Council of the European Union

Brussels, 18 September 2025
(OR. en)

8351/25
ADD 1

Interinstitutional File:
2023/0055 (COD)

TRANS 152
JAI 504
CATS 17
COPEN 99
CODEC 492

DRAFT STATEMENT OF THE COUNCIL'S REASONS

Subject:	Position of the Council at first reading with a view to the adoption of the DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL on certain driving disqualifications, amending [NEW DIRECTIVE ON DRIVING LICENCES] – Draft Statement of the Council's reasons

I. INTRODUCTION

1. The Commission adopted a proposal for a Directive of the European Parliament and of the Council on the Union-wide effect of certain driving disqualifications on 1 March 2023 as part of the road safety package.

2. The European Parliament adopted its first reading position on 6 February 2024. Mr. Matteo Ricci (IT, S&D) was appointed as Rapporteur for the European Parliament's 10th term. On 7 October 2024, the Committee on Transport and Tourism (TRAN) voted to start trilogue negotiations.

3. The Council (TTE, Transport), agreed on a General Approach on 5 December 2024.[1]

4. A first trilogue was held, under the Hungarian Presidency, on 11 December 2024. The second and final trilogue took place on 25 March 2025.

5. On 30 April 2025, the COREPER analysed the final compromise text with a view to agreement and confirmed it.

6. On 14 May 2025, the TRAN Committee's Chair sent a letter to the Chair of the COREPER confirming that, should the Council approve the agreed text at first reading, after legal-linguistic revision, the Parliament would approve the Council's position in its second reading.

[1] Doc. 16423/24

II. OBJECTIVE

7. The proposal aims to establish a Union framework for a Union-wide effect of certain driving disqualifications to prevent the relative impunity of non-resident road traffic serious offenders. Under the Proposal, the Member State which issued such offender's driving licence ("Member State of issuance") will be obliged to implement, under specific conditions and in accordance with its own national legislation, a driving disqualification imposed by the Member State where a serious road-safety-related traffic offence has been committed ("Member State of the offence").

III. ANALYSIS OF THE COUNCIL'S POSITION AT FIRST READING

Procedural context

8. On the basis of the Commission proposal, the Parliament and the Council conducted negotiations with the aim of concluding an early-second reading agreement on the basis of the Council's first-reading position. The text of the draft Council position fully reflects the compromise reached between the two co-legislators.

Summary of the main issues

9. The Council's position at first reading contains the following main elements, on which an agreement between the co-legislators has been found:

10. The driving disqualification rules are incorporated into the Directive on driving licences.

11. The conditions for driving disqualifications to be notified by the Member State of the offence, the information contained in the notification of the driving disqualification as well as the amount of information to be exchanged between the Member State of issuance and the Member State of the offence have been streamlined so as to reduce administrative burden.

12. All types of driving disqualifications have been adapted so that they can be implemented by all Member States even in accordance with their national systems.

13. A Member State may appoint several national contact points.

14. Mandatory grounds for exemption have been limited to those grounds that Member States can verify forthwith.

15. The Member State of the offence, in accordance with its national rules and with effects limited to its territory, may apply driving disqualifications and any complementary conditions set thereunder until the driver complies with them.

16. The Member State of the offence may impose a period of prohibition for re-issuing a driving licence during which it may decide not to recognize the validity of driving licence that was re-issued in the Member State of issuance.

17. The Member State of issuance may assess the fitness and competence to drive of the driver and take any measures deemed appropriate in accordance with its national law.

18. A deadline of 20 working days for the notification of the person concerned by the Member State of issuance following the notification by the Member State of the offence has been introduced. However, the Member State of issuance shall comply with such a deadline to the extent possible.

19. The Commission will assess the inclusion of driving disqualifications on the basis of other traffic offences in its review of the Directive.

20. Reporting by Member States has been limited; the reporting and review frequencies and the transposition period of the driving disqualification rules are aligned with those of the new Directive on driving licences.

IV. CONCLUSION

21. The Council's position supports the aim of the Commission proposal and fully reflects the compromise reached in the informal negotiations between the Council and the European Parliament, with the support of the Commission.

22. The Council therefore believes that its position at first reading is a balanced representation of the outcome of the negotiations and that, once adopted, the Directive on certain driving disqualifications, amending [NEW DIRECTIVE ON DRIVING LICENCES] will be an important contribution to improving road safety in the EU.