

# **A glance on the EVALUATION of the Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences**

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*EFA General Secretary*

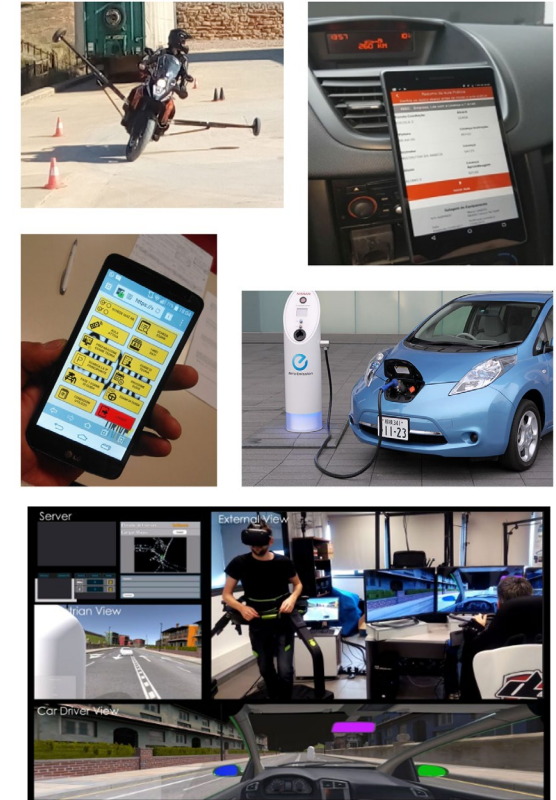
# Who is EFA



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

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



The directive establishes a framework for harmonising the rules on driving licences in order to achieve two general objectives: **to improve road safety**; and to **facilitate the freedom of movement** for citizens moving inside the Union.

To do so, it also established the following six specific objectives:

- 1) **Reduce**, where possible, the **administrative burden** for drivers, administrations and enforcement authorities
- 2) Establish **uniform driving licence rules** and requirements
- 3) **Reduce** the possibilities of driving licence **fraud** and “driving licence tourism”
- 4) **Raise the driving skills** of non-professional and professional drivers
- 5) **Facilitate** the implementation and **enforcement of driving licence rules**
- 6) **To protect novice drivers**

The general question posed to all in the directive's evaluation survey is the following:

In the absence of the driving licence directives, Member States, besides being signatories of the Geneva Convention on Road Traffic and the Vienna Convention on Road Traffic, would also have regulated driving licence rules at international level through Bilateral Agreements, Memoranda of Understanding or possibly regional agreements?

The following slides are an extract of the answers provided by national authorities and NGOs specialised in road safety regarding the **Effectiveness, Efficiency, Relevance, Coherence and EU added value** of the Directive

# Evaluation of the EU Driving Licence Directive

## - Conclusions -

## Effectiveness

### Road Safety

The analysis faced limitations in terms of data availability, since there is no obligation of reporting applicable to the Member States under the directive.

While progress was likely made in terms of improving road safety, **more efforts are however needed to reduce road fatalities and accidents**. The evaluation concludes that the directive could be an important tool that can contribute to this.

## Effectiveness

### Harmonisation of the driving licence rules

**A higher level of harmonisation** of the driving licence rules across EU Member States seems to have been brought by the three driving licence directives of 1980, 1991 and 2006, and is likely to have been beneficial to the objectives on road safety and free movement. Nevertheless, some differences still remain when it comes to administrative validity periods, in particular the application of exemptions for certain categories of drivers (novice drivers and older drivers),

## Effectiveness

### Skills and knowledge

**Training requirements vary considerably across Member States**, while the standards on skills and knowledge of drivers are established by the directive. Some stakeholders indicate that the absence of a harmonised framework for training has implications on the skills of drivers and road safety, whereas other stakeholders point to the need to allow flexibility to Member States. At the same time, the stakeholders highlight the importance of elements such as **risk awareness and self-awareness for novice drivers** and low mileage drivers when it comes to important aspects for ensuring road safety.

## Effectiveness

### Absence of an EU-wide framework for mutual recognition of driving disqualifications

The analysis further indicates that the **absence of an EU-wide framework for mutual recognition of driving disqualifications** poses challenges when it comes to preventing abuse by drivers that commit traffic offences in one Member State but can then drive in another Member State without bearing consequences for their offences.

### Reduction of fraud and 'driving licence tourism'

Although precise data in this field is not consistently available, roughly half of the stakeholders consulted perceive that the provisions of the directive particularly **RESPER** (the EU driving licence network), **the Union model, and anti-fraud measures, have contributed to reducing fraud and 'driving licence tourism'**.



## Effectiveness

### Facilitation of free movement

The provisions that have been particularly impactful include the Community Model driving licence, the principle of mutual recognition of licences issued in Member States, and minimum age categories. While there is limited information concerning the impact of differences in recognition of driving licences issued in third countries, stakeholders have indicated that **the lack of a harmonised approach to recognising driving licences issued in third countries** poses challenges.

## Efficiency

The existing evidence does not allow quantification of the extent to which the directive may have led to excessive costs or administrative burden for citizens, authorities and firms.

**Significant differences are found in the driving licence fees** incurred in Member States. Similar differences are found in the **training costs** incurred in the Member States.

**Digital solutions** and digitalisation of driving licences **are insufficiently explored** at present.

## Relevance

**New transport modes**, offering new solutions of micro-mobility such as electric scooters, bikes and mopeds, have increased in popularity among road users. However, currently **Member States have different approaches** to regulating such new forms micro-mobility. Some consulted stakeholders have raised concerns related to the absence of a common EU framework for regulating new micro-mobility solutions, in particular when it comes to road safety.

# Evaluation of the EU Driving Licence Directive

## - Conclusions -

### Coherence

The analysis points to a **general coherence** with the 1949 Geneva Convention on Road Traffic and the 1968 Vienna Convention on Road Traffic, despite some punctual inconsistencies (i.e. vehicle categories).

In the absence of the directive, **the majority of the Member States would have likely relied on the United Nations road safety mechanisms**. Considering the scope of these instruments, as regards the international cooperation through the existing structures within the United Nations systems, the achievements can be better compared in terms of road safety trends rather than facilitation of free movement of citizens.

# Evaluation of the EU Driving Licence Directive - Conclusions -

## EU added value

The evaluation concludes that the main benefit of the directive as compared to what could have been achieved in bilateral and international cooperation is related to the increased harmonisation of driving licence rules across Member States.

The analysis indicates that **the directive has had a positive effect on road safety, the free movement of EU citizens, the reduction in driving licence fraud and driving licence tourism, as well as reduction in administrative burden.**

### The future proof of the directive

*Do the objectives incorporated in the directive match the needs of today and the foreseeable future?*

The analysis indicates that the objectives of the directive are still relevant, but the means to achieve those **objectives need to be updated**, especially when it comes to **raising the drivers' skills**. The current provisions on driving education and testing do not seem to have matched the pace of **technological development**, both in terms of vehicle technology (advanced safety and efficiency features, alternative fuels, intelligent transport systems, automated driving, and micro-mobility solutions) and digital information.

# Evaluation of the EU Driving Licence Directive

## - Next Steps -

### **Are current and future road users covered by the scope of the directive?**

*To what extent are all the types of current or potential road users covered by the directive, given new mobility solutions such as micro-mobility and electric bicycles and scooters? Are there significant differences among Member States, or among age groups?*

The analysis indicates that **not all types of current road users are covered** by the directive, especially in the case of new mobility solutions, such as micro-mobility and electric bicycles and scooters.

Presently **there is no EU framework regulating such new micro-mobility forms** and Member States have been regulating such new micro-mobility forms in different manners.

# Evaluation of the EU Driving Licence Directive

## - Next Steps -

**A couple of new public consultations** on the work of the Directive in its years of application have been published. Below you will find the links to register and send your contribution.

[https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12978-Revision-of-the-Directive-on-Driving-Licences/public-consultation\\_en](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/12978-Revision-of-the-Directive-on-Driving-Licences/public-consultation_en)

[https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/2131-Cross-border-enforcement-of-road-traffic-rules/public-consultation\\_en](https://ec.europa.eu/info/law/better-regulation/have-your-say/initiatives/2131-Cross-border-enforcement-of-road-traffic-rules/public-consultation_en)

**Consultation period:** 25 February 2022 - 20 May 2022 (midnight Brussels time)



# Evaluation of the EU Driving Licence Directive - Next Steps -

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

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

Planned date for the meeting: 22 March 2022

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

Planned date for the meeting: 21 April 2022

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

Planned date for the meeting: 19 May 2022

# Last EFA Publications are ready!

# 1

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



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

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

# 2

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



## Driving licensing in Europe: Training and Testing

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

# 3

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



## The "EFA Matrix": a new horizon for driving training & testing in Europe

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

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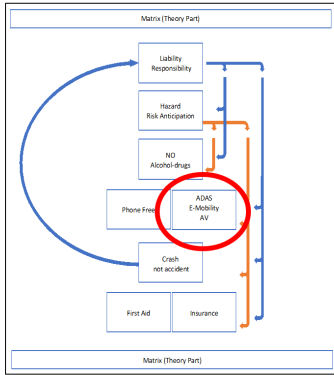
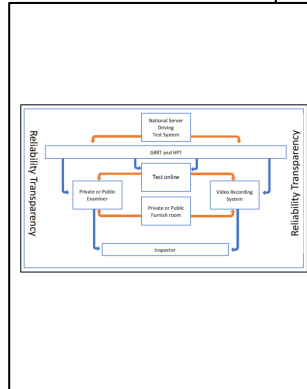
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2 General information about exam and private organizations	
Country	General information
Belgium	Do these entities have employees, offices and licenses? Yes, they are running in examination centres, but their main activity is the exploitation of technical inspection centres. Owned in 100% of the cases. Yes. ANECA has 1 head office (Brussels) and 1 branch office (Porto) and 6 driving examination centres. A round 70 employees. Yes. ANECA has 1 head office (Brussels) and 1 branch office (Porto) and 6 driving examination centres. A round 70 employees. Yes. ANECA has 1 head office (Brussels) and 1 branch office (Porto) and 6 driving examination centres. A round 70 employees.
Portugal	Are the offices, exam rooms and exam tracks (car and motorcycle) owned/rented? Some are rented others are owned. Yes. ANECA has 1 head office (Brussels) and 1 branch office (Porto) and 6 driving examination centres. A round 70 employees. Yes. ANECA has 1 head office (Brussels) and 1 branch office (Porto) and 6 driving examination centres. A round 70 employees.
France	Are the offices, exam rooms and exam tracks (car and motorcycle) owned/rented? Some are rented others are owned. Yes. ANECA has 1 head office (Brussels) and 1 branch office (Porto) and 6 driving examination centres. A round 70 employees. Yes. ANECA has 1 head office (Brussels) and 1 branch office (Porto) and 6 driving examination centres. A round 70 employees.

### Ages of access to driving licenses

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

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



**PORTUGAL**

**Summary Table of Portugal**

**Theoretical training:** It is mandatory to receive it in a driving school. There is a highly structured syllabus of theoretical training: 7 hours of road safety; 16 hours of driving theory; 4 hours of specific training (only for Class A); and 5 hours of theoretical-practical modules.

**Practical training:** Also mandatory in a driving school. For Class B minimum of 25 hours of practice is established, with (including two hours of night driving) must be to drive vehicles, recording are used to monitor practical training.

**Other (additional) training:** No additional training is defined outside the established syllabus.

**Theory test:** The theory exam for Class B License is composed of the core (mandatory) subjects studied at the driving school: 30 minutes and 27 questions must be correct (90% of accuracy is needed). The exam is telematic screen displaying each question and their corresponding options. For other categories: Category A: 30 questions on common topics and 3 Category C and D: 20 questions (each) on specific subjects.

**Practical test:** In the beginning of the test the examiner asks 4 daily care and maintenance of the vehicle. Our candidate needs to demonstrate he/she is performing different road environment, to and traffic sign, perform some maneuvers.

**Accompanied driving:** Not documented nor contemplated.

**Psychophysical conditions:** Health affidavit and visual acuity test. From 50 certificate is mandatory.

**Peculiarities / Interesting Facts:** 25% of practices are allowed to be done in simulator counts as 15 kms. of real driving.

**Driving Licensing in Europe: Training and Testing**

**Summary Table of the Netherlands**

**Theoretical training:** It is not mandatory to follow theoretical training in driving schools, (although it is advisable, according to the Administration itself). There are many resources available to future drivers, and even companies offering such training through online resources.

**Practical training:** There is no obligation to attend practical lessons. Although 99,9% attend practical training these lessons must be completed either at the driving school, or under the supervision of an approved instructor. Practices for obtaining the Class B Driving License can begin from the age of 16,5 years, if the theoretical exam is passed at 16 years of age. The minimum test age is 17 years or older.

**Other (additional) training:** There are special driving schools, called RIS, which apply a modular training system.

**Summary Table of Spain**

**Theoretical training:** It is not mandatory to undergo a theoretical training course at the driving school: the applicant for a driving license can individually prepare the exam. However, most drivers still go to driving schools.

**Practical training:** A future driver can only take the exam through a driving school. There is no minimum number of required training hours, nor an official training program in relation to the type of practical training that should be carried out.

**Other (additional) training:** There is no mandatory additional training.

**Theory test:** The number of questions included in the theoretical exams varies depending on the license type. For Class B Driving License, there are 30 multiple choice questions (with several answer alternatives), out of which only 3 can be failed (90% of accuracy is needed). The questions deal with issues related to traffic regulations, signalling, road safety, risk factors, efficient driving, etc.

**Practical test:** In the case of Class B Driving License, the test is carried out on public roads, and at least two of the following manoeuvres have to be accurately performed: straight and curve reverse; U-turn; parking and exiting (in line, oblique or perpendicular conditions); and precision braking.

**Accompanied driving:** There is not an accompanied driving modality.

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



***Thank you for your attention***



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