

Open Public Consultation - initiative on driving licences

Fields marked with * are mandatory.

Introduction

Rules on driving licences are a policy matter which affects road safety as well as the free movement of people. They may also contribute more marginally to reaching the targets set by the EU Climate Law.

The EU's road safety targets are established by the EU road safety policy framework 2021-2030. They comprise an ultimate goal of 'Vision Zero' - zero fatalities on European roads by 2050 - and an intermediate target to halve the number of fatalities and serious injuries for the coming decade.

About you

* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- German
- Greek
- Hungarian
- Irish
- Italian
- Latvian
- Lithuanian

- Maltese
- Polish
- Portuguese
- Romanian
- Slovak
- Slovenian
- Spanish
- Swedish

* I am giving my contribution as

- Academic/research institution
- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

* First name

Zoi

* Surname

Sagia

* Email (this won't be published)

z.sagia@etrma.org

* Organisation name

255 character(s) maximum

European Tyre and Rubber Manufacturers Association

* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

Transparency register number

255 character(s) maximum

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

6025320863-10

* Country of origin

Please add your country of origin, or that of your organisation.

- | | | | |
|---|--|--|--|
| <input type="radio"/> Afghanistan | <input type="radio"/> Djibouti | <input type="radio"/> Libya | <input type="radio"/> Saint Martin |
| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon |
| <input type="radio"/> Albania | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> Samoa |
| <input type="radio"/> American Samoa | <input type="radio"/> Egypt | <input type="radio"/> Macau | <input type="radio"/> San Marino |
| <input type="radio"/> Andorra | <input type="radio"/> El Salvador | <input type="radio"/> Madagascar | <input type="radio"/> São Tomé and Príncipe |
| <input type="radio"/> Angola | <input type="radio"/> Equatorial Guinea | <input type="radio"/> Malawi | <input type="radio"/> Saudi Arabia |
| <input type="radio"/> Anguilla | <input type="radio"/> Eritrea | <input type="radio"/> Malaysia | <input type="radio"/> Senegal |
| <input type="radio"/> Antarctica | <input type="radio"/> Estonia | <input type="radio"/> Maldives | <input type="radio"/> Serbia |
| <input type="radio"/> Antigua and Barbuda | <input type="radio"/> Eswatini | <input type="radio"/> Mali | <input type="radio"/> Seychelles |
| <input type="radio"/> Argentina | <input type="radio"/> Ethiopia | <input type="radio"/> Malta | <input type="radio"/> Sierra Leone |
| <input type="radio"/> Armenia | <input type="radio"/> Falkland Islands | <input type="radio"/> Marshall Islands | <input type="radio"/> Singapore |
| <input type="radio"/> Aruba | <input type="radio"/> Faroe Islands | <input type="radio"/> Martinique | <input type="radio"/> Sint Maarten |
| <input type="radio"/> Australia | <input type="radio"/> Fiji | <input type="radio"/> Mauritania | <input type="radio"/> Slovakia |
| <input type="radio"/> Austria | <input type="radio"/> Finland | <input type="radio"/> Mauritius | <input type="radio"/> Slovenia |
| <input type="radio"/> Azerbaijan | <input type="radio"/> France | <input type="radio"/> Mayotte | <input type="radio"/> Solomon Islands |
| <input type="radio"/> Bahamas | <input type="radio"/> French Guiana | <input type="radio"/> Mexico | <input type="radio"/> Somalia |

- Bahrain
- Bangladesh
- Barbados
- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan
- Bolivia
- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Botswana
- Bouvet Island
- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Bulgaria
- Burkina Faso
- Burundi
- Cambodia
- Cameroon
- French Polynesia
- French Southern and Antarctic Lands
- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
- Greece
- Greenland
- Grenada
- Guadeloupe
- Guam
- Guatemala
- Guernsey
- Guinea
- Guinea-Bissau
- Guyana
- Haiti
- Heard Island and McDonald Islands
- Honduras
- Hong Kong
- Hungary
- Iceland
- Micronesia
- Moldova
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar/Burma
- Namibia
- Nauru
- Nepal
- Netherlands
- New Caledonia
- New Zealand
- Nicaragua
- Niger
- Nigeria
- Niue
- Norfolk Island
- Northern Mariana Islands
- North Korea
- North Macedonia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Sweden
- Switzerland
- Syria
- Taiwan
- Tajikistan
- Tanzania
- Thailand
- The Gambia
- Timor-Leste
- Togo
- Tokelau
- Tonga
- Trinidad and Tobago
- Tunisia

- Canada
- Cape Verde
- Cayman Islands
- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Cocos (Keeling) Islands
- Colombia
- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Croatia
- Cuba
- Curaçao
- Cyprus
- Czechia
- Democratic Republic of the Congo
- Denmark
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- Lebanon
- Lesotho
- Liberia
- Norway
- Oman
- Pakistan
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
- Peru
- Philippines
- Pitcairn Islands
- Poland
- Portugal
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- Qatar
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- Romania
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- Saint Barthélemy
- Saint Helena
Ascension and
Tristan da Cunha
- Saint Kitts and Nevis
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Minor Outlying
Islands
- Uruguay
- US Virgin Islands
- Uzbekistan
- Vanuatu
- Vatican City
- Venezuela
- Vietnam
- Wallis and Futuna
- Western Sahara
- Yemen
- Zambia
- Zimbabwe

Type(s) of vehicles of interest

- Motorcycles
- Cars
- Trucks
- Buses
- Other

The Commission will publish all contributions to this public consultation. You can choose whether you would prefer to have your details published or to remain anonymous when your contribution is published. **For the purpose of transparency, the type of respondent (for example, 'business association, 'consumer association', 'EU citizen') country of origin, organisation name and size, and its transparency register number, are always published. Your e-mail address will never be published.** Opt in to select the privacy option that best suits you. Privacy options default based on the type of respondent selected

* Contribution publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

Anonymous

Only organisation details are published: The type of respondent that you responded to this consultation as, the name of the organisation on whose behalf you reply as well as its transparency number, its size, its country of origin and your contribution will be published as received. Your name will not be published. Please do not include any personal data in the contribution itself if you want to remain anonymous.

Public

Organisation details and respondent details are published: The type of respondent that you responded to this consultation as, the name of the organisation on whose behalf you reply as well as its transparency number, its size, its country of origin and your contribution will be published. Your name will also be published.

I agree with the [personal data protection provisions](#)

Problems

Q1 - In your opinion, to what extent are the current EU rules on driving licences adequate to meet the EU targets on road safety?

	Very adequate	Adequate	Neutral	Less adequate	Not adequate	No opinion
Drivers' skills, knowledge, experience and risk-awareness	<input type="radio"/>					
Drivers' physical and mental fitness	<input type="radio"/>					
Drivers' behaviour on the road	<input type="radio"/>					
Fight against unlicensed drivers (e.g. forged licences)	<input type="radio"/>					

Q2 - In your opinion, to what extent are the current EU rules on driving licences adequate to facilitate the free movement of people?

	Very adequate	Adequate	Neutral	Less adequate	Not adequate	No opinion
Recognition of driving licences when travelling in another Member State (MS)	<input type="radio"/>					
Obtaining a driving licence as a resident in a MS other than a person's own country (first issuance)	<input type="radio"/>					
Renewal, replacement or exchange of a driving licence	<input type="radio"/>					

The current Directive includes eco-driving skills in the standards to be met to obtain a driving licence. It also foresees restrictions applicable to driving licences in case the successful driving test has been performed with a vehicle using an automatic gear transmission. In such case, the right to drive manual gear transmission vehicles is excluded and this limitation can be removed by successfully passing a new driving test with a manual gear transmission vehicle.

Q3 - In your opinion, to what extent are the following EU rules on driving licences relevant for the objective to become climate neutral by 2050?

	Relevant	Fairly relevant	Not relevant	No opinion
Restrictions when the driving test is passed on a vehicle with automatic transmission	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Rules on driving skills affecting the emissions and energy consumption of vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Objectives

Q4 - In your opinion, how important are the following objectives for the revision of the Directive on driving licences?

	Extremely important	Very important	Important	Slightly important	Not important	No opinion
to improve drivers' skills and knowledge	<input type="radio"/>					
to improve drivers' experience and risk awareness	<input type="radio"/>					

to ensure drivers' physical and mental fitness	<input type="radio"/>					
to reduce dangerous behaviour by drivers	<input type="radio"/>					
to reduce unlicensed driving	<input type="radio"/>					
to improve the mutual recognition of driving licences in the EU	<input type="radio"/>					
to remove unjustified obstacles to obtaining driving licences (first issuance)	<input type="radio"/>					
to remove obstacles to renewing, replacing or exchanging driving licences issued by EU /EEA MS	<input type="radio"/>					
to remove obstacles to replacing, renewing or exchanging driving licences issued by non-EU countries	<input type="radio"/>					

Potential measures

Certain aspects related to driving licences fall outside the scope of the current Directive. Among all the potential measures considered for a possible revision of the Directive, the following are described below:

- Common rules on training and probation periods to improve the driving behaviour and risk perception of novice drivers,
- Introduction of an EU digital driving licence, allowing any resident in the European Union to prove in an electronic format their right to drive,
- Common framework on exchanging driving licences issued by third countries, complementing the existing national frameworks,
- Enabling the withdrawal of driving rights for offenses committed abroad in another Member State (referred to as “recognition of driving disqualifications”)

All these potential measures remain subject to further analysis and do not prejudge on the content of the possible revision of the Directive on driving licences.

Q5 - In your opinion, how important would it be to improve the following provisions of the Directive on driving licences in order to meet the EU targets on road safety and to remove unnecessary obstacles to the free movement?

	Very important	Important	Neutral	Not important	Not important at all	No opinion
Recognition of driving licences when travelling in a MS other than the state of residence	<input type="radio"/>					
Definition of vehicle categories	<input type="radio"/>					
Rules on issuing, renewing or replacing driving licences	<input type="radio"/>					
Rules on exchanging driving licences when relocating from another MS or a non-EU country	<input type="radio"/>					
Standards on drivers' skills and knowledge	<input type="radio"/>					
Standards on drivers' physical and mental fitness	<input type="radio"/>					
Standards applicable to driving examiners	<input type="radio"/>					

Q6 - In your opinion, how important would it be to extend the scope of the Directive on driving licences to the following domains of intervention?

	Very important	Important	Neutral	Not important	Not important at all	No opinion
Introduction of an EU digital driving licence	<input type="radio"/>					
Rules on training and probation periods (incl. accompanied driving)	<input type="radio"/>					
Rules on exchanging driving licences issued by a non-EU country	<input type="radio"/>					
Recognition of driving disqualifications	<input type="radio"/>					
Procedures to extend the administrative validity of licences in case of a crisis (e.g. Covid-19)	<input type="radio"/>					

Q7 - In your opinion, how important are the following measures to be considered for the revision of the Directive on driving licences?

	Very important	Important	Neutral	Not important	Not important at all	No opinion
Minimum number of kilometres or hours of training required to pass a driving test	<input type="radio"/>					
Common standards for professional driving instructors and for accompanying persons (case of accompanied driving)	<input type="radio"/>					
Possibility to train in more than one MS before passing the driving test	<input type="radio"/>					
Introducing a principle of lifelong training for licenced drivers	<input type="radio"/>					
Common minimum standards of a mandatory probation period	<input type="radio"/>					
Mutual recognition of driving disqualifications resulting from driving under the influence of alcohol or of drugs	<input type="radio"/>					
Mutual recognition of driving disqualifications resulting from excessive speed	<input type="radio"/>					
Mutual recognition of driving disqualifications resulting from other offenses	<input type="radio"/>					
Lowering minimum age requirements for category B in remote areas without access to public transport under specific conditions or restrictions	<input type="radio"/>					
Increasing maximum mass of vehicles for category B to 4,25t subject to a specific training	<input type="radio"/>					
Simplifying the access to licences for commercial vehicles (bus and trucks)	<input type="radio"/>					
Integrating smart mobility means (e.g. e-scooters) with a maximum speed of between 25 and 45 km/h in the category AM	<input type="radio"/>					
Ensuring a same period of administrative validity for driving licences of categories A and B across MS	<input type="radio"/>					

Establishing mutual recognition of national licences for agricultural vehicles and forestry vehicles when on the road



Q8 - In your opinion, for which of the following offense(s) should driving disqualifications be mutually recognised in the EU?

- None
- Driving under the influence of alcohol or of drugs
- Speeding
- Other

Q9 - In case “speeding” offence would be selected for mutual recognition, what should be the minimum excess above the speed limit triggering the mutual recognition of such driving disqualification?

	30 km/h	50 km/h	70 km/h	in all cases	No opinion
Urban areas	<input type="radio"/>				
Rural areas	<input type="radio"/>				
Motorways	<input type="radio"/>				

Q10 - In your opinion, would it be beneficial to have licenced drivers’ skills and knowledge, in particular in relation to new technologies, updated by means of new training or tests?

- On a mandatory basis
- Only on a voluntary basis (incentivised to insurance contract for example)
- No
- No opinion

You may want to recommend other relevant measures for the revision of the Directive on driving licences :

500 character(s) maximum

Impacts

Q11 - In your opinion, what would be the impacts on road safety of the following potential measures ?

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	Fully positive	Somewhat positive	Neutral	Somewhat negative	Fully negative	No opinion
Training/testing of licensed drivers on new technologies (e.g. when renewing licences or buying a vehicle with certain features)	<input type="radio"/>					
Mutual recognition of driving disqualifications for speeding	<input type="radio"/>					
Mutual recognition of driving disqualifications for driving under the influence of alcohol or of drugs	<input type="radio"/>					
Decrease of the minimum age for category D to 18 years for professional drivers	<input type="radio"/>					
Removal of the requirement to hold a licence of category C, C1, D or D1 to obtain a licence of category CE, C1E, DE or D1E	<input type="radio"/>					
Increase of the maximum mass for vehicles of category B to 4,25t subject to a specific training	<input type="radio"/>					
Use of digital means for practical training (e.g. online platforms, simulators)	<input type="radio"/>					
Use of digital means for practical testing (e.g. simulators)	<input type="radio"/>					

Q12 - In your opinion, to what extent do you agree with the following statements on the possible introduction of the following measures ?

	Fully agree	Somewhat agree	Neither agree or disagree	Somewhat disagree	Completely disagree	No opinion
Costs on business and households will be important in case of mandatory training/testing of licensed drivers on new technologies (e.g. when renewing licences or buying a vehicle with certain features)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
A MS should be able to refuse the mutual recognition of a driving disqualification resulting from an offence committed by one of its residents in another EU MS on the basis of limited grounds (for example if the remaining time of suspension is less than two months)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Simplification of the access to licences of category C and D are needed to address the shortage of professional drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Privacy and cyber-security is important in the design and operation of digital driving licences	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Common rules on the exchange of driving licences issued by a non-EU country are needed to address the shortage of professional drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Digital administration of driving licences can make it easier for people to change their place of residence to another Member State	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The use of digital means for training (e.g. platforms, simulators) can reduce costs for applicants	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Q13 - In your opinion, to what extent would the following measures contribute to positive environmental impacts?

	To a great extent	To a moderate extent	To a little extent	No change	Not at all (negative impact)	No opinion
Rules providing the possibility to remove current restrictions on licences for automatic gear transmission with specific training or testing	<input type="radio"/>	<input type="radio"/>				
More stringent standards on eco-driving skills to be met at the driving test	<input type="radio"/>	<input type="radio"/>				

Final remarks

You may want to add further comments:

2000 character(s) maximum

You may find the ETRMA position attached.

If you would like to attach a document to complement or to support your reply you can do so here

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed

2803e3ce-6843-4f45-b695-926681fdfbad/ETRMA_Driving_Licence_Directive_Revision.pdf

Contact

MOVE-DRIVING-LICENCES@ec.europa.eu

