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**COUNCIL DIRECTIVE of 29 July 1991
on driving licences
(91/439/EEC)**

(OJ L 237, 24.8.1991, p.1)

Amended by:

			Official Journal	
		No	page	date
►M1	Council Directive 94/72/EC of 19 December 1994	L 337	86	24.12.1994
►M2	Council Directive 96/47/EC of 23 July 1996	L 235	1	17.9.1996
►M3	Council Directive 97/26/EC of 2 June 1997	L 150	41	7.6.1997
►M4	Commission Directive 2000/56/EC Text with EEA relevance of 14 September 2000	L 237	45	21.9.2000
►M5	Directive 2003/59/EC of the European Parliament and of the Council of 15 July 2003	L 226	4	10.9.2003
►M6	Regulation (EC) No 1882/2003 of the European Parliament and of the Council of 29 September 2003	L 284	1	31.10.2003
►M7	Council Directive 2006/103/EC of 20 November 2006	L 363	344	20.12.2006
►M8	Directive 2006/126/EC of the European Parliament and of the Council Text with EEA relevance of 20 December 2006	L 403	18	30.12.2006
►M9	Commission Directive 2008/65/EC of 27 June 2008	L 168	36	28.6.2008
►M10	Commission Directive 2009/112/EC of 25 August 2009	L 223	26	26.8.2009

Amended by:

A1	C 241	21	29.8.1994
	L 001	1	..
A2	L 236	33	23.9.2003

Corrected by:

►C1

Corrigendum, OJ L 310, 12.11.1991, p. 16 (1991/439)

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**COUNCIL DIRECTIVE
of 29 July 1991
on driving licences
(91/439/EEC)**

THE COUNCIL OF THE EUROPEAN COMMUNITIES,

Having regard to the Treaty establishing the European Community, and in particular Article 75 thereof,

Having regard to the proposal from the Commission (1),

Having regard to the opinion of the European Parliament (2),

Having regard to the opinion of the Economic and Social Committee (3),

Whereas, for the purpose of the common transport policy, and as a contribution to improving road traffic safety, as well as to facilitate the movement of persons settling in a Member State other than that in which they have passed a driving test, it is desirable that there should be a Community model national driving licence mutually recognized by the Member States without any obligation to exchange licences;

Whereas the first step in this direction was taken with the First Council Directive 80/1263/EEC, of 4 December 1980 on the introduction of a Community driving licence (4), which established a Community model national licence and the mutual recognition by Member States of national licences as well as the exchange of licences by holders transferring their place of normal residence or place of employment from one Member State to another; whereas the progress made must be continued;

Whereas the Community model national licence established by Directive 80/1263/EEC should be adapted to take account, *inter alia*, of the harmonization of categories and subcategories of vehicles and to make licences more readily comprehensible both inside and outside the Community;

Whereas, on road safety grounds, the minimum requirements for the issue of a driving licence should be laid down;

Whereas Article 3 of Directive 80/1263/EEC stipulates that final provisions generalizing in the Community the categories of vehicles mentioned in that Article should be adopted without the possibility of derogation, as should the conditions of validity of driving licences;

Whereas provision should be made for the possibility of subdividing the said categories of vehicles in order to promote, in particular, access in gradual stages to driving such vehicles in the interests of road safety and to take account of existing national situations;

Whereas specific provisions should be adopted to make it easier for physically handicapped persons to drive vehicles;

Whereas Article 10 of Directive 80/1263/EEC provides for more detailed harmonization of the standards for driving tests and licensing; whereas to this end the knowledge, skills and behaviour connected with driving motor vehicles should be defined and the driving test based on these concepts; whereas the minimum standards of physical and mental fitness for driving such vehicles should be redefined;

Whereas the provisions set out in Article 8 of Directive 80/1263/EEC, and in particular the obligation to exchange driving licences within a period of one year of changing normal residence, constitute an obstacle to the free movement of persons; whereas this is inadmissible in the light of the progress made towards European integration;

Whereas, in addition, for reasons connected with road safety and traffic, Member States should be able to apply their national provisions on the withdrawal, suspension and cancellation of driving licences to all licence holders having acquired normal residence in their territory,

HAS ADOPTED THIS DIRECTIVE:

Article 1

1. Member States shall introduce a national driving licence based on the Community model described in Annex I ►M2 or a ◀, in accordance with the provisions of this Directive. ►M1 However, the Republic of Finland and the Kingdom of Sweden may continue to issue driving licences based on their present model until 31 December 1997. ◀
2. Driving licences issued by Member States shall be mutually recognized.
3. Where the holder of a valid national driving licence takes up normal residence in a Member State other than that which issued the licence, the host Member State may apply to the holder of the licences its national rules on the period of validity of the licences, medical checks and tax arrangements and may enter on the licence any information indispensable for administration.

Article 2

1. The emblem on page 1 of the Community model driving licences shall contain the distinguishing sign of the Member State issuing the licence.
2. Member States shall take all necessary steps to avoid any risk of forgery of driving licences.

3. With the agreement of the Commission, Member States may make to the model given in Annex 1 ►M2 or a ◀ such adjustments as are necessary for computer processing of the driving licence.

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Article 3

1. The driving licence provided for in Article 1 shall authorize the driving of vehicles in the following categories:

Category A

- motorcycles with or without side-car;

Category B

- motor vehicles with a maximum authorized mass not exceeding 3 500 kilograms and having not more than eight seats in addition to the driver's seat; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms;
- combinations of a tractor vehicle in category B and a trailer, where the maximum authorized mass of the combination does not exceed 3 500 kilograms and the maximum authorized mass of the trailer does not exceed the unladen mass of the tractor vehicles;

Category B + E

- combination of vehicles consisting of a tractor vehicle in category B and a trailer, where the combination does not come within category B;

Category C

- motor vehicles other than those in category D and whose maximum authorized mass is over 3 500 kilograms; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms;

Category C + E

- combinations of vehicles where the tractor vehicle is in category C and its trailer has a maximum authorized mass of over 750 kilograms;

Category D

- motor vehicles used for the carriage of persons and having more than eight seats in addition to the driver's seat; motor vehicles in this category may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms;

Category D + E

- combinations of vehicles where the tractor vehicle is in category D and its trailer has a maximum authorized mass of over 750 kilograms.

2. Within categories A, B, B + E, C, C + E, D and D + E, a specific driving licence may be issued for the driving of vehicles in the following subcategories:

Subcategory A1

- light motorcycles with a cubic capacity not exceeding 125 cm³ and of a power not exceeding 11 kW;

Subcategory B1

- motor-powered tricycles and quadricycles;

Subcategory C1

- motor vehicles other than in category D and whose maximum authorized mass is over 3 500 kilograms but not more than 7 500 kilograms; motor vehicles in this subcategory may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms;

Subcategory C1 + E

- combination of vehicles where the tractor vehicle is in subcategory C1 and its trailer has a maximum authorized mass of over 750 kilograms, provided that the maximum authorized mass of the combination thus formed does not exceed 12 000 kilograms, and that the maximum authorized mass of the trailer does not exceed the unladen mass of the tractor vehicle;

Subcategory D1

- motor vehicles used for the carriage of passengers and having more than eight seats in addition to the driver's seat but not more than 16 seats in addition to the driver's seat; motor vehicles in this subcategory may be combined with a trailer having a maximum authorized mass which does not exceed 750 kilograms;

Subcategory D1 + E

- combinations of vehicles where the tractor vehicle is in subcategory D1 and its trailer has a maximum authorized mass of over than 750 kilograms, provided that:

- firstly, the maximum authorized mass of the combination thus formed does not exceed 12 000 kilograms and the maximum authorized mass of the trailer does not exceed the unladen mass of the tractor vehicle;
- secondly, the trailer is not used for the transport of persons.

3. For the purpose of this Article:

- ‘Power-driven vehicle’ means any self-propelled vehicle running on a road under its own power, other than a rail-borne vehicle;
- ‘Tricycle’ and ‘quadricycle’ mean respectively any three and four-wheeled vehicle in category B with a maximum design speed of over ▶M3 45 km/h ◀ or powered by a spark-ignition internal combustion engine with a cubic capacity of more than 50 cm³ or any other engine of equivalent power. The unladen mass shall not exceed 550 kilograms. The unladen mass of electrically propelled vehicles shall not take account of the battery mass.
- Member States may set lesser standards regarding the unladen mass and add others, such as the maximum cubic category or power;

▼M3

- ‘Motorcycle’ means any two-wheel vehicle with or without sidecar, fitted with an engine having a cylinder capacity of more than 50 cm³ if of the internal combustion type and/or having a maximum design speed of more than 45 km/h;

▼B

- ‘Motor vehicle’ means any power-driven vehicle, other than a motorcycle, which is normally used for carrying persons or goods by road or for drawing, on the road, vehicles used for the

carriage of persons or goods. This term shall include trolleybuses, i.e. vehicles connected to an electric conductor and not rail-borne. It shall not include agricultural or forestry tractors;

— ‘Agricultural or forestry tractor’ means any power-driven vehicle running on wheels or tracks, having at least two axles, the principal function of which lies in its tractive power, which is 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.

4. Member States may, after consulting the Commission, derogate, provided that this is mentioned in the driving licence, from the speeds indicated in the second and third indents of paragraph 3, provided that they stipulate lower speeds.

5. For subcategory A1, Member States may impose additional restrictive rules.

6. With the agreement of the Commission, Member States may exclude from application of this Article certain specific types of power-driven vehicle such as special vehicles for the disabled.

Article 4

1. Driving licences shall state the conditions on which the driver is authorized to drive.

2. If, because of a physical disability, driving is authorized only for certain types of vehicle or for adapted vehicles, the test of skills and behaviour provided for in Article 7 shall be taken in such a vehicle.

Article 5

1. This issue of driving licences shall be subject to the following conditions:

(a) licences for categories C and D shall be issued only to drivers already entitled to drive vehicles in category B;

(b) licences for categories B + E, C + E, D + E shall be issued only to drivers already entitled to drive vehicles in categories B, C and D respectively.

2. The validity of driving licences shall be determined as follows:

(a) licences granted for category C + E or D + E shall be valid for combinations of vehicles in category B + E;

(b) licences granted for category C + E shall be valid for category D + E as long as their holders are entitled to drive vehicles in category D.

3. For driving on their territory, Member States may grant the following equivalences:

(a) power-driven tricycles and quadricycles under a licence for category A or A1;

(b) light motorcycles under a licence for category B.

4. Member States may, after consulting the Commission, authorize the driving on their territory of:

(a) vehicles of Category D1 (maximum 16 seats in addition to the driver's seat and maximum authorized mass of 3 500 kilograms, excluding any specialized equipment intended for the carriage of disabled passengers) ►C1 by holders over 21 years old of a driving licence for category B which was obtained at least two years before, ◀ provided that the vehicles are being used by non-commercial bodies for social purposes and that the driver provides his services on a voluntary basis;

(b) vehicles of a maximum authorized mass exceeding 3 500 kilograms by holders over 21 years old of a driving licence for category B which was obtained at least two years before, provided that the main purpose of the vehicles is to be used only when stationary as an instructional or recreational area, and that they are being used by non-commercial bodies for social purposes and that vehicles have been modified so that they may not be used either for the transport of more than nine persons or for the transport of any goods other than those strictly necessary for their purposes.

Article 6

1. The minimum age conditions for the issue of driving licences shall be as follows:

(a) 16 years:

- for subcategory A1;
- for subcategory B1;

(b) 18 years:

- for category A; however, access to the driving of motorcycles with a power exceeding 25 kW or a power/weight ratio exceeding 0,16 kW/kg (or motorcycles with sidecars with a power/weight ratio exceeding 0,16 kW/kg) shall be subject to a minimum of two years' experience on motorcycles with lower specifications under an A licence; this requirement as to previous experience may be waived if the candidate is at least 21 years old, subject to the candidate's passing a specific test of skills and behaviour;

- for categories B, B + E;

- for categories C, C + E and subcategories C1, C1 + E, without prejudice to the provisions for the driving of such vehicles in Council Regulation (EEC) No 3820/85 of 20 December 1985 on the harmonization of certain social legislation relating to road transport (5);

(c) 21 years:

- for the categories D and D + E and subcategories D1, D1 + E, without prejudice to the provisions for the driving of such vehicles in Regulation (EEC) No 3820/85.

2. Member States may derogate from the minimum age requirements laid down for categories A, B and B + E and issue such driving licences from the age of 17 years, except in the case of the provisions for category A laid down in the last sentence of the first indent of paragraph 1 (b).

3. Member States may refuse to recognize the validity in their territory of driving licences issued to drivers under 18 years of age.

Article 7

1. Driving licences shall, moreover, be issued only to those applicants:

(a) who have passed a test of skills and behaviour and a theoretical test and who meet medical standards, in accordance with the provisions of Annexes II and III;

(b) who have their normal residence in the territory of the Member State issuing the licence, or can produce evidence that they have been studying there for at least six months.

2. Without prejudice to provisions to be adopted by the Council in this regard, each Member State shall retain the right to determine, on the basis of national criteria, the period of validity of the driving licences which it issues.

3. Member States may, with the agreement of the Commission, derogate from the provisions of Annex III where such derogations are compatible with the development of medical science and with the principles laid down in that Annex.

4. Without prejudice to national criminal and police laws, Member States may, after consulting the Commission, apply to the issue of driving licences the provisions of their national rules relating to conditions other than those referred to in this Directive.

5. No person may hold a driving licence from more than one Member State.

▼M3

Article 7a

1. A subdivision of the harmonized Community codes set out in Annexes I and Ia shall be defined in accordance with the procedure laid down in Article 7b, with particular reference to codes 04, 05, 44 and 55.

This procedure shall also be followed for deciding whether the use of certain subdivisions of harmonized Community codes should, if necessary, be made compulsory.

2. The amendments necessary to adapt the parts of Annexes I and Ia which concern the harmonized codes and Annexes II and III to scientific and technical progress shall be adopted in accordance with the procedures laid down in Article 7b.

▼M6

Article 7b

1. The Commission shall be assisted by a committee on driving licences, hereinafter referred to as 'the Committee'.

2. Where reference is made to this Article, Articles 5 and 7 of Decision 1999/468/EC (6) shall apply, having regard to the provisions of Article 8 thereof.

The period laid down in Article 5(6) of Decision 1999/468/EC shall be set at three months.

3. The Committee shall adopt its rules of procedure.

▼B

Article 8

1. Where the holder of a valid national driving licence issued by a Member State has taken up normal residence in another Member State, he may request that his driving licence be exchanged for an equivalent licence; it shall be for the Member State effecting the exchange to check, if necessary, whether the licence submitted is in fact still valid.

2. Subject to observance of the principle of territoriality of criminal and police laws, the Member States of normal residence may apply its national provisions on the restriction, suspension, withdrawal or cancellation of the right to drive to the holder of a driving licence issued by another Member State and, if necessary, exchange the licence for that purpose.

3. The Member State effecting the exchange shall return the old licence to the authorities of the Member State which issued it and give the reasons for so doing.

4. A Member State may refuse to recognize the validity of any driving licence issued by another Member State to a person who is, in the former State's territory, the subject of one of the measures referred to in paragraph 2.

A Member State may likewise refuse to issue a driving licence to an applicant who is the subject of such a measure in another Member State.

5. A replacement for a driving licence which has, for example, been lost or stolen may be obtained from the competent authorities of the State in which the holder has his normal

residence; those authorities shall provide the replacement on the basis of the information in their possession or, where appropriate, proof from the competent authorities of the Member States which issued the original licence.

6. Where a Member State exchanges a driving licence issued by a third country for a Community model driving licence, such exchange shall be recorded in the latter as shall any subsequent renewal or replacement.

Such an exchange may occur only if the licence issued by the third country has been surrendered to the competent authorities of the Member State making the exchange. If the holder of this licence transfers his normal residence to another Member State, the latter need not apply Article 1 (2).

Article 9

For the purpose of this Directive, 'normal' residence means the place where a person usually lives, that is for at least 185 days in each calendar year, because of personal and occupational ties, or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he is living.

However, the normal residence of a person whose occupational ties are in a different place from his personal ties and who consequently lives in turn in different places situated in two or more Member States shall be regarded as being the place of his personal ties, provided that such person returns there regularly. This last condition need not be met where the person is living in a Member State in order to carry out a task of a definite duration. Attendance at a university or school shall not imply transfer of normal residence.

Article 10

With the agreement of the Commission, Member States shall establish equivalences between the categories of licence issued before implementation of this Directive and those defined in Article 3.

With the agreement of the Commission, Member States may make to their national legislation such adjustments as are necessary for the purpose of implementing the provisions of Article 8 (4), (5) and (6).

Article 11

Five years after this Directive has been put into effect, the Council, acting on a proposal from the Commission, shall review the national provisions concerning any optional subcategories which may have been established in accordance with Article 3, with a view to their possible harmonization or elimination.

Article 12

1. After consulting the Commission, Member States shall, before 1 July 1994, adopt the laws, regulations or administrative provisions necessary to comply with this Directive as of 1 July 1996.
2. When Member States adopt these measures, they shall contain a reference to this Directive or shall be accompanied by such reference on the occasion of their official publication. The methods of making such a reference shall be laid down by the Member States.
3. The Member States shall assist one another in the implementation of this Directive and shall, if need be, exchange information on the licences they have registered.

Article 13

Directive 80/1263/EEC is hereby repealed as of 1 July 1996.

Article 14

This Directive is addressed to the Member States.

ANNEX I

PROVISIONS CONCERNING THE COMMUNITY MODEL DRIVING LICENCE

1. The colour of the Community model driving licence shall be pink and its overall dimensions shall be:
 - height : 106 mm;
 - width : 222 mm.
2. The licence shall consist of six pages:
page 1 shall contain:
 - the distinguishing sign of the Member State issuing the licence;
 - mention of the name of the Member State issuing the licence (optional);

▼M7

 - the distinguishing sign of the Member State issuing the licence, whose signs shall be as follows:

—	B : Belgium
	BG : Bulgaria
	CZ : The Czech Republic
	DK : Denmark
	D : Germany
	EST : Estonia
	GR : Greece
	E : Spain
	F : France
	IRL : Ireland

I	:	Italy
CY	:	Cyprus
LV	:	Latvia
LT	:	Lithuania
L	:	Luxembourg
H	:	Hungary
M	:	Malta
NL	:	The Netherlands
A	:	Austria
PL	:	Poland
P	:	Portugal
RO	:	Romania
SLO	:	Slovenia
SK	:	Slovakia
FIN	:	Finland
S	:	Sweden
UK	:	The United Kingdom

▼B

- the words ‘Driving licence’, printed in large type in the language or languages of the Member State issuing the licence; they shall appear, after a suitable space, in small type in the other languages of the European Communities;
- the words ‘European Communities model’, printed in the language or languages of the Member States issuing the licence;

page 2 shall contain:

1. the surname of the holder;
2. the other names of the holder;

3. the date and place of birth of the holder;
4. the name of the competent authority issuing the licence (including the place and date of issue and the stamp of the authority);
5. the number of the licence;
6. a photograph of the holder;
7. the signature of the holder;
8. the permanent place of residence, or postal address (optional);

pages 3 and 4 shall contain:

the (sub)categories of vehicle, the date of issue of the licence for the (sub)category, its period of validity, the stamp of the authority, any additional information or restrictions in code form for each (sub)category concerned.

Subcategories not provided for in the national legislation of a Member State may be omitted from driving licences issued by that Member State.

The codes used on page 4 shall be as follows:

▼M4

— codes 01 to 99: :
harmonised Community codes
DRIVER (Medical reasons)

01. Sight correction and/or protection

- 01.01Glasses
- 01.02Contact lense(s)
- 01.03Protective glass
- 01.04Opaque lense
- 01.05Eye cover
- 01.06Glasses or contact lenses

02. Hearing aid/communication aid

- 02.01Hearing aid for one ear
- 02.02Hearing aid for two ears

03. Prosthesis/orthosis for the limbs

- 03.01Upper limb prosthesis/orthosis
- 03.02Lower limb prosthesis/orthosis

05. Limited use (subcode use obligatory, driving subject to restrictions for medical reasons)

- 05.01Limited to day time journeys (for example: one hour after sunrise and one hour before sunset)
- 05.02Limited to journeys within a radius of ... km from holder's place of residence or only inside city/region ...

- 05.03Driving without passengers
- 05.04Limited to journeys with a speed not greater than ... km/h
- 05.05Driving authorised solely when accompanied by a holder of a driving licence
- 05.06Without trailer
- 05.07No driving on motorways
- 05.08No alcohol

VEHICLE ADAPTATIONS

10. Modified transmission

- 10.01Manual transmission

▼M9

- 10.02Vehicles without a clutch pedal (or lever operated manually for categories A or A1)

▼M4

- 10.03Electronically operated transmission
- 10.04Adjusted gear-shift lever
- 10.05Without secondary gearbox

15. Modified clutch

- 15.01Adjusted clutch pedal
- 15.02Manual clutch
- 15.03Automatic clutch
- 15.04Partitioning in front of/fold away/detached clutch pedal

20. Modifies braking systems

- 20.01Adjusted brake pedal
- 20.02Enlarged brake pedal
- 20.03Brake pedal suitable for use by left foot
- 20.04Brake pedal by sole
- 20.05Tilted brake pedal
- 20.06Manual (adapted) service brake
- 20.07Maximum use of reinforced service brake
- 20.08Maximum use of emergency brake integrated in the service brake
- 20.09Adjusted parking brake
- 20.10Electrically operated parking brake
- 20.11(Adjusted) foot operated parking brake
- 20.12Partitioning in front of/fold away/detached brake pedal

- 20.13 Brake operated by knee
- 20.14 Electrically operated service brake

25. Modified accelerator systems

- 25.01 Adjusted accelerator pedal
- 25.02 Accelerator pedal by sole
- 25.03 Tilted accelerator pedal
- 25.04 Manual accelerator
- 25.05 Accelerator at knee
- 25.06 Servo accelerator (electronic, pneumatic, etc.)
- 25.07 Accelerator pedal on the left of brake pedal
- 25.08 Accelerator pedal on the left
- 25.09 Partitioning in front of/fold away/detached accelerator pedal

30. Modified combined braking and accelerator systems

- 30.01 Parallel pedals
- 30.02 Pedals at (or almost at) the same level
- 30.03 Accelerator and brake with sliding
- 30.04 Accelerator and brake with sliding and orthesis
- 30.05 Fold away/detached accelerator and brake pedals
- 30.06 Raised floor
- 30.07 Partitioning on the side of the brake pedal
- 30.08 Partitioning for prosthesis on the side of the brake pedal
- 30.09 Partitioning in front of the accelerator and brake pedals
- 30.10 Heel/leg support
- 30.11 Electrically operated accelerator and brake

35. Modified control layouts

- 35.01 Control devices operable without negative influence on the steering and handling
- 35.02 Control devices operable without releasing the steering wheel and accessories (knob, fork, etc.)
- 35.03 Control devices operable without releasing the steering wheel and accessories (knob, fork, etc.) with the left hand
- 35.04 Control devices operable without releasing the steering wheel and accessories (knob, fork, etc.) with the right hand
- 35.05 Control devices operable without releasing the steering wheel and accessories (knob, fork, etc.) and the combined accelerator and braking mechanisms

40. Modified steering

- 40.01 Standard assisted steering
- 40.02 Reinforced assisted steering
- 40.03 Steering with backup system
- 40.04 Lengthened steering column
- 40.05 Adjusted steering wheel (Larger and/or thicker steering wheel section, reduced diameter steering wheel, etc.)
- 40.06 Tilted steering wheel
- 40.07 Vertical steering wheel
- 40.08 Horizontal steering wheel
- 40.09 Foot operated driving
- 40.10 Alternative adjusted steering (joy-stick, etc.)
- 40.11 Knob on the steering wheel
- 40.12 Hand orthesis on the steering wheel
- 40.13 With orthesis tenodesis

42. Modified rearview mirror(s)

- 42.01 External (left or) right-side rear-view mirror
- 42.02 External rear-view mirror set on the wing
- 42.03 Additional inside rear-view mirror permitting view of traffic
- 42.04 Panoramic inside rear-view mirror
- 42.05 Blind spot rear-view mirror
- 42.06 Electrically operated outside rear-view mirror(s)

43. Modified driver seat

- 43.01 Driver seat at a good viewing height and in normal distance from the steering wheel and the pedal
- 43.02 Driver seat adjusted to body shape
- 43.03 Driver seat with lateral support for good sitting stability
- 43.04 Driver seat with armrest
- 43.05 Lengthening of sliding driver's seat
- 43.06 Seat-belt adjustment
- 43.07 Harness-type seat-belt

44. Modifications to motorcycles (subcode use obligatory)

- 44.01 Single operated brake
- 44.02 (Adjusted) hand operated brake (front wheel)
- 44.03 (Adjusted) foot operated brake (back wheel)
- 44.04 (Adjusted) accelerator handle
- 44.05 (Adjusted) manual transmission and manual clutch

- 44.06(Adjusted) rear-view mirror(s)
- 44.07(Adjusted) commands (direction indicators, braking light, ...)
- 44.08Seat height allowing the driver, in sitting position, to have two feet on the road at the same time
- 45. Motorcycle with side-car only
- 50. Restricted to a specific vehicle/chassis number (vehicle identification number, VIN)
- 51. Restricted to a specific vehicle/registration plate (vehicle registration number, VRN)

ADMINISTRATIVE MATTERS

- 70. Exchange of licence No ... issued by ... (EU/UN distinguishing sign in the case of a third country; e.g: 70.0123456789.NL)
- 71. Duplicate of licence No ... (EU/UN distinguishing sign in the case of a third country; e.g: 71.987654321.HR)
- 72. Restricted to category A vehicles having a maximum cylinder capacity of 125 cc and maximum power of 11 KW (A1)
- 73. Restricted to category B vehicles of the motor tricycle or quadricycle type (B1)
- 74. Restricted to category C vehicles the maximum authorised mass of which does not exceed 7 500 kg (C1)
- 75. Restricted to category D vehicles with not more than 16 seats, excluding the driver's seat (D1)
- 76. Restricted to category C vehicles the maximum authorised mass of which does not exceed 7 500 kg (C1), attached to a trailer the maximum authorised mass of which exceeds 750 kg, provided that the maximum authorised mass of the vehicle train thus formed does not exceed 12 000 kg, and that the maximum authorised mass of the trailer does not exceed the unladen mass of the drawing vehicle (C1+E)
- 77. Restricted to category D vehicles with not more than 16 passenger seats, excluding the driver's seat (D1), attached to a trailer the maximum authorised mass of which exceeds 750 kg provided that (a) the maximum authorised mass of the vehicle train thus formed does not exceed 12 000 kg and the maximum authorised mass of the trailer does not exceed the unladen mass of the drawing vehicle and (b) the trailer is not used to carry

passengers (D1+E)

▼M9

78.

Valid only for vehicles without a clutch pedal (or lever operated manually for categories A or A1)

▼M4

79.

(...) Restricted to vehicles which comply with the specifications indicated in brackets, in the context of the application of Article 10(1) of the Directive

90.01:to the left

90.02:to the right

90.03:left

90.04:right

90.05:hand

90.06:foot

90.07:usable

▼M5

95.

Driver holding a CPC complying with the obligation of professional competence referred to in Article 3 until ... (e.g. 95.01.01.2012)

▼B

— codes 100 and above : national codes valid only for driving in the territory of the State which issued the licence.

The date of first issue of the licence for each category must be transferred to page 3 in the event of subsequent replacement or exchange;

page 5 may contain information such as:

- any periods during which the driving licence has been suspended,
- serious offences committed in the territory of the State of normal residence and taken into account in the procedure for monitoring drivers which obtains in that State;

page 6 shall contain:

- validations restricted to the territory of the State which granted them on grounds of equivalents or for categories of vehicles not covered by this Directive (including dates of issue and periods of validity),
- spaces reserved for (optional) entry of changes in the holder's normal residence.

3. The entries on pages other than page 1 shall be in the language(s) of the Member States which issued the licence.

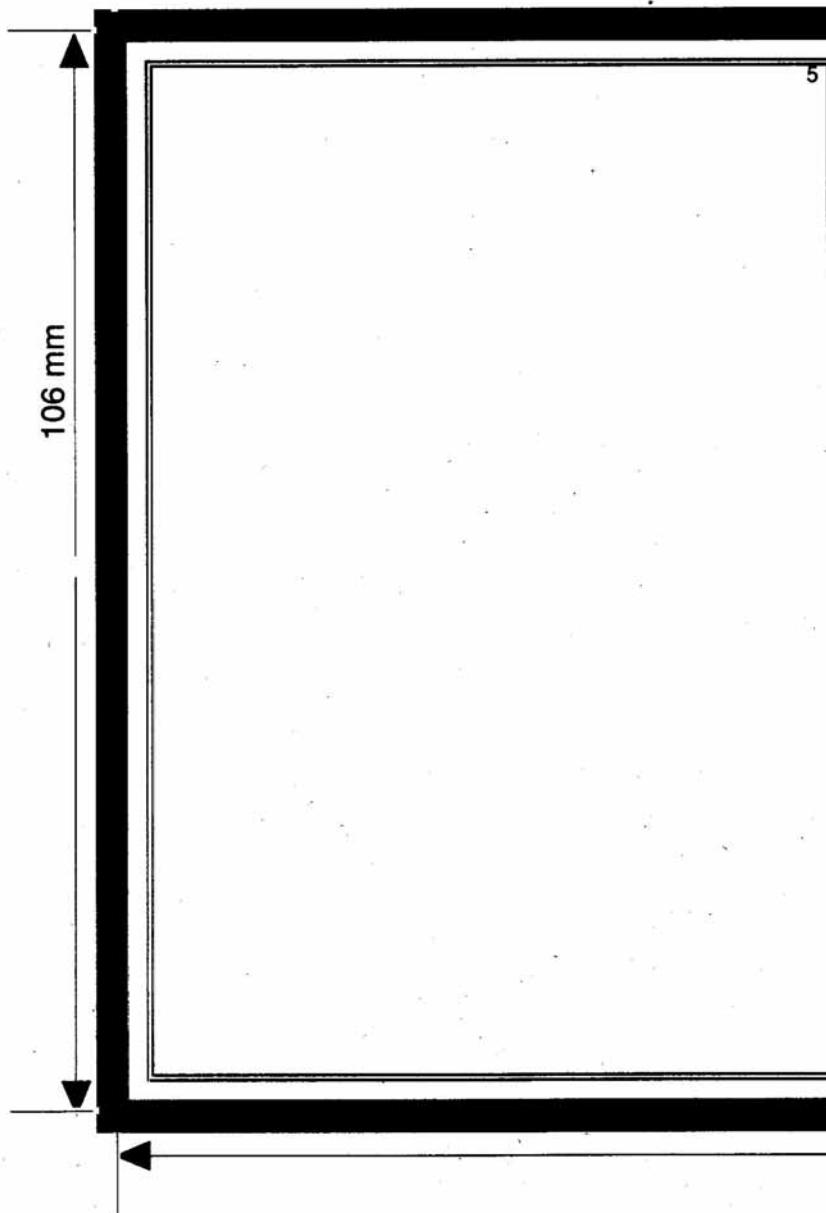
▼M7

If a Member State wishes to make those entries in a national language other than one of the following languages: Bulgarian, Spanish, Czech, Danish, German, Estonian, Greek, English, French, Italian, Latvian, Lithuanian, Hungarian, Maltese, Dutch, Polish, Portuguese, Romanian, Slovak, Slovenian, Finnish or Swedish, it will draw up a bilingual version of the licence using one of the aforementioned languages, without prejudice to the other provisions of this Annex.

▼B

4. Where the holder of a driving licence issued by a Member State has taken up normal residence in another Member State, the latter may indicate:
 - change(s) of residence on page 6,
 - information essential for administrative purposes such as serious offences committed in its territory, on page 5,provided that it also enters this type of information in the licences which it issues and that there is a space available for that purpose.

By way of derogation from point 2 of this Annex, driving licences issued by the United Kingdom shall not be required to include a photograph of the holder for a maximum period of ten years following the adoption of this Directive.



CATEGORIES OF VEHICLE FOR WHICH THE LICENCE IS VALID NATIONALLY			
CAT	FROM	UNTIL	INFORMATION

CHANGES IN PLACE OF RESIDENCE

MODEL COMMUNITY DRIVING LICENCE

1. SURNAME:	
<hr/>	
2. OTHER NAMES:	
<hr/>	
3. DATE AND PLACE OF BIRTH:	
<hr/>	
4. ISSUED BY:	6. PHOTO
<hr/> ON: AT: <hr/>	
5. NUMBER:	
(8. RESIDENCE)	7. SIGNATURE OF HOLDER:

106 mm

CATEGORIES OF VEHICLES FOR WHICH THE LICENCE IS VALID		FROM
A	A1	$\leq 125\text{cc}$ $\leq 11\text{kW}$
	A	$\leq 25\text{kW}$ $\leq 0,16\text{kW/kg}$
B	B1	
	B	$\leq 3500\text{kg}$ $\leq(1+8\text{p})$
C	C1	$\leq 7500\text{kg}$
	C	
D	D1	$\leq(1+16\text{p})$
	D	
E	B	
	C1	$\leq 12000\text{kg}$
C	C	
	D1	$\leq 12000\text{kg}$
D	D	

→

222 mm

KONINKRIJK BELGIE



RIJBEWIJS

Permiso de Conducción

Kørekort

Führerschein

Αδεια οδήγησης

Driving Licence

Permis de conduire

Ceadúnas Tiomána

Patente di guida

Carta de Condução

Model van de
EUROPESE GEMEENSCHAPPEN

ROYAUME DE BELGIQUE



PERMIS DE CONDUITE

Permiso de Conducción

Kørekort

Führerschein

Αδεια οδήγησης

Driving Licence

Ceadúnas Tiomána

Patente di guida

Rijbewijs

Carta de Condução

Modèle des
COMMUNAUTES EUROPÉENNES

SPECIMEN COMMUNITY MODEL LICENCE: BELGIAN LICENCE

(for information)

▼ M2

ANNEX Ia

PROVISIONS CONCERNING THE COMMUNITY MODEL DRIVING LICENCE

(Alternative to the model in Annex I)

1. The physical characteristics of the card of the Community model driving licence shall be in accordance with ISO 7810 and ISO 7816-1.

Methods for testing the characteristics of driving licences for the purpose of confirming their compliance with the international standards shall be in accordance with ISO 10373.

2. The licence shall have two sides.

Page 1 shall contain:

- i) the words 'Driving Licence' printed in large type in the language or languages of the Member State issuing the licence;

o) the name of the Member State issuing the licence (optional);

▼M7

o) the distinguishing sign of the Member State issuing the licence, printed in negative in a blue rectangle and encircled by twelve yellow stars; the distinguishing signs shall be as follows:

B : Belgium

BG : Bulgaria

CZ : The Czech Republic

DK : Denmark

D : Germany

EST : Estonia

GR : Greece

E : Spain

F : France

IRL : Ireland

I : Italy

CY : Cyprus

LV : Latvia

LT : Lithuania

L : Luxembourg

H : Hungary

M : Malta

NL : The Netherlands

A : Austria

PL : Poland

P : Portugal

RO : Romania

SLO : Slovenia

SK : Slovakia

FIN : Finland

S : Sweden

UK : The United Kingdom;

▼M2

i) information specific to the licence issued, numbered as follows:

1. surname of the holder;
2. other name(s) of the holder;
3. date and place of birth;
4.
 - i) date of issue of the licence;
 -) date of expiry of the licence, or a dash if the licence is valid indefinitely;
 -) the name of the issuing authority (may be printed on page 2);
- i) a different number from the one under heading 5, for administrative purposes (optional);
5. number of the licence;
6. photograph of the holder;
7. signature of the holder;
8. permanent place of residence, or postal address (optional);
9. (sub)category(ies) of vehicle(s) the holder is entitled to drive (national categories shall be printed in a different type from harmonized categories);

▼M7

) the words ‘European Communities model’ in the language(s) of the Member State issuing the licence and the words ‘Driving Licence’ in the other languages of the Community, printed in pink to form the background of the licence:

видетелство за управление на МПС

permiso de Conducción

idičský průkaz

ørekort

ührerschein

vhiluba

δεια Οδήγησης
Driving Licence
permis de conduire
eadúnas Tiomána
atente di guida
adītāja apliečība
airuotojo pažymėjimas
ezetői engedély
icenzja tas-Sewqan
ijbewijs
rawo Jazdy
arta de Condução
permis de conducere
odičský preukaz
ozniško dovoljenje
jokortti
örkort;

▼ M2

) Colour references:

— blue : pantone reflex blue,

— yellow : pantone yellow.

Page 2 shall contain:

- i)
9. (sub)category(ies) of vehicle(s) the holder is entitled to drive (national categories shall be printed in a different type from harmonized categories);
0. date of first issue of each (sub)category (this date must be repeated on the new licence in the event of subsequent replacement or exchange);
 1. date of expiry of each (sub)category;
 2. additional information/restriction(s), in code form, facing the (sub)category affected.
Codes shall be as follows:

■ M4

— codes 01 to 99: :
harmonised Community codes

DRIVER (Medical reasons)

01. Sight correction and/or protection

- 01.01Glasses
- 01.02Contact lense(s)
- 01.03Protective glass
- 01.04Opaque lense
- 01.05Eye cover
- 01.06Glasses or contact lenses

02. Hearing aid/communication aid

- 02.01Hearing aid for one ear
- 02.02Hearing aid for two ears

03. Prosthesis/orthosis for the limbs

- 03.01Upper limb prosthesis/orthosis
- 03.02Lower limb prosthesis/orthosis

05. Limited use (subcode use obligatory, driving subject to restrictions for medical reasons)

- 05.01Limited to day time journeys (for example: one hour after sunrise and one hour before sunset)
- 05.02Limited to journeys within a radius of ... km from holder's place of residence or only inside city/region ...
- 05.03Driving without passengers
- 05.04Limited to journeys with a speed not greater than ... km/h
- 05.05Driving authorised solely when accompanied by a holder of a driving licence
- 05.06Without trailer
- 05.07No driving on motorways
- 05.08No alcohol

VEHICLE ADAPTATIONS

10. Modified transmission

- 10.01Manual transmission

▼M9

- 10.02Vehicles without a clutch pedal (or lever operated manually for categories A or A1)

▼M4

- 10.03Electronically operated transmission
- 10.04Adjusted gear-shift lever
- 10.05Without secondary gearbox

15. Modified clutch

- 15.01Adjusted clutch pedal

- 15.02 Manual clutch
- 15.03 Automatic clutch
- 15.04 Partitioning in front of/fold away/detached clutch pedal

20. Modifies braking systems

- 20.01 Adjusted brake pedal
- 20.02 Enlarged brake pedal
- 20.03 Brake pedal suitable for use by left foot
- 20.04 Brake pedal by sole
- 20.05 Tilted brake pedal
- 20.06 Manual (adapted) service brake
- 20.07 Maximum use of reinforced service brake
- 20.08 Maximum use of emergency brake integrated in the service brake
- 20.09 Adjusted parking brake
- 20.10 Electrically operated parking brake
- 20.11 (Adjusted) foot operated parking brake
- 20.12 Partitioning in front of/fold away/detached brake pedal
- 20.13 Brake operated by knee
- 20.14 Electrically operated service brake

25. Modified accelerator systems

- 25.01 Adjusted accelerator pedal
- 25.02 Accelerator pedal by sole
- 25.03 Tilted accelerator pedal
- 25.04 Manual accelerator
- 25.05 Accelerator at knee
- 25.06 Servo accelerator (electronic, pneumatic, etc.)
- 25.07 Accelerator pedal on the left of brake pedal
- 25.08 Accelerator pedal on the left
- 25.09 Partitioning in front of/fold away/detached accelerator pedal

30. Modified combined braking and accelerator systems

- 30.01 Parallel pedals
- 30.02 Pedals at (or almost at) the same level
- 30.03 Accelerator and brake with sliding
- 30.04 Accelerator and brake with sliding and orthesis
- 30.05 Fold away/detached accelerator and brake pedals
- 30.06 Raised floor

- 30.07 Partitioning on the side of the brake pedal
- 30.08 Partitioning for prosthesis on the side of the brake pedal
- 30.09 Partitioning in front of the accelerator and brake pedals
- 30.10 Heel/leg support
- 30.11 Electrically operated accelerator and brake

35. Modified control layouts

- 35.01 Control devices operable without negative influence on the steering and handling
- 35.02 Control devices operable without releasing the steering wheel and accessories (knob, fork, etc.)
- 35.03 Control devices operable without releasing the steering wheel and accessories (knob, fork, etc.) with the left hand
- 35.04 Control devices operable without releasing the steering wheel and accessories (knob, fork, etc.) with the right hand
- 35.05 Control devices operable without releasing the steering wheel and accessories (knob, fork, etc.) and the combined accelerator and braking mechanisms

40. Modified steering

- 40.01 Standard assisted steering
- 40.02 Reinforced assisted steering
- 40.03 Steering with backup system
- 40.04 Lengthened steering column
- 40.05 Adjusted steering wheel (Larger and/or thicker steering wheel section, reduced diameter steering wheel, etc.)
- 40.06 Tilted steering wheel
- 40.07 Vertical steering wheel
- 40.08 Horizontal steering wheel
- 40.09 Foot operated driving
- 40.10 Alternative adjusted steering (joy-stick, etc.)
- 40.11 Knob on the steering wheel
- 40.12 Hand orthosis on the steering wheel
- 40.13 With orthosis tenodesis

42. Modified rearview mirror(s)

- 42.01 External (left or) right-side rear-view mirror
- 42.02 External rear-view mirror set on the wing
- 42.03 Additional inside rear-view mirror permitting view of traffic
- 42.04 Panoramic inside rear-view mirror
- 42.05 Blind spot rear-view mirror

42.06Electrically operated outside rear-view mirror(s)

43. Modified driver seat

43.01Driver seat at a good viewing height and in normal distance from the steering wheel and the pedal

43.02Driver seat adjusted to body shape

43.03Driver seat with lateral support for good sitting stability

43.04Driver seat with armrest

43.05Lengthening of sliding driver's seat

43.06Seat-belt adjustment

43.07Harness-type seat-belt

44. Modifications to motorcycles (subcode use obligatory)

44.01Single operated brake

44.02(Adjusted) hand operated brake (front wheel)

44.03(Adjusted) foot operated brake (back wheel)

44.04(Adjusted) accelerator handle

44.05(Adjusted) manual transmission and manual clutch

44.06(Adjusted) rear-view mirror(s)

44.07(Adjusted) commands (direction indicators, braking light, ...)

44.08Seat height allowing the driver, in sitting position, to have two feet on the road at the same time

45. Motorcycle with side-car only

50. Restricted to a specific vehicle/chassis number (vehicle identification number, VIN)

51. Restricted to a specific vehicle/registration plate (vehicle registration number, VRN)

ADMINISTRATIVE MATTERS

70. Exchange of licence No ... issued by ... (EU/UN distinguishing sign in the case of a third country; e.g: 70.0123456789.NL)

71. Duplicate of licence No ... (EU/UN distinguishing sign in the case of a third country; e.g: 71.987654321.HR)

72. Restricted to category A vehicles having a maximum cylinder capacity of 125 cc and maximum power of 11 KW (A1)

73. Restricted to category B vehicles of the motor tricycle or quadricycle type (B1)

74. Restricted to category C vehicles the maximum authorised mass of which does not exceed 7 500 kg (C1)
75. Restricted to category D vehicles with not more than 16 seats, excluding the driver's seat (D1)
76. Restricted to category C vehicles the maximum authorised mass of which does not exceed 7 500 kg (C1), attached to a trailer the maximum authorised mass of which exceeds 750 kg, provided that the maximum authorised mass of the vehicle train thus formed does not exceed 12 000 kg, and that the maximum authorised mass of the trailer does not exceed the unladen mass of the drawing vehicle (C1+E)
77. Restricted to category D vehicles with not more than 16 passenger seats, excluding the driver's seat (D1), attached to a trailer the maximum authorised mass of which exceeds 750 kg provided that (a) the maximum authorised mass of the vehicle train thus formed does not exceed 12 000 kg and the maximum authorised mass of the trailer does not exceed the unladen mass of the drawing vehicle and (b) the trailer is not used to carry passengers (D1+E)

▼M9

78. Valid only for vehicles without a clutch pedal (or lever operated manually for categories A or A1)

▼M4

79. (...) Restricted to vehicles which comply with the specifications indicated in brackets, in the context of the application of Article 10(1) of the Directive

90.01:to the left
90.02:to the right
90.03:left
90.04:right
90.05:hand
90.06:foot
90.07:usable

▼M5

95. Driver holding a CPC complying with the obligation of professional competence referred to in Article 3 until ... (e.g. 95. 01.01.2012)

'M2

— codes 100 and above : national codes valid only for driving in the territory

of the Member State which issued the licence.

ere a code applies to all (sub)categories for which the licence is issued, it may be printed under columns 9, 10 and 11;

3. in implementation of paragraph 3 (a) of this Annex, a space reserved for the possible entry by the host Member State of information essential for administering the licence;
 4. a space reserved for the possible entry by the Member State which issues the licence of information essential for administering the licence or related to road safety (optional). If the information relates to one of the headings defined in this Annex, it should be preceded by the number of the heading in question.
- h the specific written agreement of the holder, information which is not related to the administration of the driving licence or road safety may also be added in this space; such addition shall not alter in any way the use of the model as a driving licence.
-) an explanation of the numbered items which appear on pages 1 and 2 of the licence (at least items 1, 2, 3, 4 (a), 4 (b), 4 (c), 5, 10, 11 and 12).

Member State wishes to make the entries in a national language other than one of the following languages: Bulgarian, Spanish, Czech, Danish, German, Estonian, Greek, English, French, Italian, Latvian, Lithuanian, Hungarian, Maltese, Dutch, Polish, Portuguese, Romanian, Slovak, Slovenian, Finnish or Swedish it will draw up a bilingual version of the licence using one of the aforementioned languages, without prejudice to the other provisions of this Annex.

-) a space shall be reserved on the Community model licence to allow for the possible introduction of a microchip or similar computer device.

3. Special provisions

- i) Where the holder of a driving licence issued by a Member State in accordance with this Annex has his normal place of residence in another Member State, that Member State may enter in the licence such information as is essential for administering it, provided that it also enters this type of information in the licences which it issues and provided that there remains enough space for the purpose.
- j) After consulting the Commission, Member States may add colours or markings, such as bar codes, national symbols and security features, without prejudice to the other provisions of this Annex.

In the context of mutual recognition of licences, the bar code may not contain information other than what can already be read on the driving licence or which is essential to the process of issuing the licence.

**DRIVING LICENCE****MEMBER STATE**

- 1.
 - 2.
 - 3.
 - 4a. 4c.
 - 4b. 4d.
 - 5.
 - 7.
- (8.)

6. PHOTO

9.

Page 1

13.

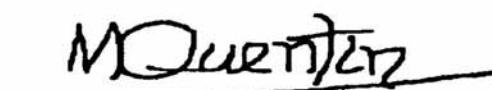
(14.)

9.	10.	11.	12.
A1			
A			
B1			
B			
C1			
C			
D1			
D			
BE			
C1E			
CE			
D1E			
DE			

1. Surname 2. Name 3. Date and place
of birth 4a. Licence issuing date
4b. Administrative expiry date
4c. Issuing authority
5. Licence number
8. Address 9. Category
10. Category issuing date
11. Category expiry
12. Restrictions

Page 2

 6. FOTO	RIJBEWIJS 1. Steven 2. Anne-Marie M.E. 3. 01.04.73 D-53170 Bonn 4a. 01.07.96 4c. B-9000 Gent 4b. 30.06.06 5. DA 003 360 7.  9. <input type="checkbox"/> A <input type="checkbox"/> B	KONINKRIJK BELGIE
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 6. PHOTO	PERMIS DE CONDUIRE ROYAUME DE BELGIQUE 1. Quentin 2. Maria N.E. 3. 01.04.73 B-7000 Mons 4a. 01.07.96 4c. B-1180 Uccle 4b. 30.06.06 5. DA 003 361 7.  9. <input type="checkbox"/> A <input type="checkbox"/> B
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▼M4

ANNEX II

I. MINIMUM REQUIREMENTS FOR DRIVING TESTS

Member States shall take the necessary measures to ensure that applicants for driving licences possess the knowledge and skills and exhibit the behaviour required for driving a motor vehicle. The tests introduced to this effect must consist of:

- a theory test, and then
- a test of skills and behaviour.

The conditions under which these tests shall be conducted are set out below.

A. THEORY TEST

1. Form

The form chosen shall be such as to make sure that the applicant has the required knowledge of the subjects listed on points 2 to 4.

Any applicant for a licence in one category who has passed a theory test for a licence in a different category may be exempt from the common provisions of points 2 to 4.

2. Content of the theory test concerning all vehicle categories

2.1. Questions must be asked on each of the points listed below, the content and form of the questions being left to the discretion of each Member State:

. Road traffic regulations:

- in particular as regards road signs, markings and signals, rights of way and speed limits;

. The driver:

- importance of alertness and of attitude to other road users,
- perception, judgement and decision-taking, especially reaction time, as well as changes in driving behaviour due to the influence of alcohol, drugs and medicinal products, state of mind and fatigue;

. The road:

- the most important principles concerning the observance of a safe distance between vehicles, braking distances and roadholding under various weather and road conditions,
- driving risk factors related to various road conditions, in particular as they change with the weather and the time of day or night,
- characteristics of various types of road and the related statutory requirements,

2

- safe driving in road tunnels;

4

. Other road users:

- specific risk factors related to the lack of experience of other road users and the most vulnerable categories of users such as children, pedestrians, cyclists and people whose mobility is reduced,
- risks involved in the movement and driving of various types of vehicles and of the different fields of view of their drivers;

. General rules and regulations and other matters:

- rules concerning the administrative documents required for the use of vehicles,
- general rules specifying how the driver must behave in the event of an accident (setting warning devices and raising the alarm) and the measures which he can take to assist road accident victims where necessary,
- safety factors relating to the vehicle, the load and persons carried;

. Precautions necessary when alighting from the vehicle;

- . Mechanical aspects with a bearing on road safety; applicants must be able to detect the most common faults, in particular in the steering, suspension and braking systems, tyres, lights and direction indicators, reflectors, rear-view mirrors, windscreen and wipers, the exhaust system, seat-belts and the audible warning device;
- . Vehicle safety equipment and, in particular, the use of seat-belts, head restraints and child safety equipment;
- . Rules regarding vehicle use in relation to the environment (appropriate use of audible warning devices, moderate fuel consumption, limitation of pollutant emissions, etc.).

3. Specific provisions concerning categories A and A1

3.1. Compulsory check of general knowledge on:

- . Use of protective outfit such as gloves, boots, clothes and safety helmet;
- . Visibility of motorcycle riders for other road users;
- . Risk factors related to various road conditions as laid down above with additional attention to slippery parts such as drain covers, road markings such as lines and arrows, tram rails;
- . Mechanical aspects with a bearing on road safety as laid down above with additional attention to the emergency stop switch, the oil levels and the chain.

4. Specific provisions concerning categories C, C+E, C1, C1+E, D, D+E, D1 and D1+E

4.1. Compulsory check of general knowledge on:

Rules on driving hours and rest periods as defined by Council Regulation (EEC) No 3820/85 (7); use of the recording equipment as defined by Council Regulation (EEC) No 3821/85 (8),

Rules concerning the type of transport concerned: goods or passengers;

Vehicle and transport documents required for the national and international carriage of goods and passengers;

How to behave in the event of an accident; knowledge of measures to be taken after an accident or similar occurrence, including emergency action such as evacuation of passengers and basic knowledge of first aid;

The precautions to be taken during the removal and replacement of wheels;

Rules on vehicle weights and dimensions; rules on speed limiters;

Obstruction of the field of view caused by the characteristics of their vehicles;

Reading a road map, route planning, including the use of electronic navigation systems (optional);

Safety factors relating to vehicle loading: controlling the load (stowing and fastening), difficulties with different kinds of load (e.g. liquids, hanging loads, ...), loading and unloading goods and the use of loading equipment (categories C, C+E, C1, C1+E only);

. The driver's responsibility in respect to the carriage of passengers; comfort and safety of passengers; transport of children; necessary checks before driving away; all sorts of buses should be part of the theory test (public service buses and coaches, buses with

special dimensions, ...) (categories D, D+E, D1, D1+E only).

- 4.2. Compulsory check of general knowledge on the following additional provisions concerning categories C, C+E, D and D+E:
- . The principles of the construction and functioning of: internal combustion engines, fluids (e.g. engine oil, coolant, washer fluid), the fuel system, the electrical system, the ignition system, the transmission system (clutch, gearbox, etc.);
 - . Lubrication and antifreeze protection;
 - . The principles of the construction, the fitting, correct use and care of tyres;
 - . The principles of the types, operation, main parts, connection, use and day-to-day maintenance of brake fittings and speed governors, and use of anti-lock brakes;
 - . The principles of the types, operation, main parts, connection, use and day-to-day maintenance of coupling systems (categories C+E, D+E only);
 - . Methods of locating causes of breakdowns;
 - . Preventive maintenance of vehicles and necessary running repairs;
 - . The driver's responsibility in respect of the receipt, carriage and delivery of goods in accordance with the agreed conditions (categories C, C+E only).

B. TEST OF SKILLS AND BEHAVIOUR

5. The vehicle and its equipment

- 5.1. The driving of a vehicle with manual transmission shall be subject to the passing of a skills and behaviour test taken on a vehicle with manual transmission.

▼ M9

If an applicant takes the test of skills and behaviour on a vehicle without a clutch pedal (or lever operated manually for categories A and A1) this shall be recorded on any licence issued on the basis of such a test. Licences with this indication shall be valid only for driving vehicles without a clutch pedal (or lever operated manually for categories A or A1).

'Vehicle with automatic transmission' means a vehicle in which no clutch pedal (or lever operated manually for categories A or A1) is present.

▼ M4

- 5.2. The vehicles used in tests of skills and behaviour shall comply with the minimum criteria given below. Member States may make provisions for more stringent criteria or add others.

Category A:

- Progressive access (first clause of the first indent of Article 6(1)(b)): a motorcycle without sidecar with a cubic capacity of over 120 cm³, capable of a speed of at least 100 km/h;
- Direct access (second clause of the first indent of Article 6(1)(b)): a motorcycle without sidecar with an engine-power of at least 35 kW;

Subcategory A1:

A motorcycle without sidecar with a cubic capacity of at least 75 cm³;

Category B:

A four-wheeled category B vehicle capable of a speed of at least 100 km/h;

Category B+E:

A combination, made up of a category B test vehicle and a trailer with a maximum authorised mass of at least 1 000 kilograms, capable of a speed of at least 100 km/h, which does not fall within category B; the cargo compartment of the trailer shall consist of a closed box body which is at least as wide and as high as the motor vehicle; the closed box body may also be slightly less wide than the motor vehicle provided that the view to the rear is only possible by use of the external rear-view mirrors of the motor vehicle; the trailer shall be presented with a minimum of 800 kilograms real total mass;

Subcategory B1:

A motor-powered tricycle or quadricycle capable of a speed of at least 60 km/h;

Category C:

A category C vehicle with a maximum authorised mass of at least 12 000 kilograms, a length of at least eight metres, a width of at least 2,40 metres and capable of a speed of at least 80 km/h; fitted with anti-lock brakes, equipped with a gearbox having at least eight forward ratios and recording equipment as defined by Regulation (EEC) No 3821/85; the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab; the vehicle shall be presented with a minimum of 10 000 kilograms real total mass;

Category C+E:

either an articulated vehicle or a combination of a category C test vehicle and a trailer of at least 7,5 metres in length; both the articulated vehicle and the combination shall have a maximum authorised mass of at least 20 000 kilograms, a length of at least 14 metres and a width of at least 2,40 metres, shall be capable of a speed of at least 80 km/h, fitted with anti-lock brakes, equipped with a gearbox having at least eight forward ratios and with recording equipment as defined by Regulation (EEC) No 3821/85; the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab; both the articulated vehicle and the combination shall be presented with a minimum of 15 000 kilograms real total mass;

Subcategory C1:

A subcategory C1 vehicle with a maximum authorised mass of at least 4 000 kilograms, with a length of at least five metres and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EEC) No 3821/85; the cargo compartment shall consist of a closed box body which is at least as wide and as high as the cab;

Subcategory C1 + E:

A combination made up of a subcategory C1 test vehicle and a trailer with a maximum authorised mass of at least 1 250 kilograms; this combination shall be at least eight metres in length and capable of a speed of at least 80 km/h; the cargo compartment of the trailer shall consist of a closed box body which is at least as wide and as high as the cab; the closed box body may also be slightly less wide than the cab provided that the view to the rear is only possible by use of the external rear-

view mirrors of the motor vehicle; the trailer shall be presented with a minimum of 800 kilograms real total mass;

Category D:

A category D vehicle with a length of at least 10 metres, a width of at least 2,40 metres and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EEC) No 3821/85;

Category D+E:

A combination made up of a category D test vehicle and a trailer with a maximum authorised mass of at least 1 250 kilograms, a width of at least 2,40 metres and capable of a speed of at least 80 km/h; the cargo compartment of the trailer shall consist of a closed box body which is at least two metres wide and two metres high; the trailer shall be presented with a minimum of 800 kilograms real total mass;

Subcategory D1:

A subcategory D 1 vehicle with a maximum authorised mass of at least 4 000 kilograms, with a length of at least five metres and capable of a speed of at least 80 km/h; fitted with anti-lock brakes and equipped with recording equipment as defined by Regulation (EEC) No 3821/85;

Subcategory D1+E:

A combination made up of a subcategory D1 test vehicle and a trailer with a maximum authorised mass of at least 1 250 kilograms and capable of a speed of at least 80 km/h; the cargo compartment of the trailer shall consist of a closed box body which is at least two metres wide and two metres high; the trailer shall be presented with a minimum of 800 kilograms real total mass;

▼M9

Testing vehicles for categories B+E, C, C+E, C1, C1+E, D, D+E, D1 and D1+E which are not in conformity with the minimum criteria given above but which were in use on or before the date specified in Article 3 of Commission Directive 2008/65/EC (9), may still be used until 30 September 2013. The requirements related to the load to be carried by these vehicles may be implemented by Member States up to 30 September 2013.

▼M4

6. Skills and behaviour to be tested concerning categories A and A1

6.1. Preparation and technical check of the vehicle with a bearing on road safety

Applicants must demonstrate that they are capable of preparing to ride safely by satisfying the following requirements:

6.1.1. Adjust the protective outfit, such as gloves, boots, clothes and safety helmet;

6.1.2. Perform a random check on the condition of the tyres, brakes, steering, emergency stop switch (if applicable), chain, oil levels, lights, reflectors, direction indicators and audible warning device.

6.2. Special manoeuvres to be tested with a bearing on road safety

6.2.1. Putting the motorcycle on and off its stand and moving it, without the

aid of the engine, by walking alongside the vehicle;

- 6.2.2. Parking the motorcycle on its stand;
- 6.2.3. At least two manoeuvres to be executed at slow speed, including a slalom; this should allow competence to be assessed in handling of the clutch in combination with the brake, balance, vision direction and position on the motorcycle and the position of the feet on the foot rests;
- 6.2.4. At least two manoeuvres to be executed at higher speed, of which one manoeuvre in second or third gear, at least 30 km/h and one manoeuvre avoiding an obstacle at a minimum speed of 50 km/h; this should allow competence to be assessed in the position on the motorcycle, vision direction, balance, steering technique and technique of changing gears;
- 6.2.5. Braking: at least two braking exercises shall be executed, including an emergency brake at a minimum speed of 50 km/h; this should allow competence to be assessed in handling of the front and rear brake, vision direction and the position on the motorcycle.

The special manoeuvres mentioned under points 6.2.3 to 6.2.5 have to be implemented at the latest ►M9 by 30 September 2008 ◀ .

6.3. Behaviour in traffic

Applicants must perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:

- . Riding away: after parking, after a stop in traffic; exiting a driveway;
- . Riding on straight roads; passing oncoming vehicles, including in confined spaces;
- . Riding round bends;
- . Crossroads: approaching and crossing of intersections and junctions;
- . Changing direction: left and right turns; changing lanes;
- . Approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;
- . Overtaking/passing: overtaking other traffic (if possible); riding alongside obstacles, e.g. parked cars; being overtaken by other traffic (if appropriate);
- . Special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; ►M9 tunnels; ◀
- . Taking the necessary precautions when getting off the vehicle.

7. Skills and behaviour to be tested concerning categories B, B1 and B+E

7.1. Preparation and technical check of the vehicle with a bearing on road safety

Applicants must demonstrate that they are capable of preparing to drive safely by satisfying the following requirements:

- . Adjusting the seat as necessary to obtain a correct seated position;
- . Adjusting rear-view mirrors, seat belts and head restraints if available;
- . Checking that the doors are closed;
- . Performing a random check on the condition of the tyres, steering, brakes, fluids (e.g. engine oil, coolant, washer fluid), lights, reflectors, direction indicators and audible warning device;
- . Checking the safety factors relating to vehicle loading: body, sheets, cargo doors, cabin locking, way of loading, securing load (category B+E only);
- . Checking the coupling mechanism and the brake and electrical connections (category B+E only);

7.2.

Categories B and B1: special manoeuvres to be tested with a bearing on road safety

A selection of the following manoeuvres shall be tested (at least two manoeuvres for the four points, including one in reverse gear):

- . Reversing in a straight line or reversing right or left round a corner while keeping within the correct traffic lane;
- . Turning the vehicle to face the opposite way, using forward and reverse gears;
- . Parking the vehicle and leaving a parking space (parallel, oblique or right-angle, forwards or in reverse, on the flat, uphill or downhill);
- . Braking accurately to a stop; however, performing an emergency stop is optional.

7.3.

Category B+E: special manoeuvres to be tested with a bearing on road safety

- . Coupling and uncoupling, or uncoupling and re-coupling a trailer from its motor vehicle; the manoeuvre must involve the towing vehicle being parked alongside the trailer (i.e. not in one line);
- . Reversing along a curve, the line of which shall be left to the discretion of the Member States;
- . Parking safely for loading/unloading.

7.4.

Behaviour in traffic

Applicants must perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:

- . Driving away: after parking, after a stop in traffic; exiting a driveway;
- . Driving on straight roads; passing oncoming vehicles, including in confined spaces;
- . Driving round bends;
- . Crossroads: approaching and crossing of intersections and junctions;
- . Changing direction: left and right turns; changing lanes;
- . Approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;
- . Overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, e.g. parked cars; being overtaken by other traffic (if appropriate);

- . Special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; driving up-/downhill on long slopes; ►M9 tunnels; ◀
- . Taking the necessary precautions when alighting from the vehicle.

8. Skills and behaviour to be tested concerning categories C, C+E, C1, C1+E, D, D+E, D1 and D1+E

8.1. Preparation and technical check of the vehicle with a bearing on road safety

Applicants must demonstrate that they are capable of preparing to drive safely by satisfying the following requirements:

- . Adjusting the seat as necessary to obtain a correct seated position;
- . Adjusting rear-view mirrors, seat belts and head restraints if available;
- . Random checks on the condition of the tyres, steering, brakes, lights, reflectors, direction indicators and audible warning device;
- . Checking the power-assisted braking and steering systems; checking the condition of the wheels, wheelnuts, mudguards, windscreens, windows and wipers, fluids (e.g. engine oil, coolant, washer fluid); checking and using the instrument panel including the recording equipment as defined in Regulation (EEC) No 3821/85;
- . Checking the air pressure, air tanks and the suspension;
- . Checking the safety factors relating to vehicle loading: body, sheets, cargo doors, loading mechanism (if available), cabin locking (if available), way of loading, securing load (categories C, C+E, C1, C1+E only);
- . Checking the coupling mechanism and the brake and electrical connections (categories C+E, C1+E, D+E, D1+E only);
- . Being capable of taking special vehicle safety measures; controlling the body, service doors, emergency exits, first aid equipment, fire extinguishers and other safety equipment (categories D, D+E, D1, D1+E only);
- . Reading a road map, route planning, including the use of electronic navigation systems (optional).

8.2. Special manoeuvres to be tested with a bearing on road safety

- . Coupling and uncoupling, or uncoupling and re-coupling a trailer from its motor vehicle; the manoeuvre must involve the towing vehicle being parked alongside the trailer (i.e. not in one line) (categories C+E, C1+E, D+E, D1+E only);
- . Reversing along a curve, the line of which shall be left to the discretion of the Member States;
- . Parking safely for loading/unloading at a loading ramp/platform or similar installation (categories C, C+E, C1, C1+E only);
- . Parking to let passengers on or off the bus safely (categories D, D+E, D1, D1+E only).

8.3. Behaviour in traffic

Applicants must perform all the following actions in normal traffic situations, in complete safety and taking all necessary precautions:

- . Driving away: after parking, after a stop in traffic; exiting a driveway;

- . Driving on straight roads; passing oncoming vehicles, including in confined spaces;
- . Driving round bends;
- . Crossroads: approaching and crossing of intersections and junctions;
- . Changing direction: left and right turns; changing lanes;
- . Approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;
- . Overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, e.g. parked cars; being overtaken by other traffic (if appropriate);
- . Special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; driving up-/downhill on long slopes; ►M9 tunnels; ◀
- . Taking the necessary precautions when alighting from the vehicle.

9. Marking of the test of skills and behaviour

- 9.1. For each of the abovementioned driving situations, the assessment must reflect the degree of ease with which the applicant handles the vehicle controls and his demonstrated capacity to drive in traffic in complete safety. The examiner must feel safe throughout the test. Driving errors or dangerous conduct immediately endangering the safety of the test vehicle, its passengers or other road users shall be penalised by failing the test, whether or not the examiner or accompanying person has to intervene. Nonetheless, the examiner shall be free to decide whether or not the skills and behaviour test should be completed.
- Driving examiners must be trained to assess correctly the applicants' ability to drive safely. The work of driving examiners must be monitored and supervised, by a body authorised by the Member State, to ensure correct and consistent application of fault assessment in accordance with the standards laid down in this Annex.
- 9.2. During their assessment, driving examiners shall pay special attention to the fact whether an applicant is showing a defensive and social driving behaviour. This should reflect the overall style of driving and the driving examiner should take this into account in the overall picture of the applicant. It includes adapted and determined (safe) driving, taking into account road and weather conditions, taking into account other traffic, taking into account the interests of other road users (particularly the more vulnerable) and anticipation.
- 9.3. The driving examiner will furthermore assess whether the applicant is:
- Controlling the vehicle; taking into account: proper use of safety belts, rear-view mirrors, head restraints; seat; proper use of lights and other equipment; proper use of clutch, gearbox, accelerator, braking systems (including third braking system, if available), steering; controlling the vehicle under different circumstances, at different speeds; steadiness on the road; the weight and dimensions and characteristics of the vehicle; the weight and type of load (categories B+E, C, C+E, C1, C1+E, D+E, D1+E only); the comfort of the passengers (categories D, D+E, D1, D1+E only) (no fast acceleration, smoothly driving and no hard braking);
- Driving economically and environmentally friendly, taking into account the revolutions per minute, changing gears, braking and accelerating (categories B+E, C, C+E, C1, C1+E, D, D+E, D1, D1+E only);

Observation: all-round observation; proper use of mirrors; far, middle, near distance vision;

Priority/giving way: priority at crossroads, intersections and junctions; giving way at other occasions (e.g. changing direction, changing lanes, special manoeuvres);

Correct position on the road: proper position on the road, in lanes, on roundabouts, round bends, suitable for the type and the characteristics of the vehicle; pre-positioning;

Keeping distance: keeping adequate distance to the front and the side; keeping adequate distance from other road users;

Speed: not exceeding the maximum allowed speed; adapting speed to weather/traffic conditions and where appropriate up to national speed limits; driving at such a speed that stopping within distance of the visible and free road is possible; adapting speed to general speed of same kind of road users;

Traffic lights, road signs and other indications: acting correctly at traffic lights; obeying instructions from traffic controllers; acting correctly at road signs (prohibitions or commands); take appropriate action at road markings;

Signalling: give signals where necessary, correctly and properly timed; indicating directions correctly; taking appropriate action with regard to all signals made by other road users;

Braking and stopping: decelerating in time, braking or stopping according to circumstances; anticipation; using the various braking systems (only for categories C, C+E, D, D+E); using speed reduction systems other than the brakes (only for categories C, C+E, D, D+E).

10. Length of the test

The length of the test and the distance travelled must be sufficient to assess the skills and behaviour laid down in paragraph B of this Annex. In no circumstances should the time spent driving on the road be less than 25 minutes for categories A, A1, B, B1 and B+E and 45 minutes for the other categories. This does not include the reception of the applicant, the preparation of the vehicle, the technical check of the vehicle with a bearing on road safety, the special manoeuvres and the announcement of the outcome of the practical test.

11. Location of the test

The part of the test to assess the special manoeuvres may be conducted on a special testing ground. Wherever practicable, the part of the test to assess behaviour in traffic should be conducted on roads outside built-up areas, expressways and motorways (or similar), as well as on all kinds of urban streets (residential areas, 30 and 50 km/h areas, urban expressways) which should represent the various types of difficulty likely to be encountered by drivers. It is also desirable for the test to take place in various traffic density conditions. The time spent driving on the road should be used in an optimal way to assess the applicant in all the various traffic areas that can be encountered, with a special emphasis on changing between these areas.

II. KNOWLEDGE, SKILL AND BEHAVIOUR FOR DRIVING A POWER-DRIVEN VEHICLE

Drivers of all power-driven vehicles must at any moment have the knowledge, skills and behaviour described under points 1 to 9 above, with a view to be able to:

- Recognise traffic dangers and assess their seriousness;

- Have sufficient command of their vehicle not to create dangerous situations and to react appropriately should such situations occur;
- Comply with road traffic regulations, and in particular those intended to prevent road accidents and to maintain the flow of traffic;
- Detect any major technical faults in their vehicles, in particular those posing a safety hazard, and have them remedied in an appropriate fashion;
- Take account of all the factors affecting driving behaviour (e.g. alcohol, fatigue, poor eyesight, etc.) so as to retain full use of the faculties needed to drive safely;
- Help ensure the safety of all road users, and in particular of the weakest and most exposed by showing due respect for others.

Member States may implement the appropriate measures to ensure that drivers who have lost the knowledge, skills and behaviour as described under points 1 to 9 can recover this knowledge and these skills and will continue to exhibit such behaviour required for driving a motor vehicle.

▼B

ANNEX III

MINIMUM STANDARDS OF PHYSICAL AND MENTAL FITNESS FOR DRIVING A POWER-DRIVEN VEHICLE

DEFINITIONS

1. For the purpose of this Annex, drivers are classified in two groups:
 - 1.1. **Group 1:**
drivers of vehicles of categories A, B and B + E and subcategory A1 and B1;
 - 1.2. **Group 2:**
drivers of vehicles of categories C, C + E, D, D + E and of subcategory C1, C1 + E, D1 and D1 + E.
 - 1.3. National legislation may provide for the provisions set out in this Annex for Group 2 drivers to apply to drivers of Category B vehicles using their driving licence for professional purposes (taxis, ambulances, etc.).
2. Similarly, applicants for a first driving licence or for the renewal of a driving licence are classified in the group to which they will belong once the licence has been issued or renewed.

MEDICAL EXAMINATIONS

3. **Group 1:**
applicants shall be required to undergo a medical examination if it becomes apparent, when the necessary formalities are being completed or during the tests which they have to undergo prior to obtaining a driving licence, that they have one or more of the medical disabilities mentioned in this Annex.
4. **Group 2:**

applicants shall undergo medical examination before a driving licence is first issued to them and thereafter drivers shall undergo such periodic examinations as may be prescribed by national legislation.

5. The standards set by Member States for the issue or any subsequent renewal of driving licences may be stricter than those set out in this Annex.

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EYESIGHT

6. All applicants for a driving licence shall undergo an appropriate investigation to ensure that they have adequate visual acuity for driving power-driven vehicles. Where there is reason to doubt that the applicant's vision is adequate, he/she shall be examined by a competent medical authority. At this examination attention shall be paid, in particular, to the following: visual acuity, field of vision, twilight vision, glare and contrast sensitivity, diplopia and other visual functions that can compromise safe driving.

For group 1 drivers, licensing may be considered in 'exceptional cases' where the visual field standard or visual acuity standard cannot be met; in such cases the driver should undergo examination by a competent medical authority to demonstrate that there is no other impairment of visual function, including glare, contrast sensitivity and twilight vision. The driver or applicant should also be subject to a positive practical test conducted by a competent authority.

Group 1:

- 6.1. Applicants for a driving licence or for the renewal of such a licence shall have a binocular visual acuity, with corrective lenses if necessary, of at least 0,5 when using both eyes together.

Moreover, the horizontal visual field should be at least 120 degrees, the extension should be at least 50 degrees left and right and 20 degrees up and down. No defects should be present within a radius of the central 20 degrees.

When a progressive eye disease is detected or declared, driving licences may be issued or renewed subject to the applicant undergoing regular examination by a competent medical authority.

- 6.2. Applicants for a driving licence, or for the renewal of such a licence, who have total functional loss of vision in one eye or who use only one eye (e.g. in the case of diplopia) must have a visual acuity of at least 0,5, with corrective lenses if necessary. The competent medical authority must certify that this condition of monocular vision has existed for a sufficiently long time to allow adaptation and that the field of vision in this eye meets the requirement laid down in paragraph 6.1.

- 6.3. After any recently developed diplopia or after the loss of vision in one eye, there should be an appropriate adaptation period (for example six months), during which driving is not allowed. After this period, driving is only allowed following a favourable opinion from vision and driving experts.

Group 2:

- 6.4. Applicants for a driving licence or for the renewal of such a licence shall have a visual acuity, with corrective lenses if necessary, of at least 0,8 in the better eye and at least 0,1 in the worse eye. If corrective lenses are used to attain the values of 0,8 and 0,1, the minimum acuity (0,8 and 0,1) must be achieved either by correction by means of glasses with a power not exceeding plus eight dioptres, or with the aid of contact lenses. The correction must be well tolerated.

Moreover, the horizontal visual field with both eyes should be at least 160 degrees, the extension should be at least 70 degrees left and right and 30 degrees up and down. No defects should be present within a radius of the central 30 degrees.

Driving licences shall not be issued to or renewed for applicants or drivers suffering from impaired contrast sensitivity or from diplopia.

After a substantial loss of vision in one eye, there should be an appropriate adaptation period (for example six months) during which the subject is not allowed to drive. After this period, driving is only allowed after a favourable opinion from vision and driving experts.

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HEARING

7. Driving licences may be issued to or renewed for applicants or drivers in Group 2 subject of the opinion of the competent medical authorities; particular account will be taken in medical examinations of the scope for compensation.

PERSONS WITH A LOCOMOTER DISABILITY

8. Driving licences shall not be issued to or renewed for applicants or drivers suffering from complaints or abnormalities of the locomoter system which make it dangerous to drive a power-driven vehicle.

Group 1:

- 8.1. Driving licences subject to certain restrictions, if necessary, may be issued to physically handicapped applicants or drivers following the issuing of an opinion by a competent medical authority. This opinion must be based on a medical assessment of the complaint or abnormality in question and, where necessary, on a practical test. It must also indicate what type of modification to the vehicle is required and whether the driver needs to be fitted with an orthopaedic device, insofar as the test of skills and behaviour demonstrates that with such a device driving would not to be dangerous.
- 8.2. Driving licences may be issued to or renewed for any applicant suffering from a progressive complaint on condition that the disabled person is regularly examined to check that the person is still capable of driving the vehicle completely safely.

Where the handicap is static, driving licences may be issued or renewed without the applicant being subject to regular medical examination.

Group 2:

- 8.3. The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

CARDIOVASCULAR DISEASES

9. Any disease capable of exposing an applicant for a first licence or a driver applying for renewal to a sudden failure of the cardiovascular system such that there is a sudden impairment of the cerebral functions constitutes a danger to road safety.

Group 1:

- 9.1. Driving licences will not to be issued to, or renewed for, applicants or drivers with serious arrhythmia.

- 9.2. Driving licences may be issued to, or renewed for, applicants or drivers wearing a pacemaker subject to authorized medical opinion and regular medical check-ups.
- 9.3. The question whether to issue or renew a licence for applicants or drivers suffering from abnormal arterial blood pressure shall be assessed with reference to the other results of the examination, any associated complications and the danger they might constitute for road safety.
- 9.4. Generally speaking, a driving licence shall not be issued to or renewed for applicants or drivers suffering from angina during rest or emotion. The issuing or renewal of a driving licence to any applicant or driver having suffered myocardial infarction shall be subject to authorized medical opinion and, if necessary, regular medical check-ups.

Group 2:

- 9.5. The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

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DIABETES MELLITUS

10. In the following paragraphs, a severe hypoglycaemia means that the assistance of another person is needed and a recurrent hypoglycaemia is defined as a second severe hypoglycaemia during a period of 12 months.

Group 1:

- 10.1. Driving licences may be issued to, or renewed for, applicants or drivers who have diabetes mellitus. When treated with medication, they should be subject to authorised medical opinion and regular medical review, appropriate to each case, but the interval should not exceed five years.
- 10.2. Driving licences shall not be issued to, nor renewed for, applicants or drivers who have recurrent severe hypoglycaemia or/and impaired awareness of hypoglycaemia. A driver with diabetes should demonstrate an understanding of the risk of hypoglycaemia and adequate control of the condition.

Group 2:

- 10.3. Consideration may be given to the issuing/renewal of group 2 licences to drivers with diabetes mellitus. When treated with medication which carries a risk of inducing hypoglycaemia (that is, with insulin, and some tablets), the following criteria should apply:

- no severe hypoglycaemic events have occurred in the previous 12 months,
- the driver has full hypoglycaemic awareness,
- the driver must show adequate control of the condition by regular blood glucose monitoring, at least twice daily and at times relevant to driving,
- the driver must demonstrate an understanding of the risks of hypoglycaemia,
- there are no other debarring complications of diabetes.

Moreover, in these cases, such licences should be issued subject to the opinion of a competent medical authority and to regular medical review, undertaken at intervals of not more than three years.

10.4. A severe hypoglycaemic event during waking hours, even unrelated to driving, should be reported and should give rise to a reassessment of the licensing status.

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NEUROLOGICAL DISEASES

11. Driving licences shall not be issued to, or renewed for, applicants or drivers suffering from a serious neurological disease, unless the application is supported by authorized medical opinion.

Neurological disturbances associated with diseases or surgical intervention affecting the central or peripheral nervous system, which lead to sensory or motor deficiencies and affect balance and coordination, must accordingly be taken into account in relation to their functional effects and the risks of progression. In such cases, the issue or renewal of the licence may be subject to periodic assessment in the event of risk of deterioration.

▼M10

EPILEPSY

12. Epileptic seizures or other sudden disturbances of the state of consciousness constitute a serious danger to road safety if they occur in a person driving a power-driven vehicle.

Epilepsy is defined as having had two or more epileptic seizures, less than five years apart. A provoked epileptic seizure is defined as a seizure which has a recognisable causative factor that is avoidable.

A person who has an initial or isolated seizure or loss of consciousness should be advised not to drive. A specialist report is required, stating the period of driving prohibition and the requested follow-up.

It is extremely important that the person's specific epilepsy syndrome and seizure type are identified so that a proper evaluation of the person's driving safety can be undertaken (including the risk of further seizures) and the appropriate therapy instituted. This should be done by a neurologist.

Group 1:

12.1. Drivers assessed under group 1 with epilepsy should be under licence review until they have been seizure-free for at least five years.

If the person has epilepsy, the criteria for an unconditional licence are not met. Notification should be given to the licensing authority.

12.2. Provoked epileptic seizure: the applicant who has had a provoked epileptic seizure because of a recognisable provoking factor that is unlikely to recur at the wheel can be declared able to drive on an individual basis, subject to neurological opinion (the assessment should be, if appropriate, in accordance with other relevant sections of Annex III (e.g. in the case of alcohol or other comorbidity)).

12.3. First or single unprovoked seizure: the applicant who has had a first unprovoked epileptic seizure can be declared able to drive after a period of six months without seizures, if there has been an appropriate medical assessment. National authorities may allow drivers with recognised good prognostic indicators to drive sooner.

12.4. Other loss of consciousness: the loss of consciousness should be assessed according to the risk of recurrence while driving.

12.5. Epilepsy: drivers or applicants can be declared fit to drive after a one-year period free of further seizures.

12.6. Seizures exclusively in sleep: the applicant or driver who has never had any seizures other than seizures during sleep can be declared fit to drive so long as this pattern has been established for

a period which must not be less than the seizure-free period required for epilepsy. If there is an occurrence of attacks/seizure arising while awake, a one-year period free of further event before licensing is required (see ‘Epilepsy’).

- 12.7. Seizures without influence on consciousness or the ability to act: the applicant or driver who has never had any seizures other than seizures which have been demonstrated exclusively to affect neither consciousness nor cause any functional impairment can be declared fit to drive so long as this pattern has been established for a period which must not be less than the seizure-free period required for epilepsy. If there is an occurrence of any other kind of attacks/seizures a one-year period free of further event before licensing is required (see ‘Epilepsy’).
- 12.8. Seizures because of a physician-directed change or reduction of anti-epileptic therapy: the patient may be advised not to drive from the commencement of the period of withdrawal and thereafter for a period of six months after cessation of treatment. Seizures occurring during physician-advised change or withdrawal of medication require three months off driving if the previously effective treatment is reinstated.
- 12.9. After curative epilepsy surgery: see ‘Epilepsy’.

Group 2:

- 12.10. The applicant should be without anti-epileptic medication for the required period of seizure freedom. An appropriate medical follow-up has been done. On extensive neurological investigation, no relevant cerebral pathology was established and there is no epileptiform activity on the electroencephalogram (EEG). An EEG and an appropriate neurological assessment should be performed after the acute episode.
- 12.11. Provoked epileptic seizure: the applicant who has had a provoked epileptic seizure because of a recognisable provoking factor that is unlikely to recur at the wheel can be declared able to drive on an individual basis, subject to neurological opinion. An EEG and an appropriate neurological assessment should be performed after the acute episode.

A person with a structural intra-cerebral lesion who has increased risk of seizures should not be able to drive vehicles of group 2 until the epilepsy risk has fallen to at least 2 % per annum. The assessment should be, if appropriate, in accordance with other relevant sections of Annex III (e.g. in the case of alcohol).

- 12.12. First or single unprovoked seizure: the applicant who has had a first unprovoked epileptic seizure can be declared able to drive once five years freedom from further seizures has been achieved without the aid of anti-epileptic drugs, if there has been an appropriate neurological assessment. National authorities may allow drivers with recognised good prognostic indicators to drive sooner.
- 12.13. Other loss of consciousness: the loss of consciousness should be assessed according to the risk of recurrence while driving. The risk of recurrence should be 2 % per annum or less.
- 12.14. Epilepsy: 10 years freedom from further seizures shall have been achieved without the aid of anti-epileptic drugs. National authorities may allow drivers with recognised good prognostic indicators to drive sooner. This also applies in case of ‘juvenile epilepsy’.

Certain disorders (e.g. arterio-venous malformation or intra-cerebral haemorrhage) entail an increased risk of seizures, even if seizures have not yet occurred. In such a situation an assessment should be carried out by a competent medical authority; the risk of having a seizure should be 2 % per annum or less to allow licensing.

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MENTAL DISORDERS

Group 1:

- 13.1. Driving licences shall not be issued to, or renewed for, applicants or drivers who suffer from:
- severe mental disturbance, whether congenital or due to disease, trauma or neurosurgical operations,
 - severe mental retardation,
 - severe behavioural problems due to ageing; or personality defects leading to seriously impaired judgment, behaviour or adaptability,
- unless their application is supported by authorized medical opinion and, if necessary, subject to regular medical check-ups.

Group 2:

- 13.2. The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

ALCOHOL

14. Alcohol consumption constitutes a major danger to road safety. In view of the scale of the problem, the medical profession must be very vigilant.

Group 1:

- 14.1. Driving licences shall not be issued to, or renewed for, applicants or drivers who are dependent on alcohol or unable to refrain from drinking and driving.
- After a proven period of abstinence and subject to authorized medical opinion and regular medical check-ups, driving licences may be issued to, or renewed for, applicant or drivers who have in the past been dependent on alcohol.

Group 2:

- 14.2. The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

DRUGS AND MEDICINAL PRODUCTS

15. Abuse:

Driving licences shall not be issued to or renewed for applicants or drivers who are dependent on psychotropic substances or who are not dependent on such substances but regularly abuse them, whatever category of licence is requested.

Regular use:

Group 1:

- 15.1. Driving licences shall not be issued to, or renewed for, applicants or drivers who regularly use psychotropic substances, in whatever form, which can hamper the ability to drive safely where the quantities absorbed are such as to have an adverse effect on driving. This shall apply to all other medicinal products or combinations of medicinal products which affect the ability to drive.

Group 2:

- 15.2. The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definitions of this group.

RENAL DISORDERS

Group 1:

- 16.1. Driving licences may be issued or renewed for applicants and drivers suffering from serious renal insufficiency subject to authorized medical opinion and regular medical check-ups.

Group 2:

- 16.2. Save in exceptional cases duly justified by authorized medical opinion, and subject to regular medical check-ups, driving licences shall not be issued to or renewed for applicants or drivers suffering from serious and irreversible renal deficiency.

MISCELLANEOUS PROVISIONS

Group 1:

- 17.1. Subject to authorized medical opinion and, if necessary, regular medical check-ups, driving licences may be issued to or renewed for applicants or drivers who have had an organ transplant or an artificial implant which affects the ability to drive.

Group 2:

- 17.2. The competent medical authority shall give due consideration to the additional risks and dangers involved in the driving of vehicles covered by the definition of this group.

18. As a general rule, where applicants or drivers suffer from any disorder which is not mentioned in the preceding paragraph but is liable to be, or to result in, a functional incapacity affecting safety at the wheel, driving licences shall not be issued or renewed unless the application is supported by authorized medical opinion and, if necessary, subject to regular medical check-ups.

(1) OJ No C 48, 27.2.1989, p. 1.

(2) OJ No C 175, 16.7.1990, p. 40.

(3) OJ No C 159, 26.6.1989, p. 21.

(4) OJ No L 375, 31.12.1980, p. 1.

(5) OJ No L 370, 31.12.1985, p. 1

(6) Council Decision 1999/468/EC of 28 June 1999 laying down the procedures for the exercise of implementing powers conferred on the Commission (OJ L 184, 17.7.1999, p. 23).

(7) OJ L 370, 31.12.1985, p. 1.

(8) OJ L 370, 31.12.1985, p. 8.

(9) OJ L 168, 28.6.2008, p. 36.