

## Basic information

2023/0053(COD)

COD - Ordinary legislative procedure (ex-codecision procedure)  
Directive

Driving licences

Repealing Directive 2006/126 [2003/0252\(COD\)](#)  
Amending Regulation 2018/1724 [2017/0086\(COD\)](#)  
Amending Directive 2022/2561 [2021/0018\(COD\)](#)

### Subject

3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence

Procedure completed

## Key players

European Parliament

### Committee responsible

[TRAN](#) Transport and Tourism

### Rapporteur

PAULUS Jutta (Greens/EFA)

### Appointed

03/09/2024

### Shadow rapporteur

ŁUKACIJEWSKA Elżbieta Katarzyna (EPP)

RICCI Matteo (S&D)

BORCHIA Paolo (P/E)

FIDANZA Carlo (ECR)

DEVAUX Valérie (Renew)

KOUNTOURA Elena (The Left)

DROESE Siegbert Frank (ESN)

### Former committee responsible

[TRAN](#) Transport and Tourism

### Former rapporteur

DELLI Karima (Greens/EFA)

### Appointed

03/05/2023

### Former committee for opinion

[IMCO](#) Internal Market and Consumer Protection

### Former rapporteur for opinion

The committee decided not to give an opinion.

### Appointed

[LIBE](#) Civil Liberties, Justice and Home Affairs

The committee decided not to give an opinion.

Council of the European Union		
European Commission	Commission DG	Commissioner
	Mobility and Transport	VĂLEAN Adina
European Economic and Social Committee		
European Committee of the Regions		

Key events			
Date	Event	Reference	Summary
01/03/2023	Legislative proposal published	COM(2023)0127 	Summary
17/04/2023	Committee referral announced in Parliament, 1st reading		
07/12/2023	Vote in committee, 1st reading		
11/01/2024	Committee report tabled for plenary, 1st reading	A9-0445/2023	Summary
27/02/2024	Debate in Parliament		
28/02/2024	Decision by Parliament, 1st reading	T9-0095/2024	Summary
28/02/2024	Results of vote in Parliament		
07/10/2024	Committee decision to open interinstitutional negotiations after 1st reading in Parliament		
21/10/2024	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 72)		
13/11/2024	Committee referral announced in Parliament, 1st reading		
14/05/2025	Approval in committee of the text agreed at early 2nd reading interinstitutional negotiations	PE773.288 PE773.299	
02/10/2025	Council position published	08353/2025	
09/10/2025	Committee referral announced in Parliament, 2nd reading		
13/10/2025	Vote in committee, 2nd reading		
14/10/2025	Committee recommendation tabled for plenary, 2nd reading	A10-0191/2025	
21/10/2025	Decision by Parliament, 2nd reading	T10-0234/2025	Summary
21/10/2025	Results of vote in Parliament		
22/10/2025	Final act signed		
05/11/2025	Final act published in Official Journal		

Technical information	
Procedure reference	2023/0053(COD)

<b>Procedure type</b>	COD - Ordinary legislative procedure (ex-codecision procedure)
<b>Procedure subtype</b>	Legislation
<b>Legislative instrument</b>	Directive
<b>Amendments and repeals</b>	Repealing Directive 2006/126 <a href="#">2003/0252(COD)</a> Amending Regulation 2018/1724 <a href="#">2017/0086(COD)</a> Amending Directive 2022/2561 <a href="#">2021/0018(COD)</a>
<b>Legal basis</b>	Treaty on the Functioning of the European Union TFEU 091-p1
<b>Mandatory consultation of other institutions</b>	<a href="#">European Economic and Social Committee</a> <a href="#">European Committee of the Regions</a>
<b>Stage reached in procedure</b>	Procedure completed
<b>Committee dossier</b>	TRAN/10/00860

Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee draft report		<a href="#">PE750.248</a>	19/07/2023	
Amendments tabled in committee		<a href="#">PE753.571</a>	26/09/2023	
Amendments tabled in committee		<a href="#">PE753.662</a>	26/09/2023	
Committee report tabled for plenary, 1st reading/single reading		<a href="#">A9-0445/2023</a>	11/01/2024	<a href="#">Summary</a>
Text adopted by Parliament, 1st reading/single reading		<a href="#">T9-0095/2024</a>	28/02/2024	<a href="#">Summary</a>
Text agreed during interinstitutional negotiations		<a href="#">PE773.288</a>	13/05/2025	
Committee letter confirming interinstitutional agreement		<a href="#">PE773.299</a>	14/05/2025	
Committee draft report		<a href="#">PE778.047</a>	06/10/2025	
Committee recommendation tabled for plenary, 2nd reading		<a href="#">A10-0191/2025</a>	14/10/2025	
Text adopted by Parliament, 2nd reading		<a href="#">T10-0234/2025</a>	21/10/2025	<a href="#">Summary</a>
Council of the EU				
Document type		Reference	Date	Summary
Council position		<a href="#">08353/2025</a>	02/10/2025	
Draft final act		<a href="#">00044/2025/LEX</a>	16/10/2025	
European Commission				
Document type		Reference	Date	Summary
Legislative proposal		<a href="#">COM(2023)0127</a> 	01/03/2023	<a href="#">Summary</a>
Document attached to the procedure		<a href="#">SEC(2023)0350</a> 	01/03/2023	
		<a href="#">SWD(2023)0128</a>		

Document attached to the procedure		01/03/2023	
Document attached to the procedure	SWD(2023)0129 	01/03/2023	
Commission response to text adopted in plenary	SP(2024)270	08/07/2024	
Commission communication on Council's position	COM(2025)0629 	30/09/2025	

#### National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	<span style="border: 1px solid red; padding: 2px;">CZ_SENATE</span>	COM(2023)0127	06/06/2023	
Contribution	<span style="border: 1px solid red; padding: 2px;">CZ_CHAMBER</span>	COM(2023)0127	12/06/2023	
Contribution	<span style="border: 1px solid red; padding: 2px;">AT_BUNDESRAT</span>	COM(2023)0127	04/07/2023	
Contribution	<span style="border: 1px solid red; padding: 2px;">PT_PARLIAMENT</span>	COM(2023)0127	15/09/2023	

#### Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EDPS	Document attached to the procedure	N9-0032/2023 OJ C 199 07.06.2023, p. 0013	25/04/2023	
EESC	Economic and Social Committee: opinion, report	CES1194/2023	14/06/2023	

#### Additional information

Source	Document	Date
EP Research Service	Briefing	22/01/2024
European Commission	EUR-Lex	

## Meetings with interest representatives published in line with the Rules of Procedure

### Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency				
Name	Role	Committee	Date	Interest representatives
PAULUS Jutta	Rapporteur	<span style="border: 1px solid red; padding: 2px;">TRAN</span>	24/03/2025	Swedish Minister of Rural Affairs and Infrastructure
PAULUS Jutta	Rapporteur	<span style="border: 1px solid red; padding: 2px;">TRAN</span>	04/02/2025	Minister Winfried Hermann
KIRCHER Sophia	Committee chair	<span style="border: 1px solid red; padding: 2px;">TRAN</span>	19/09/2024	Österreichischer Automobil-, Motorrad- und Touring Club

RIQUET Dominique	Shadow rapporteur	TRAN	13/09/2023	THALES
VARIATI Achille	Shadow rapporteur	TRAN	12/09/2023	IVECO GROUP N.V.
RIQUET Dominique	Shadow rapporteur	TRAN	07/09/2023	European Quadricycle League
RIQUET Dominique	Shadow rapporteur	TRAN	05/09/2023	UNI VDL
VARIATI Achille	Shadow rapporteur	TRAN	05/09/2023	THALES
RIQUET Dominique	Shadow rapporteur	TRAN	04/09/2023	Conseil européen de l'optométrie et de l'optique (ECOO)
VARIATI Achille	Shadow rapporteur	TRAN	04/09/2023	Samaritan International
VARIATI Achille	Shadow rapporteur	TRAN	01/09/2023	European Transport Safety Council
VARIATI Achille	Shadow rapporteur	TRAN	01/09/2023	International Road Transport Union Permanent Delegation to the EU
VARIATI Achille	Shadow rapporteur	TRAN	31/08/2023	Piaggio & C. S.p.A.
RIQUET Dominique	Shadow rapporteur	TRAN	18/07/2023	Association des assureurs allemands
VARIATI Achille	Shadow rapporteur	TRAN	17/07/2023	Associazione italiana produttori di camper
RIQUET Dominique	Shadow rapporteur	TRAN	05/06/2023	Fédération Internationale de l'Automobile
DELLI Karima	Rapporteur	TRAN	01/06/2023	European Council of Optometry and Optics
DELLI Karima	Rapporteur	TRAN	01/06/2023	epicenter.works - Plattform Grundrechtspolitik
DELLI Karima	Rapporteur	TRAN	01/06/2023	European Transport Safety Council
DELLI Karima	Rapporteur	TRAN	01/06/2023	Car Rental Coalition
DELLI Karima	Rapporteur	TRAN	16/05/2023	UITP - International Association of Public Transport
DELLI Karima	Rapporteur	TRAN	16/05/2023	AGE Platform Europe
DELLI Karima	Rapporteur	TRAN	16/05/2023	European Union of General Practitioners / Family Physicians (Union Européenne des Médecins Omnipraticiens / Médecins de Famille)
DELLI Karima	Rapporteur	TRAN	16/05/2023	European Transport Workers' Federation
DELLI Karima	Rapporteur	TRAN	04/05/2023	EFA-EU European Driving Schools Association
DELLI Karima	Rapporteur	TRAN	04/05/2023	International Road Transport Union Permanent Delegation to the EU
DELLI Karima	Rapporteur	TRAN	04/05/2023	Samaritan International
DELLI Karima	Rapporteur	TRAN	03/05/2023	Fédération Internationale de l'Automobile

DELLI Karima	Rapporteur	TRAN	02/05/2023	European Disability Forum
DELLI Karima	Rapporteur	TRAN	27/04/2023	European Cyclists' Federation
DELLI Karima	Rapporteur	TRAN	27/04/2023	POLIS
DELLI Karima	Rapporteur	TRAN	27/04/2023	European Transport Safety Council

## Other Members

Transparency		
Name	Date	Interest representatives
KIRCHER Sophia	09/04/2025	Österreichischer Automobil-, Motorrad- und Touring Club
KIRCHER Sophia	03/02/2025	Wirtschaftskammer Österreich
MARZÀ IBÁÑEZ Vicent	14/01/2025	European Transport Safety Council
KIRCHER Sophia	12/12/2024	ÖAMTC
DANIELSSON Johan	11/12/2024	European Transport Safety Council
KIRCHER Sophia	26/09/2024	Landwirtschaftskammer Österreich
HORTEFEUX Brice	27/02/2024	ARCTURUS GROUP
HORTEFEUX Brice	22/02/2024	Fédération Nationale des Transports Routiers
THALER Barbara	20/02/2024	Wirtschaftskammer Österreich
RONDINELLI Daniela	15/02/2024	FAI - Federazione Autotrasporti Italiana
BAUZÁ DÍAZ José Ramón	26/01/2024	Confederación Nacional de Autoescuelas
SCHIEDER Andreas	26/01/2024	Vertreter:innen österreichischer Samariterbund
ARIMONT Pascal	07/12/2023	European Caravan Federation
DALUNDE Jakop G.	01/12/2023	Voi
KATAINEN Elsi	01/12/2023	Voi Technology
RUDNER Thomas	28/11/2023	Caravaning Industrie Verband e. V.
MANDL Lukas	28/11/2023	Johanniter International
DALY Clare	27/11/2023	Tunisian families of political prisoners
FURORE Mario	27/11/2023	VOI technology Italia
SKYTTEDAL Sara	16/11/2023	Sveriges Trafikutbildares Riksförbund
GHEORGHE Vlad	16/11/2023	ETSC
ARIAS ECHEVERRÍA Pablo	15/11/2023	Confederación Nacional de Autoescuelas
THALER Barbara	10/11/2023	Wirtschaftskammer Österreich
RUDNER Thomas	11/10/2023	Deutscher Verkehrssicherheitsrat e.V.
RUDNER Thomas	10/10/2023	EAC European Automobile Clubs
BILBAO BARANDICA Izaskun	09/10/2023	Confederación Nacional de Autoescuelas
LUENA César	06/10/2023	Confederación Nacional de Autoescuelas (CNAE)
FURORE Mario	28/09/2023	Volkswagen Group Italia
THALER Barbara	19/09/2023	Wirtschaftskammer Österreich

<a href="#">THALER Barbara</a>	19/09/2023	Österreichischer Seniorenbund
<a href="#">SCHIEDER Andreas</a>	18/09/2023	Samaritan International
<a href="#">THALER Barbara</a>	08/09/2023	Wirtschaftskammer Österreich
<a href="#">FURORE Mario</a>	29/06/2023	Associazione Produttori Caravan e Camper
<a href="#">DALY Clare</a>	28/06/2023	EUROTRAN Conseil
<a href="#">BILBAO BARANDICA Izaskun</a>	05/06/2023	CNAE
<a href="#">DALY Clare</a>	23/03/2023	EUROTRAN Conseil

<b>Final act</b>
<a href="#">Directive 2025/2205</a> <a href="#">OJ OJ L 05.11.2025</a> <span style="float: right;"><a href="#">Summary</a></span>

## Driving licences

2023/0053(COD) - 01/03/2023 - Legislative proposal

PURPOSE: to revise the EU rules on driving licences.

PROPOSED ACT: Directive of the European Parliament and of the Council.

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: road safety in the EU has improved quite significantly over the last 20 years. The number of road fatalities has gone down by 61.5% from around 51 400 in 2001 to around 19 800 in 2021. However, the improvement in road safety has not been as strong as needed.

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 residence in a Member State other than the one issuing the licence. However, the current framework should be **updated** to be fit for the new era, sustainable, inclusive, smart and resilient. 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 harmonised 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.

This proposal constitutes the **third revision** of the rules on driving licences first introduced in 1980 by Directive 80/1263/EEC, followed by the second driving licence Directive 91/439/EEC and the third driving licence Directive 2006/126/EC.

It forms part of a package that concerns the revision of two other related directives:

- Directive (EU) 2015/413 facilitating [cross-border exchange of information](#) on road-safety-related traffic offences; and
- a proposal for a Directive on the Union-wide effect of certain [driving disqualifications](#).

CONTENT: the Commission proposal aims to improve road safety and facilitate the free movement of people in the European Union while also contributing to sustainable road transport and to its digital transformation by:

- improving driving skills, knowledge and experience, and reduce and punish dangerous behaviour;
- ensuring adequate physical and mental fitness of drivers across the EU;
- removing inadequate or unnecessary barriers affecting applicants and holders of driving licences.

The revised rules give special attention to the road safety needs of all groups of society, notably **vulnerable road users** like pedestrians, cyclists, users of powered two-wheeled vehicles, users of personal mobility devices and persons with disabilities or reduced mobility and orientation.

The proposal 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.

The main measures of the proposal include:

- a **probation period** of at least two years for novice drivers after passing the test, and a zero-tolerance rule on drink-driving;
- allowing young people to take their test and commence **accompanied driving** of cars and lorries from the **age of 17**, to gain driving experience;
- adapting driver **training and testing** to better prepare drivers for the presence of vulnerable users on the road. This will help improve safety for pedestrians, cyclists, as well as users of e-scooters and e-bikes as the EU transitions to more sustainable urban mobility;
- a more targeted assessment of **medical fitness**, taking into account advances in medical treatment for diseases such as diabetes. Drivers will also be encouraged to update their driving skills and knowledge to keep up with technological developments;
- simplifying the recognition of driving licences between Member States, the Commission proposes the introduction of a **digital driving licence**, accessible through a mobile phone or other digital device, which would be recognised throughout the EU. It will be much easier to replace, renew or exchange a driving licence since all procedures will be online. In the same vein, it will also be easier for citizens from non-EU countries with comparable road safety standards, to exchange their driving licence for an EU one;
- updated **testing rules** will take into account the transition to zero-emission vehicles. They will, for example, assess the knowledge and skills linked to advanced driving assistance systems and other automated technologies. Novice drivers will also be taught how their driving style has an impact on their emissions – the timing of gear changes, for example. It is proposed that the permitted mass of a 'B' category vehicle will be adjusted for alternatively fuelled vehicles, since battery-carrying zero-emission vehicles can be heavier.

### ***Budgetary implications***

The implications for the Union budget are mainly for the establishment of an information platform for authorities to exchange information on physical and mental fitness to drive and the development of an (online) training programme for general practitioner between EUR 0.7 to 1.1 million.

## **Driving licences**

2023/0053(COD) - 28/02/2024 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 339 votes to 240, with 37 abstentions, a legislative resolution on the 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.

The European Parliament's position adopted at first reading under the ordinary legislative procedure amends the Commission's proposal as follows:

### ***Physical driving licences and mobile driving licences***

Members suggested that no later than four years after the date of adoption, applicants should be issued with both a mobile driving licence and a physical driving licence by default.

Member States should ensure that by **19 January 2033** (instead of 2030), all physical driving licences issued or in circulation fulfil all the requirements of this Directive.

Those electronic applications should 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, and an appropriate level of security of these applications should be ensured.

Personal data should be processed by implementing the principles of 'data minimisation', 'purpose limitation' and 'data protection by design and by default', in particular with regard to technical measures.

The Commission should provide assistance to Member States who should work together in pursuit of the worldwide use and recognition of the European mobile driving licence.

### ***Minimum age***

Members agree to allow **18-year-olds** to obtain a licence to drive a truck or a bus with up to 16 passengers, provided they hold a certificate of professional competence (CPC). The age limit would be 21 for buses with no passenger limit for professional drivers using their national and international driving licences, provided they hold a CAP. In addition, **17-year-olds** could also be eligible for a driving licence for trucks if accompanied by an experienced driver.

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 (18 years old if they drive such vehicles without passengers).

### ***Novice drivers***

Members considered that for 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 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. Member States should lay down rules on penalties for novice drivers who drive with a **blood alcohol level exceeding 0.2g /mL** or under the influence of psychotropic substances or narcotics. The enforcement authorities of Member States should 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.

Member States should 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.

#### ***Issue, validity and renewal***

Members were not favourable to the measure providing that Member States should reduce the periods of administrative validity to five years or less for driving licences of holders residing on their territory having reached the age of 70.

Parliament accepted that drivers assessing their own fitness to drive when a driving licence is being issued and renewed, letting EU countries decide if the self-assessment should be replaced by a **medical examination** with a minimum set of checks on drivers' eyesight.

Member States should:

- 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;
- 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.

The European Commission should, 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.

#### ***Interim driving licence***

Members introduced a new article stipulating that during the replacement, renewal or exchange of a driving licence, the Member State performing the replacement, renewal or exchange should issue an interim driving licence in a form of a certificate. Such certificates should be mutually recognised by Member States.

#### ***Exchange of driving licence issued by a third country***

A certificate of professional competence (CPC), or an equivalent certificate, issued by a third country 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.

#### ***Up to date skills***

Members back a proposal to **adapt driver training and testing** to better prepare drivers for real driving situations and develop their risk awareness, in particular to vulnerable users such as pedestrians, cyclist, and users of e-scooters and e-bikes.

Safe phone usage while driving, driving in snow and slippery conditions, blind spot risks, driver-assistance systems, and vehicle use in relation to the environment and emissions should also be part of driver tests.

#### ***Platform for cooperation***

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 (NRMM) in all Member States.

## **Driving licences**

2023/0053(COD) - 11/01/2024 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Karima DELLI (Greens/EFA, FR) on the 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.

The committee responsible recommended that the European Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

#### ***Subject matter***

The proposed directive lays down common rules on: (a) the models, standards and categories of driving licences; (b) the issuance, validity, renewal, and mutual recognition of driving licences; (c) certain aspects of the exchange, replacement, withdrawal, restriction, suspension and cancelation of driving licences; (d) certain aspects applicable to novice drivers.

### ***Physical driving licences and mobile driving licences***

Members suggested that no later than four years after the date of adoption, applicants should be issued with both a mobile driving licence and a physical driving licence by default.

Member States should ensure that by **19 January 2033** (instead of 2030), all physical driving licences issued or in circulation fulfil all the requirements of this Directive.

Those **electronic applications** should 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, and an appropriate level of security of these applications should be ensured.

Personal data should be processed by implementing the principles of 'data minimisation', 'purpose limitation' and 'data protection by design and by default', in particular with regard to technical measures.

The Commission should provide assistance to Member States who should work together in pursuit of the worldwide use and recognition of the European mobile driving licence.

### ***Licence categories***

The report specifies that driving licences must authorise the driving of category T motor vehicles (wheeled tractors).

### ***Minimum age***

Members agree to allow 18-year-olds to obtain a licence to drive a truck or a bus with up to 16 passengers, provided they hold a certificate of professional competence. If they do not, the age limit is raised to 21. In addition, **17-year-olds** could also be eligible for a driving licence for trucks if accompanied by an experienced driver.

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 (18 years old if they drive such vehicles without passengers).

### ***Novice drivers***

Members considered that for 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 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.

### ***Issue, validity and renewal***

When issuing or renewing driving licences in categories AM, A, A1, A2, B, B1 and BE, Member States should require an examination applying the minimum standards of physical and mental fitness for driving set out in Annex III via **reasoned medical opinion** from a medical authority whose competence is relevant to the complexity of one or more of the possible incapacities mentioned in Annex III from which the driver may be suffering in addition to the self-assessment laid down in that Annex.

Member States should:

- 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;
- 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.

The European Commission should, 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.

### ***Up to date skills***

Members back a proposal to **adapt driver training** and testing to better prepare drivers for real driving situations and develop their risk awareness, in particular to vulnerable users such as pedestrians, cyclist, and users of e-scooters and e-bikes.

Safe phone usage while driving, driving in snow and slippery conditions, blind spot risks, driver-assistance systems, and vehicle use in relation to the environment and emissions should also be part of driver tests.

## **Driving licences**

The European Parliament adopted a legislative resolution approving the Council's position at first reading with a view to the adoption of a directive of the European Parliament and of the Council on driving licences, amending Regulation (EU) 2018/1724 of the European Parliament and of the Council and Directive (EU) 2022/2561 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.

The proposed directive aims to **modernise the European driving licence framework** in order to improve road safety, facilitate free movement and support the sustainability and digital transformation of road transport.

The main elements of the Council's position are as follows:

### **Validity**

The default validity period for driving licences is **15 years**. Member States may reduce this period to ten years when the licence is also used as an identity card. They may reduce the validity period of the licence when the holder reaches the age of 65.

### **Medical visits**

Before obtaining their first licence or when applying for a renewal, drivers will be required to undergo a medical check, which includes eye and cardiovascular tests. EU countries may choose to replace the medical examination for car or motorcycle drivers with self-assessment forms or other assessment systems developed at the national level.

### **Inexperienced drivers**

For novice drivers who obtain a driving licence for the first time, a **probationary period of at least two years** is provided, during which stricter rules or sanctions will have to apply to driving under the influence of alcohol.

### **Accompanied driving**

Member States must introduce an EU-wide accompanied driving scheme for driving licence Category B (cars), while the scheme remains optional for Categories C, C1 and C1E (trucks).

Subject to conditions, holders of a category B driving licence may drive emergency vehicles, motorhomes or alternatively fuelled vehicles that are heavier than 3 500 kg or 4 250 kg when combined with a trailer (for up to a maximum of 5000 kg depending on the vehicle).

The minimum age for professional bus drivers is set at 21, regardless of whether they complete the accelerated or standard initial qualification. A targeted derogation will allow Member States, subject to prior agreement from the Commission and under strict conditions, to lower the minimum age for issuing a category B1 licence to 15 years.

### **New training requirements**

The driving test will now also cover blind spot risks, driver-assistance systems, safe opening of doors, and phone usage distraction risks. Emphasis will be placed on raising awareness of the risks faced by pedestrians, children, cyclists, and other vulnerable road users.

### **Mobile driving license**

Member States will introduce and mutually recognise an EU mobile driving licence by the end of 2030 at the latest. The Commission will examine whether it is possible to bring forward this implementation date. Drivers will have the right to apply for a physical licence, which should be issued without undue delay and in general within three weeks.

## **Driving licences**

2023/0053(COD) - 05/11/2025 - Final act

**PURPOSE:** to modernise the European framework relating to driving licences in order to improve road safety, facilitate free movement and support the sustainability and digital transformation of road transport.

**LEGISLATIVE ACT:** Directive (EU) 2025/2205 of the European Parliament and of the Council on driving licences, amending Regulation (EU) 2018/1724 of the European Parliament and of the Council and Directive (EU) 2022/2561 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.

**CONTENT:** the revision of the [Driving Licence Directive](#) is part of the European Commission's **'Road Safety' package** (2023). This set of measures falls within the framework of the EU's road safety policy for the 2021-2030 Digital Decade.

The amending directive lays down common rules on:

- the models, standards and categories of driving licences;
- the issuance, validity, renewal and mutual recognition of driving licences;
- certain aspects of the exchange, replacement, cancellation, withdrawal, suspension and restriction of driving licences;

- certain aspects applicable to novice drivers, in particular concerning an accompanied driving scheme and a probationary period.

Several key elements are introduced with this update:

### ***Mobile driver's licence***

By the end of 2030, a **uniform** mobile driving licence will be available for all EU citizens, placed in the future European Digital Identity Wallet. The digital driving licence will be recognised in all EU member states. At the same time, road users will have the right to request a physical driving licence, which must be issued as soon as possible and generally within three weeks.

### ***Validity period***

Both the physical and digital versions of the driving licence will be valid for driving passenger cars and motorcycles for **15 years** from the date of issue, except when the driving licence is used as an identity card (10 years). Member States may reduce the validity period of the licence when its holder reaches the age of 65.

### ***Medical examination***

To improve road safety, the directive provides for the harmonisation of medical examination procedures applied in Member States. Before obtaining their first licence or when applying for a renewal, drivers will be required to undergo a **medical check**, which includes eye and cardiovascular tests. EU countries may choose to replace the medical examination for car or motorcycle drivers with **self-assessment** forms or other assessment systems developed at the national level.

### ***Inexperienced drivers***

For those novice drivers, a probationary period of a minimum of two years should be established, during which stricter rules or sanctions for driving under the influence of alcohol should apply, without prejudice to 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 reflect on their behaviour.

### ***Accompanied driving scheme***

The directive provides for the introduction of a Union-wide accompanied driving scheme for certain driving licence categories, in order to improve road safety. The rules of such a scheme should provide the possibility for applicants to acquire driving licences in the relevant categories **before the required minimum age is reached**. However, the use of those driving licences should be subject to being accompanied by an experienced driver, for instance a family member.

The accompanied driving scheme could, without prejudice to its overall goal of improving road safety, contribute to making the profession of truck driver more accessible and appealing to younger generations, in order to broaden their occupational possibilities, and to help tackle the driver shortage within the Union. Member States should have the possibility to apply that scheme to driving licences of categories **C1, C1E and C** (heavy goods vehicles) in addition to the driving licences of category **B** (cars), and the driving licences issued accordingly should be mutually recognised among those Member States applying that larger scope to the scheme.

The minimum age for professional bus drivers is set at 21, regardless of whether they complete the accelerated or standard initial qualification.

### ***New training requirements***

The driving test will now also cover blind spot risks, driver-assistance systems, safe opening of doors, and phone usage distraction risks. Emphasis will be placed on raising awareness of the risks faced by pedestrians, children, cyclists, and other vulnerable road users.

### ***Normal residence***

Lastly, adjustments are being made to make it easier for citizens to acquire a passenger car license **when living in a different member state than their member state of citizenship**. In cases where the Member State of normal residence does not provide the opportunity to take tests in the official language of the Member State of which the applicant is a citizen, it should be possible that the applicant take the theory test or practical test, or both, in the Member State of the applicant's citizenship.

ENTRY INTO FORCE: 25.11.2025.

TRANSPOSITION: no later than 26.11.2028.