



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

## **EU Commission proposes updated requirements for driving licences and better cross-border enforcement of road traffic rules**

**Eighty-sixth session  
WP.1 - UNECE**

*Geneva, 2023 March 13°*

***Manuel Picardi, Ph.D***  
*EFA – General Secretary*

# Who is EFA



**24 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**

# Commission's proposals for EU directives

On March the 1st the Commission presented proposals to modernise driving licence rules, including the introduction of a digital driving licence valid throughout the EU, and new provisions to facilitate the enforcement of traffic rules across borders.

**Modernised driving licence rules to make roads safer and simplify everyday life**

**Effective cross-border enforcement of safety-related traffic rules**

**Driver disqualifications with EU-wide effect: an end to impunity for severe offences**

## Modernised driving licence rules to make roads safer and simplify everyday life

The proposal on driving licences amends existing EU law and is inspired by best practices already in force in several Member States

A key objective of the new rules will be improving road safety, with measures including:

- A **probation period of at least two years** for novice drivers after passing the test, and a **zero-tolerance rule on drink-driving**. This is essential as even if young drivers only represent 8% of all car drivers, 2 out of 5 fatal collisions involve a driver or rider aged under 30.

## Modernised driving licence rules to make roads safer and simplify everyday life

- 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.

## Modernised driving licence rules to make roads safer and simplify everyday life

- To simplify the recognition of driving licences between Member States, the Commission proposes the introduction of a **digital driving licence**. It will be much easier to replace, renew or exchange a driving licence since all procedures will be online. 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 assess the knowledge and skills linked to advanced driving assistance systems and other automated technologies. Finally, the **permitted mass of a 'B' category vehicle will be adjusted** for alternatively fuelled vehicles, since battery-carrying zero-emission vehicles can be heavier.

## Effective cross-border enforcement of safety-related traffic rules

Current EU rules on cross-border enforcement have helped to ensure that **non-resident road offenders do not remain anonymous**. Nonetheless, in 2019 some 40% of cross-border offences were committed with impunity, either because the offender was not identified or because the payment was not enforced.

Today's proposal seeks to address this by allowing **enforcement authorities to gain access to national driving licence registers**.

## Effective cross-border enforcement of safety-related traffic rules

The current law covers some of the most frequent and egregious offences, such as speeding and drink-driving. The **Commission proposes** to expand the scope of traffic offences covered to:

- **Not keeping sufficient distance** from the vehicle in front;
- **Dangerous overtaking;**
- **Dangerous parking;**



## Effective cross-border enforcement of safety-related traffic rules

- **Crossing one or more solid white lines;**
- **Wrong-way driving;**
- Not respecting rules on the use of **emergency corridors;**
- The use of an **overloaded vehicle.**

A **dedicated IT portal** will give citizens easy access to information on the road safety rules in place in each Member State and, in time, allow them to pay any fines directly.

## Driver disqualifications with EU-wide effect: an end to impunity for severe offences

To prevent impunity among road traffic offenders, a new system will be put in place, allowing for an **EU-wide driving disqualification** when a Member State decides to disqualify a driver because of an offence committed on its territory.

Under current rules, when a serious offence results in a driving disqualification, it cannot be enforced EU-wide if the driver committed the offence in a Member State other than the one that issued his/her driving licence.

The Commission proposal covers severe road traffic offences such as **excessive speeding, driving under the influence of alcohol or drugs**, and causing death or serious bodily injury as a result of any traffic offence.

## Next steps

The proposals were sent to the European Parliament and the Council under the ordinary legislative procedure (ex-codecision), **the legislative process generally takes between 12 and 18 months** to reach its completion.

**EFA** is organizing an event **in the European Parliament on 3rd May 2023** to discuss some points of the proposal and will present its Position Paper requesting direct interventions on training for obtaining a driving licence, based on the Safe System Approach to driving which requires safe driving, safer vehicles, safer infrastructure, lower speeds and better post-crash care.

**The text of the proposed Directives can be found at the following links**

[Proposal for a Revision of the Directive on Driving Licences](#)

[Proposal for a Directive amending Directive \(EU\) 2015/413, facilitating cross-border exchange of information on road-safety-related traffic offences](#)

[Proposal for a Directive on the Union-wide effect of certain driving disqualifications](#)

They will soon be translated into the official languages of the European Union.

**Thank you for your attention !**



***Dr. Manuel Picardi***  
*manuel.picardi@efa-eu.com*

