

Basic information	
2023/0055(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Union-wide effect of certain driving disqualifications Subject 3.20.06 Transport regulations, road safety, roadworthiness tests, driving licence 7.40.02 Judicial cooperation in civil and commercial matters	

Key players				
European Parliament	Committee responsible		Rapporteur	Appointed
	TRAN Transport and Tourism		RICCI Matteo (S&D)	03/09/2024
	Former committee responsible		Former rapporteur	Appointed
	TRAN Transport and Tourism		VITANOV Petar (S&D)	25/04/2023
	Former committee for opinion		Former rapporteur for opinion	Appointed
	JURI Legal Affairs		The committee decided not to give an opinion.	
	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)0128 	Summary
17/04/2023	Committee referral announced in Parliament, 1st reading		
29/11/2023	Vote in committee, 1st reading		
29/11/2023	Committee decision to open interinstitutional negotiations with report adopted in committee		
07/12/2023	Committee report tabled for plenary, 1st reading	A9-0410/2023	Summary
11/12/2023	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71)		
13/12/2023	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71)		
05/02/2024	Debate in Parliament		
06/02/2024	Decision by Parliament, 1st reading	T9-0057/2024	Summary
06/02/2024	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	PE773.290 PE773.305	
02/10/2025	Council position published	08351/2025	
09/10/2025	Committee referral announced in Parliament, 2nd reading		
13/10/2025	Vote in committee, 2nd reading		
15/10/2025	Committee recommendation tabled for plenary, 2nd reading	A10-0193/2025	
21/10/2025	Decision by Parliament, 2nd reading	T10-0233/2025	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	2023/0055(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Legal basis	Treaty on the Functioning of the European Union TFEU 091-p1
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/10/00861

[Documentation gateway](#)**European Parliament**

Document type	Committee	Reference	Date	Summary
Committee draft report		PE751.805	04/09/2023	
Amendments tabled in committee		PE752.939	21/09/2023	
Committee report tabled for plenary, 1st reading/single reading		A9-0410/2023	07/12/2023	Summary
Text adopted by Parliament, 1st reading/single reading		T9-0057/2024	06/02/2024	Summary
Text agreed during interinstitutional negotiations		PE773.290	13/05/2025	
Committee letter confirming interinstitutional agreement		PE773.305	14/05/2025	
Committee draft report		PE778.059	06/10/2025	
Committee recommendation tabled for plenary, 2nd reading		A10-0193/2025	15/10/2025	
Text adopted by Parliament, 2nd reading		T10-0233/2025	21/10/2025	Summary

Council of the EU

Document type	Reference	Date	Summary
Council position	08351/2025	02/10/2025	
Draft final act	00043/2025/LEX	16/10/2025	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2023)0128 	01/03/2023	Summary
Commission response to text adopted in plenary	SP(2024)196	30/04/2024	
Commission communication on Council's position	COM(2025)0626 	30/09/2025	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Contribution	CZ_SENATE	COM(2023)0128	06/06/2023	
Contribution	PT_PARLIAMENT	COM(2023)0128	15/09/2023	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EDPS	Document attached to the procedure	N9-0028/2023 OJ C 175 17.05.2023, p. 0004	25/04/2023	

EESC	Economic and Social Committee: opinion, report	CES1194/2023	14/06/2023	
------	--	------------------------------	------------	--

Additional information		
Source	Document	Date
EP Research Service	Briefing	15/04/2024
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
AGIRREGOITIA MARTÍNEZ Oihane	Shadow rapporteur	TRAN	18/02/2025	European Transport Safety Council
METZ Tilly	Shadow rapporteur	TRAN	15/01/2025	European Transport Safety Council
METZ Tilly	Shadow rapporteur	TRAN	06/12/2024	European Transport Safety Council
VITANOV Petar	Rapporteur	TRAN	18/07/2023	BGL
VITANOV Petar	Rapporteur	TRAN	28/06/2023	ETSC
VITANOV Petar	Rapporteur	TRAN	23/05/2023	EEA (European Express Association)

Final act
Directive 2025/2206 OJ OJ L 05.11.2025 Summary

Union-wide effect of certain driving disqualifications

2023/0055(COD) - 01/03/2023 - Legislative proposal

PURPOSE: to establish a clear EU framework for an EU-wide driving disqualification.

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: improving road safety is a primary objective of the Union's transport policy. In its EU Road Safety Policy Framework 2021-2030, the Commission recommitted to the ambitious goal to get close to zero deaths and zero serious injuries on Union roads by 2050 (Vision Zero), as well as to the medium-term aim to reduce deaths and serious injuries by 50% by 2030.

To achieve the goal of improving road safety, the EU called for the strengthening of the Union's road safety legal framework, with a particular focus on the need for Member States to cooperate in the matter of driving disqualifications of non-resident drivers.

Under the current legal framework, even when a driver's conduct is extremely serious and should result in a driving disqualification, this can only happen if the driving infraction was committed in the Member State which issued the driving licence. Under current rules, driving disqualification cannot be enforced Union-wide, which leads to relative impunity among road traffic offenders. To prevent this, the proposed Directive aims to establish a system for applying certain driving disqualifications EU-wide when a Member State has imposed one.

Although the share of detected offences with foreign-registered vehicles differs significantly between Member States, on average around 18% of all speeding offences are committed by non-resident drivers. In addition, about 15% of automatically detected offences in the EU are committed by non-resident offenders, some 96% of which are speeding offences.

This proposal 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
- Directive 2006/126/EC on [driving licences](#).

CONTENT: the Commission proposal seeks to ensure a high level of protection for all road users in the Union. For this purpose, it lays down rules providing for a Union-wide effect of driving disqualifications for major road-safety-related traffic offences committed in a Member State other than the one that issued the driving licence of the person concerned.

The scope of this initiative covers those road traffic offences that most contribute to road traffic accidents and fatalities, namely: **excessive speeding; drink-driving; driving under the influence of drugs and causing death or serious bodily injury as a result of any road safety related traffic offence.**

The proposal:

- establishes the principle that a driving disqualification issued by a Member State to a person who is not a normal resident in that Member State and who holds a driving license issued by another Member State should have Union-wide effect;
- stipulates that the Member State of the offence is required to notify the Member State of issuance of any driving disqualification of a duration of at least one month. The notification should be done by means of a standard certificate, transmitted between the national contact points of the two Member States concerned;
- empowers the Commission to adopt an implementing act to establish the format and content of the standard certificate before the date of transposition of the Directive. The most important elements that the certificate should contain are listed in this provision;
- lays down rules on the languages in which the certificate may be transmitted and specifies that the certificate should be transmitted via RESPER;
- states that the Member State of issuance should take the appropriate measures to ensure that the driving disqualification has Union-wide effect, unless a ground for exemption applies;
- lays down an exhaustive list of grounds of exemptions, on which basis the Member State of issuance must refuse to give Union-wide effect to the disqualification and a list of additional grounds of exemptions on the basis of which it can refuse to give such Union-wide effect. The list includes such grounds of exemption as incompleteness of the certificate; age limit of the person concerned; immunity or privilege; or the fact that the remaining period of driving disqualification is of less than one month;
- establishes that the Member State of issuance must take the measure giving Union-wide effect to the driving disqualification not later than 15 days after the receipt of the certificate;
- imposes a reporting obligation on the Commission towards the European Parliament and the Council, concerning the implementation of the proposed directive, including, in particular, its impact on road safety. The report of the Commission is due five years after the transposition of the proposed directive by the Member States.

Union-wide effect of certain driving disqualifications

2023/0055(COD) - 06/02/2024 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 372 votes to 220, with 43 abstentions, a legislative resolution on the proposal for a Directive of the European Parliament and of the Council on the Union-wide effect of certain driving disqualifications.

Parliament's position adopted at first reading under the ordinary legislative procedure should amend the proposal as follows:

Union-wide effect of driving disqualifications

The amended text stated that Member States should ensure that a driving disqualification issued by a Member State with respect to a person who does or does not normally reside in that Member State or another Member State and who either holds a driving licence issued by another Member State or does not hold a driving licence should have effect across the entire territory of the Union in accordance with this Directive.

Duty to notify a driving disqualification

The Member State of the offence should notify the Member State of issuance no later than **ten working days** following any decision imposing a driving disqualification for a duration of one month or more on a person who does not have its normal residence in the Member State of the offence and who

holds a driving licence issued by the Member State of issuance. The Member State of the offence should also notify the person concerned if he or she is not normally resident in the Member State of issuance.

Standard certificate and means of transmission

The certificate should contain the following information: (i) the description of the major road-safety-related traffic offence, of the facts and of the causes leading to the imposition of the driving disqualification; (ii) the name and address of the person concerned and the number of his or her driving licence and national identification documents, whilst other personal information linked to the person's national identity document is to remain confidential; (iii) the right to appeal the decision before the judiciary in accordance with the national legislation of the Member State of the offence.

The national contact points of the Member State of the offence and the Member State of issuance should also use the EU driving licence network (RESPER) for the exchange of the information.

Ensuring the Union-wide effect of driving disqualifications

Where the driving disqualification results in a withdrawal, Members suggested facilitating the exchange of the driver's licence where the country of normal residence differs from the country of issue. The person concerned may recover the driving licence or the right to drive in accordance with the national rules of the Member State of issuance.

The Member State of issuance should aim to ensure that, within the existing legal limits of national rules, the measures taken with regard to driving disqualifications are aligned to the greatest extent possible with the corresponding measures imposed by the Member State of the offence.

Grounds for exemption

The Member State of issuance may decide to apply an exemption where the driving disqualification was imposed only **on grounds of speeding and the speed limits** in force in the Member State of the offence, provided that the speed limit on the road where the speeding took place was clearly demarcated, were exceeded in the case of residential area roads, by less than 30km/h and in the case of non-residential area roads, by less than 50 km/h.

Time-limits

Where it is not possible, in a specific case, to meet the time-limit of 15 working days after the reception of the certificate, the national contact point of the Member State of issuance should inform via RESPER the national contact point of the Member State of the offence no later than ten working days following the expiry of that time-limit, giving the reasons for which it was not possible to meet that time-limit.

Information to be provided by the issuing Member State and the Member State of the offence

The national contact point of the Member State of the offence should inform the national contact point of the Member State of issuance, no later than ten working days following the adoption of any circumstance that affects the decision that imposed the driving disqualification, including any relevant information with regard to any fulfilment that has already taken place in the Member State of the offence of any additional conditions imposed in relation to a driving disqualification.

Obligation to inform the person concerned

Member State of issuance should inform the person concerned no later than **seven working days** following the reception of the notification or the adoption of specific measures. The information to be provided should at least specify: the name, postal address, phone number, internet presence and e-mail contact of the authorities competent for the enforcement of the driving disqualification of both the Member State of issuance and the Member State of the offence.

National Contact Points

Member States should inform the Commission of the national contact points designated for the purposes of this Directive. The Commission should make the information received under the provisions available to all Member States via RESPER, and on the Portal for cross-border exchange of information on road-safety-related traffic offences (CBE Portal) once it becomes operational.

Report

By one year after the date of entry into force of this Directive, Member States should communicate up-to-date information to the Commission on the rules in force concerning the penalties applicable in their legal system for major road-safety-related traffic offences.

By five years after the date of entry into force of this Directive, and every five years thereafter, the Commission should present a report on the implementation of this Directive, including its impact on road safety. The report should include statistics from the Member States on the use of the mechanism, as well as bottlenecks and areas for potential improvement. The report should be accompanied, if necessary, by a legislative proposal to amend this Directive.

By **15 months** following the date of entry into force of this Directive, Member States should communicate to the Commission the text of the main provisions of their national law which they adopt in the field covered by this Directive.

Union-wide effect of certain driving disqualifications

PURPOSE: 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.

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

LEGISLATIVE ACT: Directive (EU) 2025/2206 of the European Parliament and of the Council amending Directive (EU) 2025/2205 as regards certain driving disqualifications.

CONTENT: as a result of the free movement of persons and the increasing level of international road traffic, driving disqualifications are frequently imposed by a Member State other than the one where the driver normally resides or which issued the driving licence.

However, currently, these bans are only enforced in the Member State where the traffic offence occurred. Therefore, the offender cannot drive in the Member State where the offence was committed, but can continue to drive anywhere else in the EU.

This directive aims to **close gaps in the implementation of driving licence suspension decisions in the EU**. It is part of the road safety package presented by the Commission, which also includes an update to the Driving Licence Directive.

The main elements of the amending directive are as follows:

Duty to notify the driving disqualifications

The Member State of the offence should, after verification, if appropriate, that the person subject to the driving disqualification does not have his or her normal residence in its territory and does not hold a driving licence issued by that Member State, notify without undue delay the Member State of issuance of the driving disqualification in so far that the driving disqualification constitutes a withdrawal, suspension or restriction of the right to drive, of the driving licence or of the recognition of the validity of the driving licence.

The issuing Member State will then be required, under certain conditions, to issue a similar driving disqualification decision against the offender, which will make it effective throughout the EU.

Offences resulting in a driving ban

The directive will help to ensure a high level of protection for all road users in the EU, assuring the implementation of driving disqualifications imposed because of serious driving offences such as:

- **drink-driving** or driving under the influence of **drugs**;
- **speeding** offences;
- or a conduct infringing road traffic regulations and causing **death or serious injuries** to others.

The Member State where the offence was committed must notify the issuing Member State of any driving ban imposed for a **period of at least three months**, where, at the time of notification, the remaining period of the suspension or restriction to be served is more than one month, in order to initiate the procedures necessary for the driving ban to be enforced in the issuing Member State. This notification must be transmitted electronically using a **standard certificate** for notification of a driving ban via the EU Driving Licence Network (RESPER).

The Member State that issued the driving licence will, to the extent possible, notify the offender within **20 working days** of receiving the disqualification notification from the Member State where the offence was committed. The Member State that issued the driving licence may apply additional road safety measures beyond those provided for in the disqualification.

The information to be provided to the person subject to the driving disqualification should specify the legal remedies available under the law of the Member State of issuance, along with the right to be heard.

Grounds for exemption

The Member State of issuance may, in accordance with its national law, also apply the following grounds of exemption:

- the driving disqualification relates to a driving disqualification offence that would not result in a driving disqualification under the law of the Member State of issuance;
- the driving disqualification was imposed only on grounds of speeding and the applicable speed limit in the Member State of the offence was exceeded by less than **50 km/h**;
- where there are substantial grounds to believe that fundamental rights or fundamental legal principles as enshrined in the Charter of Fundamental Rights of the European Union are likely to be infringed.

Information

By 26 November 2029 at the latest, and every five years thereafter, Member States should transmit to the Commission information on the number of notifications received, broken down by Member State of the offence and on the number of times a ground for exemption was invoked.

The Commission will also consider extending the application of the directive to driving disqualifications imposed on the basis of traffic offences other than driving disqualification offences, to further improve the EU driving licence network as necessary to reduce administrative burden and optimise the notification processes.

ENTRY INTO FORCE: 25.11.2025.

TRANSPOSITION: no later than 26.11.2028.

APPLICATION: from 26.11.2029.

Union-wide effect of certain driving disqualifications

2023/0055(COD) - 21/10/2025 - Text adopted by Parliament, 2nd reading

The European Parliament adopted a legislative resolution approving the Council's position at first reading with a view to adopting a directive of the European Parliament and of the Council amending the Driving Licence Directive as regards certain driving disqualifications.

The proposed directive 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. It provides that 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).

The provisions of the directive will be incorporated into the [revised driving licence directive](#).

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

- to reduce dangerous driving behaviour abroad, decisions to withdraw, suspend or restrict a driving licence will be forwarded to the EU country that issued the document, in order to ensure cross-border enforcement of sanctions;
- national authorities will inform each other, without undue delay, of decisions to disqualify the right to drive relating to the most serious road traffic offences such as speeding, driving under the influence of alcohol or drugs, resulting in death or serious bodily injury as a result of a road traffic offence;
- only disqualifications lasting longer than three months will fall within the scope of the directive;
- notification to the Member State issuing the driving disqualification will be transmitted electronically by means of a standard certificate for the notification of a driving disqualification. The certificate will contain the contact details of the authority in the Member State of the offence which imposed the driving disqualification, the offence leading to the driving ban that was committed, the resulting driving disqualification and the person subject to the driving disqualification;
- the standard driving disqualification certificate will be transmitted in any official language of the institutions of the Union that is an official language of the Member State of issuance, or in any other official language of the institutions of the Union that the Member State of issuance has accepted;
- the issuing Member State must ensure that its competent authorities have the power to implement a withdrawal, suspension or restriction of the driving licence on the basis of a driving disqualification notified to them;
- the Member State that issued the driving licence may decide not to implement a driving disqualification when it is solely based on a speeding offence of less than 50 km/h;
- the Member State that issued the driving licence will, to the extent possible, notify the offender within 20 working days of receiving the disqualification notification from the Member State where the offence was committed. The Member State that issued the driving licence may apply additional road safety measures beyond those provided for in the disqualification;
- five years after the entry into force of the Directive, and every five years thereafter, the Commission will examine the possibility of extending its application to driving disqualifications imposed on the basis of traffic offences other than driving disqualification offences, to further improve the EU driving licence network as necessary to reduce administrative burden and optimise the notification processes.

Union-wide effect of certain driving disqualifications

2023/0055(COD) - 07/12/2023 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted a report by Petar VITANOV (S&D, BG) on the proposal for a Directive of the European Parliament and of the Council on the Union-wide effect of certain driving disqualifications.

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:

Union-wide effect of driving disqualifications

When applying a Union-wide driving disqualification, within the existing legal limits of the national rules in that regard, the Member States should aim to align their decisions, as much as possible.

In addition, the amended text stated that Member States should ensure that a driving disqualification issued by a Member State with respect to a person who does or does not normally reside in that Member State or another Member State and who either holds a driving licence issued by another Member State or does not hold a driving licence should have effect across the entire territory of the Union in accordance with this Directive

Duty to notify a driving disqualification

The Member State of the offence should notify the Member State of issuance no later than ten working days following any decision imposing a driving disqualification for a duration of one month or more on a person who does not have its normal residence in the Member State of the offence and who holds a driving licence issued by the Member State of issuance. The Member State of the offence should also notify the person concerned if he or she is not normally resident in the Member State of issuance.

Standard certificate and means of transmission

The certificate should contain the following information: (i) the description of the major road-safety-related traffic offence, of the facts and of the causes leading to the imposition of the driving disqualification; (ii) the name and address of the person concerned and the number of his or her driving licence and national identification documents, whilst other personal information linked to the person's national identity document is to remain confidential; (iii) the right to appeal the decision before the judiciary in accordance with the national legislation of the Member State of the offence.

The transmission of the certificate and the exchange of other required information between the national contact points of the Member States in respect of the application of this Directive should be carried out through the EU driving licence network ('RESPER').

Ensuring the Union-wide effect of driving disqualifications

The report noted that intra-EU mobility is becoming more frequent, leading to the situation that a country of residence may not always be the country of issuance of a license. Therefore, Members called for the exchange of a person's drivers license to be facilitated to ensure faster and more seamless recovery in case of a withdrawal.

Grounds for exemption

The Member State of issuance may decide to apply the following grounds of exemption: (i) the driving disqualification was imposed only on grounds of speeding and the speed limits in force in the Member State of the offence, provided that the speed limit on the road where the speeding took place was clearly demarcated, were exceeded in the case of residential area roads, by less than 30km/h and in the case of non-residential area roads, by less than 50 km/h.

Time-limits

Where it is not possible, in a specific case, to meet the time-limit of 15 working days after it received the certificate, the national contact point of the Member State of issuance should inform via RESPER the national contact point of the Member State of the offence no later than ten working days following the expiry of that time-limit, giving the reasons for which it was not possible to meet that time-limit.

Information to be given by the Member State of the offence

The national contact point of the Member State of the offence should without delay inform the national contact point of the Member State issuance: (i) any circumstance that affects the decision that imposed the driving disqualification, including any relevant information with regard to any fulfilment that has already taken place in the Member State of the offence of any additional conditions imposed in relation to a driving disqualification.

Obligation to inform the person concerned

The Member State of issuance should inform the person concerned no later than seven working days following the reception of the notification or the adoption of specific measures. The information to be provided should at least specify: the name, postal address, phone number, internet presence and e-mail contact of the authorities competent for the enforcement of the driving disqualification of both the Member State of issuance and the Member State of the offence.

National contact points

Member States should inform the Commission of the national contact points designated for the purposes of this Directive. The Commission should make the information received available to all Member States via RESPER, and on the Portal for cross-border exchange of information on road-safety-related traffic offences (**CBE Portal**) once it becomes operational.

Report

By five years after the date of entry into force of this Directive, and every five years thereafter, the Commission should present a report on the implementation of this Directive, including its impact on road safety. The report should include statistics from the Member States on the use of the mechanism, as well as bottlenecks and areas for potential improvement. The report should be accompanied, if necessary, by a legislative proposal to amend this Directive.