Proposal
Article 22				
351	Article 22 Committee procedure		Article 22 Committee procedure	Article 22 Committee procedure Text Origin: Commission Proposal
Article 22(1)				
352	1. The Commission shall be		1. The Commission shall be	1. The Commission shall be

	assisted by the committee on driving licences. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.		assisted by the committee on driving licences. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011.	assisted by the committee on driving licences. That committee shall be a committee within the meaning of Regulation (EU) No 182/2011. Text Origin: Commission Proposal
Article 22(2), first subparagraph				
353	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.		2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Text Origin: Commission Proposal
Article 22(2), second subparagraph				
354	Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.		Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request.	Where the opinion of the committee is to be obtained by written procedure, that procedure shall be terminated without result when, within the time limit for delivery of the opinion, the chair of the committee so decides or a simple majority of committee members so request. Text Origin: Commission Proposal
Article 22(2), third subparagraph				

355	Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.		Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply.	Where the committee delivers no opinion, the Commission shall not adopt the implementing act and Article 5(4), third subparagraph, of Regulation (EU) No 182/2011 shall apply. Text Origin: Commission Proposal
Article 22(3)				
356	3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011 shall apply.		3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011 shall apply.	3. Where reference is made to this paragraph, Article 8 of Regulation (EU) No 182/2011 shall apply. Text Origin: Commission Proposal
Article 23				
357	Article 23 Amendments to Directive (EU) 2022/2561		Article 23 Amendments to Directive (EU) 2022/2561	Article 23 Amendments to Directive (EU) 2022/2561 Text Origin: Commission Proposal
Article 23, first paragraph				
358	In Article 5(2) of Directive (EU) 2022/2561, the following point (c) is added:		In Article 5(2) of Directive (EU) 2022/2561, the following point (c) is added:	In Article 5(2) of Directive (EU) 2022/2561, the following point (c) is added:

				Text Origin: Commission Proposal
Article 23, first paragraph, amending provision, numbered paragraph (c)				
359	‘ (c) from the age of 17, a vehicle in licence category C, provided they hold a CPC as referred to in Article 6(1) and only under the conditions laid down in Article 14(2) of Directive [REFERENCE-TO-THIS-DIRECTIVE]; ’	‘ (c) from the age of 17, a vehicle in licence ~~*category C*~~***categories C and C1***, provided they hold a CPC as referred to in Article 6(1) and only under the conditions laid down in Article 14(2) of Directive [REFERENCE-TO-THIS-DIRECTIVE];**’** ’	‘ (c) **‘**from the age of 17, a vehicle in licence category **C1 or** C, provided they hold a CPC as referred to in Article 6(1) and only under the conditions laid down in Article ~~14(2)~~**14(1a) and (2)** of Directive [REFERENCE-TO-THIS-DIRECTIVE];**’;** ’	
Article 23, first paragraph a				
359a		***In Article 5, paragraph 3, point a is replaced by following:***		
Article 23, first paragraph a, amending provision, point (a)				
359b		‘ ***‘(a) from the age of 21:*** ***(i) a vehicle in driving licence categories D and D + E provided that they hold a CPC as referred to in Article 6(2).*** ***Any Member State may authorise drivers of vehicles in***		

		driving licence categories D1 and D1 + E to drive such vehicles within its territory from the age of 18, provided that they hold a CPC as referred to in Article 6(1). ***Any Member State may lower the minimum age for categories D and DE for professional bus and coach drivers to:*** ***- 19 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561;*** ***- 18 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561, and drive such vehicles without passengers or on lines of less than 50 km with passengers.*** ***(ii) a vehicle in driving licence categories D and D + E, provided that they hold a CPC as referred to in Article 6(1).*** ***Any Member State may lower the minimum age for categories D and DE for professional bus and coach drivers to:*** ***- 19 years on their territory, provided that drivers have undergone a full professional***		

		training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561; ***- 18 years on their territory, provided that drivers have undergone a full professional training and are holders of CPC in accordance with Article 6(1), of Directive (EU) 2022/2561, and drive such vehicles without passengers or on lines of less than 50 km with passengers.*** ,		
Article 23, first paragraph b				
359c		***In Article 5, paragraph 3, point (b) is deleted.*** ***[Deleted text:*** ***(b) from the age of 23, a vehicle in driving licence categories D and D + E, provided that they hold a CPC as referred to in Article 6(2)]***		
Article 24				
360	Article 24 Amendments to Regulation (EU) 2018/1724		Article 24 Amendments to Regulation (EU) 2018/1724	Article 24 Amendments to Regulation (EU) 2018/1724 Text Origin: Commission Proposal

Article 24, first paragraph				
361	In Annex II of Regulation (EU) 2018/1724, is amended as follows:		In Annex II of Regulation (EU) 2018/1724, is amended as follows:	In Annex II of Regulation (EU) 2018/1724, is amended as follows: Text Origin: Commission Proposal
Article 24, first paragraph, point (a)				
362	(a) in the second column, belonging to the row 'Moving', the following cell is added: 'Acquiring and renewing a driving licence';		(a) in the second column, belonging to the row 'Moving', the following cell is added: 'Acquiring and renewing a driving licence';	(a) in the second column, belonging to the row 'Moving', the following cell is added: 'Acquiring and renewing a driving licence'; Text Origin: Commission Proposal
Article 24, first paragraph, point (b)				
363	(b) in the third column, belonging to the row 'Moving', the following cell is added: 'Issuance, exchange and replacement of EU driving licences'.		(b) in the third column, belonging to the row 'Moving', the following cell is added: 'Issuance, exchange and replacement of EU driving licences'.	(b) in the third column, belonging to the row 'Moving', the following cell is added: 'Issuance, exchange and replacement of EU driving licences'. Text Origin: Commission Proposal
Article 25				
364	Article 25		Article 25	Article 25

	Transposition		Transposition	Transposition Text Origin: Commission Proposal
Article 25(1), first subparagraph				
365	1. Member States shall adopt and publish, by [date-of-adoption+2 years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.	1. ***Without prejudice to paragraph 1a,*** Member States shall adopt and publish, by [date-of-adoption+2 years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.	1. Member States shall adopt and publish, by [~~date-of-adoption+2~~**date of entry into force + 3** years] at the latest, the laws, regulations and administrative provisions necessary to comply with this Directive. They shall forthwith communicate to the Commission the text of those provisions.	
Article 25(1), second subparagraph				
366	They shall apply those provisions as from [date-of-adoption+3 years].	***Without prejudice to paragraph 1a,*** they shall apply those provisions as from [date-of-adoption+3 years].	They shall apply those provisions as from [~~date-of-adoption+3~~**date of entry into force + 4** years].	
Article 25(1), third subparagraph				
367	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official		When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official	When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such reference on the occasion of their official

	publication. Member States shall determine how such reference is to be made.		publication. Member States shall determine how such reference is to be made.	publication. Member States shall determine how such reference is to be made. Text Origin: Commission Proposal
Article 25(1a)				
367a		***1a. Member States shall adopt and publish, by [date-of-adoption+4 months] at the latest, the laws, regulations and administrative provisions necessary to comply with Article 9 paragraph 2 of this Directive. They shall apply those provisions from [date-of-adoption+4 months].***		
Article 25(2)				
368	2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.		2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.	2. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive. Text Origin: Commission Proposal
Article 26				
369				

	Article 26 Repeal		Article 26 Repeal	Article 26 Repeal Text Origin: Commission Proposal
Article 26(1), first subparagraph				
370	1. Directive 2006/126/EC is repealed with effect from [date-of-adoption+3 years].		1. Directive 2006/126/EC is repealed with effect from [~~date-of-adoption+3~~**date of entry into force + 4** years].	
Article 26(1), second subparagraph				
371	References made to Directive 2006/126/EC shall be construed as references to this Directive and be read in accordance with the correlation table in Annex VII.		References made to Directive 2006/126/EC shall be construed as references to this Directive and be read in accordance with the correlation table in Annex VII.	References made to Directive 2006/126/EC shall be construed as references to this Directive and be read in accordance with the correlation table in Annex VII. Text Origin: Commission Proposal
Article 26(2)				
372	2. Regulation (EU) No 383/2012 is repealed with effect from [date-of-adoption+3 years].		2. Regulation (EU) No 383/2012 is repealed with effect from [~~date-of-adoption+3~~**date of entry into force + 4** years].	
Article 26(3)				

373	3. References made Regulation (EU) No 383/2012 shall be construed as references to Annex I, Part B, to this Directive, and be read in accordance with the correlation table in Annex VII.		3. References made Regulation (EU) No 383/2012 shall be construed as references to Annex I, Part B, to this Directive, and be read in accordance with the correlation table in Annex VII.	3. References made Regulation (EU) No 383/2012 shall be construed as references to Annex I, Part B, to this Directive, and be read in accordance with the correlation table in Annex VII. Text Origin: Commission Proposal
Article 27				
374	Article 27 Entry into force		Article 27 Entry into force	Article 27 Entry into force Text Origin: Commission Proposal
Article 27, first paragraph				
375	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.		This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union. Text Origin: Commission Proposal
Article 28				
376	Article 28 Addressees		Article 28 Addressees	Article 28 Addressees Text Origin: Commission Proposal

Article 28, first paragraph				
377	This Directive is addressed to the Member States.		This Directive is addressed to the Member States.	This Directive is addressed to the Member States. Text Origin: Commission Proposal
Formula				
378	Done at Brussels,		Done at Brussels,	
Formula				
379	For the European Parliament			
Formula				
380	The President			
Formula				
381	For the Council			
Formula				
382	The President			