



Europäische Fahrlehrer-Assoziation e.V.
Fédération Européenne Des Auto-Écoles
European Driving Schools Association
Driver Training For Life

Evaluation of the EU Driving Licence Directive

-

Issues And Concrete Proposals

Eighty-fifth session
WP.1 - UNECE

Geneva, 2022 September 20°

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EFA – General Secretary

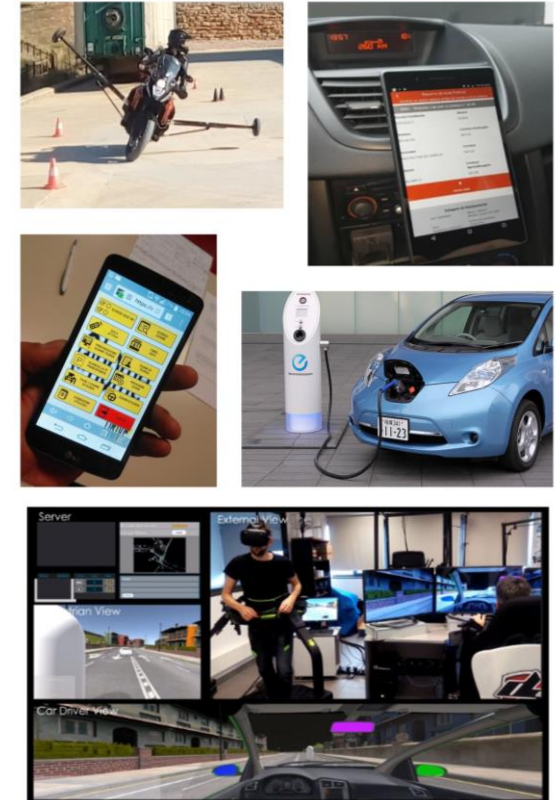
Who is EFA

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N. 953432



23 National Driving Schools Associations
12 Affiliate Members
7 Road Safety Partners

Standardization of Education and Examination of Future Drivers
Standardization of Education and Examination of Driving Instructors
Minimum Standards for Driving Schools



Evaluation of the EU Driving Licence Directive - Issues And Concrete Proposals -

DG Move has also started three workshops involving road safety stakeholders:

Workshop # 1 on **training, testing and vehicles' categories**

Planned date for the meeting: 22 March 2022

Workshop # 2 on **issuance and mutual recognition of licences**

Planned date for the meeting: 21 April 2022

Workshop # 3 on **driving disqualifications and medical fitness**

Planned date for the meeting: 19 May 2022

Evaluation of the EU Driving Licence Directive - Issues And Concrete Proposals -

Workshop # 1 on **training, testing and vehicles' categories**

Part C learning (testing and training)

C1 – Training, probation periods and accompanied driving

C2 – Update of standards on skills and knowledge

C3 – Testing

C1 - TRAINING, PROBATION PERIODS AND ACCOMPANIED DRIVING

Common minimum requirements for training (Cat. B)

- **Lower the age to 17 years** by introducing a **gradual system** to raise awareness (i.e. best practice in Austria);
- Training oriented more on understanding, not just to pass an exam: "**more understanding, less knowledge**" (the cultural level of the students has dropped a lot in recent years);
- **Compulsory face-to-face theoretical training for awareness topics** can be certified and unexamined following the EFA Awareness Training Matrix (BLS, Alcohol and Drugs, Distractions, etc.)



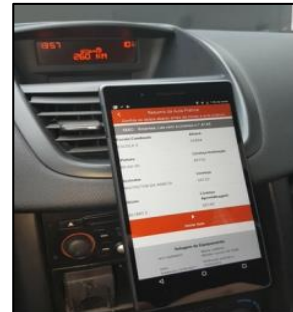
LEARN TO DRIVE. **LEARN CPR.**



C2 - UPDATE OF STANDARDS ON SKILLS AND KNOWLEDGE

Use of new safety technologies (ADAS) & Eco-driving

- **Update the content of (theoretical/practical) curricula with a flexible and easily updatable system introducing minimum training, otherwise the driving test would take too long (the progressive decrease in the number of examiners must also be considered);**
- **Navigation systems in B-licence (i.e. independent driving);**
- **Eco-driving skills**

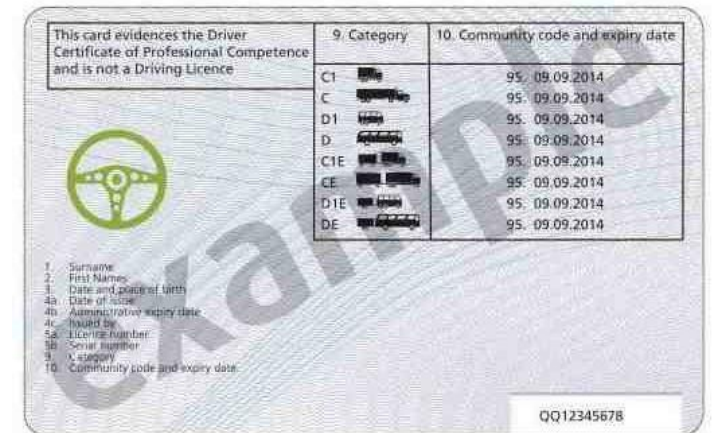


EUROPEAN CLASS "B" LICENCE		
	TO BE DONE AT THE DRIVING SCHOOL	TO BE DONE AT THE DRIVING SCHOOL
	<i>(Certified / Not tested)</i>	<i>(To be tested by administrations)</i>
THEORY	Causes and consequences of traffic crashes*	Rules and regulations
	Risk/hazard perception	Traffic signals
	Norms and conduct: legal and personal responsibility*	Driver's documentation and insurance
	Vulnerable groups of road users	Risk/hazard perception test
	Risk factors: speeding, alcohol & drugs, and distractions*	Main risk factors
	Passive and active safety: ABS, seatbelt, helmet, child restraint systems, etc.	Ecological and economic driving: Vehicle and environment
	Post Collision care	Car maintenance and basic vehicle technology
PRACTICAL	Basic maneuvers in closed circuits	Parking and vehicle maneuvering (stopped and moving)
	Urban areas and e-mobility	Urban roads
	Rural/regional roads	Rural/regional roads
	Highways/motorways	Highways/motorways
	Adverse weather conditions	Safe use of ADAS
	Night driving	Mechanical components and vehicle safety
	Ecological and economic driving	
	Safe use of ADAS	

C2 - UPDATE OF STANDARDS ON SKILLS AND KNOWLEDGE

Consistency with the CPC Directive

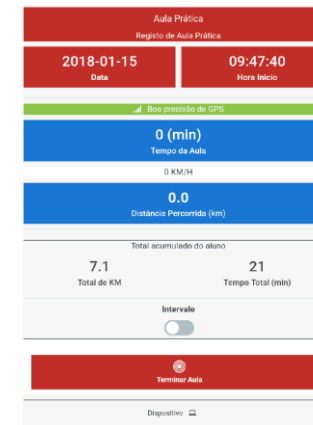
- **Unify the C licence (the same for the D) with the CPC.** The number of students for **professional driving licences is decreasing** more and more. The costs are too high;
- Extend the current CPC requirement (professional driver training) to **all professional LGV drivers;**
- **Lower the age of professional driving licences from 18 years** and provide for the transition to the higher category of driving licence through training after a couple of years of experience, driving hours or kilometres traveled (from C1 to C to CE or from D1 to D a DE).



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Automatic and manual gear transmission

- **A minimum number of certified training** with the manual transmission should delete the restrictions of the **Code 78** from the driving licence. These practical lessons can be taken while obtaining the driving licence or afterwards (i.e. Germany and France systems);
- It must be considered that **many ADAS work and will work only with automatic transmission** (the market is moving in this direction);
- **Driving schools should buy electric or hybrid vehicles** focusing more on hazard perception and safe behaviors.



C3 - TESTING

Blended tools and methods (use of digital)

- In most EU countries the **theory test takes place on a computer**, so a **more effective control** system should be envisaged (biometric controls, smartphone detectors, etc ..);
- The computer exam is an opportunity to introduce an **high quality hazard perception test at European level**;
- **The simulator should be used to certify training in special weather conditions** or in specific situations as night, snow, fog, manual gearbox, etc.



Workshop # 2 on **Innuance** and mutual recognition of driving licences

Part C: issuance of driving licences

C4 – Holders of foreign driving licences

Part D: mutual recognition of EU/EEA

















D1 – Physical driving licences

D2 – Digital driving licences

C4 – HOLDERS OF FOREIGN DRIVING LICENCES

Code 70 after several exchanges

- The **procedures** for the exchange of licences is **not harmonized across the EU**; MS differ in their approach towards the automatic exchange of driving licence
- **Introduce an EU list of third country licences** where the foreign licensing system complies with the EU framework, and which should be exchanged in each Member State without imposing conditions

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	C1 	15.03.03		01.01
	C 	15.03.03		01.01
	D1 	19.04.06		01.01
	D 	19.04.06		01.01
	BE 	22.05.07		01.01
	C1E 	22.05.07		01.01
	CE 	22.05.07		01.01
	D1E 	22.05.07		01.01
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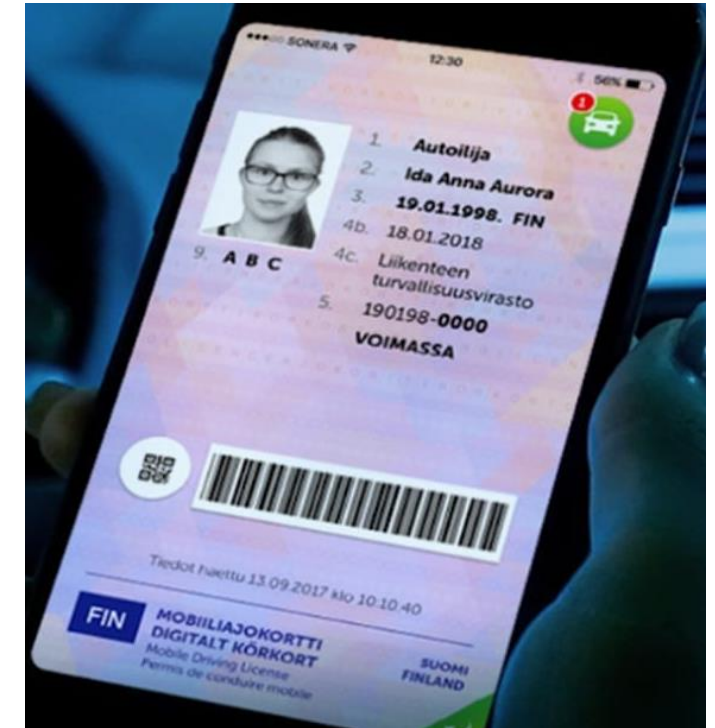
Document security

- There is a **wide variation** in terms of **implementation of national anti-fraud** and counter-falsification measures across Member States, **only a few Member States have introduced microchip** technology.
- It becomes crucial **to improve security features of physical driving licences** in order to reduce risk of fraud, which will grow in case of no action taken.
- **Require a digitally signed QR Code** on the physical licence instead of a microchip. It will decrease the risk of driving licence fraud, it will be less costly than a microchip and it will be easier to check for authorities



Common standards for mutual recognition

- The **current legal framework** of the Driving License Directive of 2006 **did not foresee the existence of digital driving licences**. This means that there is no means of mutually recognizing digital driving licenses and validating digital driving licenses outside the of the issuing member state
- **Several Member States are issuing digital driving licences**. For instance, Denmark, Poland, Portugal, Finland and Spain have already introduced digital driving licences and some other Member States (e.g., Germany) are planning on introducing them in the future
- **Mutual verification** of DDL requires a **standard protocol** for integration of data



Require the latest EFA Publications!

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Driving licensing in Europe: a new model for a new decade

UNIVERSITAT ID VALÈNCIA INTRAS University Research Institute on Traffic and Road Safety

2 EFA

Europäische Fahrlehrer-Assoziation e.V.
Fédération Européenne Des Auto-Écoles
European Driving Schools Association
Driver Training For Life

Driving licensing in Europe: Training and Testing

UNIVERSITAT ID VALÈNCIA INTRAS University Research Institute on Traffic and Road Safety

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European Driving Schools Association
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The "EFA Matrix": a new horizon for driving training & testing in Europe

UNIVERSITAT ID VALÈNCIA INTRAS University Research Institute on Traffic and Road Safety

Driving Licensing in Europe: Training and Testing

PORTUGAL

Summary Table of Portugal

Theoretical training:	It is mandatory to receive it in a driving school. There is a highly structured syllabus of theoretical training: 7 hours of road safety; 16 hours of driving theory; 4 hours of specific training (only for Class A); and 5 hours of theoretical-practical modules.
Practical training:	Also mandatory in a driving school. For Class B minimum of 33 hours of practice is established, with (including two hours of night driving) must be to drive vehicles, recording are used to monitor practical lessons.
Other (additional) training:	No additional training is defined outside the established syllabus.
Theory test:	The theory exam for Class B License is composed of the core (mandatory) subjects studied at the driving school: 30 minutes and 27 questions must be correct (90% of accuracy is needed). The exam is telematic screen displaying each question and their corresponding options. For other categories: Category A: 30 questions on common topics and 3 Category C and D: 20 questions (each) on specific topics.
Practical test:	In the beginning of the test the examiner asks 3-4 daily care and maintenance of the vehicle. Our candidate needs to demonstrate he/she is performing different road environment, to and traffic situations, perform some maneuvers.
Accompanied driving:	Not documented nor contemplated.
Psychophysical conditions:	Health affidavit and visual acuity test. From 50 certificate is mandatory.
Peculiarities / Interesting Facts:	25% of practices are allowed to be done in simulator counts as 15 kms. of real driving.

Driving Licensing in Europe: Training and Testing

NETHERLANDS

Summary Table of the Netherlands

Theoretical training:	It is not mandatory to follow theoretical training in driving schools, (although it is advisable, according to the Administration itself). There are many resources available to future drivers, and even companies offering such training through online resources.
Practical training:	There is no obligation to attend practical lessons. Although 99.9% attend practical training these lessons must be completed either at the driving school, or under the supervision of an approved instructor. Practices for obtaining the Class B Driving License can begin from the age of 16.5 years, if the theoretical exam is passed at 16 years of age. The minimum test age is 17 years of age.
Other (additional) training:	There are special driving schools, called RIT, which apply a modular system of training.

Driving Licensing in Europe: Training and Testing

SPAIN

Summary Table of Spain

Theoretical training:	It is not mandatory to undergo a theoretical training course at the driving school: the applicant for a driving license can individually prepare the exam. However, most drivers still go to driving schools.
Practical training:	A future driver can only take the exam through a driving school. There is no minimum number of required practical hours, nor an official training program in relation to the type of practical training that should be carried out.
Other (additional) training:	There is no mandatory additional training.
Theory test:	The number of questions included in the theoretical exams varies depending on the license type. For Class B Driving License, there are 30 multiple choice questions (with several answer alternatives), out of which only 3 can be failed (90% of accuracy is needed). The questions deal with issues related to traffic regulations, signalling, road safety, risk factors, efficient driving, etc.
Practical test:	In the case of Class B Driving License, the test is carried out on public roads, and at least two of the following manoeuvres have to be accurately performed: straight and curve reverse; U-turn; parking and exiting (in line, oblique or perpendicular conditions); and precision braking.
Accompanied driving:	There is not an accompanied driving modality.

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2 General information about exam and private organizations

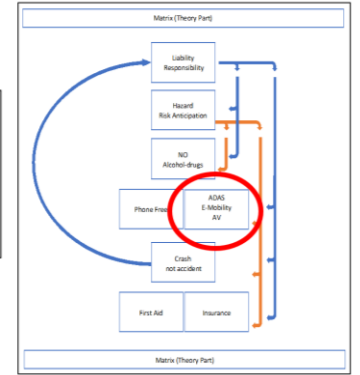
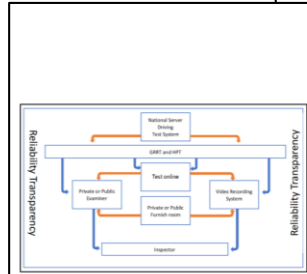
Country	Are the offices, exam centres and exam tracking (car and motorcycle) named/renamed?	Can the authorities examine candidates of all categories of driving license?	Are there reservation for driving license exams (theory/practical) done? Can they be done online?	How are reservation for driving license exams (theory/practical) done? Can they be done online?
Belgium	Owned in 100% of the cases	Yes	Mostly online, but not in all companies there is an online reservation system	
Portugal	Some are rental others are owned	Yes	Yes, with the Covid situation, we promote online maintenance.	
Ireland	Varies by location, operator rented	Yes	Both are done online	
Germany	The exam rooms and the offices belong to the institutions. The rental office exam vehicles are the driving schools	Yes	Yes, it can be ordered online. More than 90% of the driving schools make it online	
Croatia	In Zagreb is headquarters with main offices in Rijeka, Split and Dubrovnik	Yes	Driving school to sending application form online to Croatian Automobile Club	
France	For the theory tests, the premises used may be owned by the service providers or there a lease agreement	Yes	Application for theory exams remains online only, applicants must reserve their place on the supplier's website or authorize their driving school to register them.	

License Category

Country	AM	A1	A2	A
Albania	15	18	24 (21)	
Austria	15	16	18	24 (20)
Belgium	16	18	20	24 (22)
Czech Republic	15	16	24 (21 years)	18
Denmark	16	18	24 (22)	18-17 (A.C.)
Estonia	14	16	20	24 (22)
Finland	15	16	24	18
France	16	18	A2 + 2	18
Germany	16	18	24	18-17 (A.C.)
Greece	16	18	20	24 (22)
Hungary	14	16	24 (21 years)	18
Iceland	15	17	24 (21)	17 (N.L.)
Ireland	16	18	24 (20)	17 (N.L.)
Italy	14	16	24 (20)	18
Moldova	14	16	24 (20)	18
Netherlands	16	20	21 (2 years)	18-17 (A.C.)
Norway	15	16	24 (22)	16 (P.L.) - 18
Poland	14	16	24 (21 years)	18
Portugal	14	16	24 (20)	18
Romania	16	18	24 (21 years)	18
Slovakia	15	16	24 (20)	18-17 (A.C.)
Slovenia	15	16	18	24 (20)
Sweden	15	16	24 (20)	18
United Kingdom	15	17	19	24 (21 years)

Figures in brackets in category A indicate the minimum age at which, after two years of having an A2 license, the category can be accessed.

- (2 years) indicates that category A can be accessed after two years of A2 license, regardless of the age at which this occurs.
- A2+2 indicates that category A can only be accessed if the applicant has previously obtained an A2 license for two years.
- (N.L.) = New driver's license that becomes definitive at the age of 18.
- (A.C.) = License that conditions accompanied driving.
- (P.L.) = Provisional license enabling the trainee to carry out practices, and then take the exam to obtain the definitive driving license.



EUROPEAN CLASS "B" LICENCE

	TO BE DONE AT THE DRIVING SCHOOL	TO BE DONE AT THE DRIVING SCHOOL
	(Certified / Not tested)	(To be tested by administrations)
THEORY	<ul style="list-style-type: none"> Causes and consequences of traffic crashes* Risk/hazard perception Norms and conduct: legal and personal responsibility** Vulnerable groups of road users Risk factors: speeding, alcohol & drugs, and distractions** Passive and active safety: ABS, seatbelts, helmets, child restraint systems, etc. Post Collision care 	<ul style="list-style-type: none"> Rules and regulations Traffic signals Driver's documentation and insurance Risk/hazard perception test Main risk factors Ecological and economic driving: Vehicle and environment Car maintenance and basic vehicle technology
PRACTICAL	<ul style="list-style-type: none"> Basic manoeuvres in closed circuits Urban areas and low-visibility Rural/regional roads Highways/motorways Adverse weather conditions Safe use of ADAS 	<ul style="list-style-type: none"> Parking and vehicle maneuvering (stopped and moving) Rural/regional roads Highways/motorways Mechanical components and vehicle safety

Thank you for your attention !



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