Evaluation of the EU Driving Licence Directive

Issues And Concrete Proposals

Eighty-fifth session
WP.1 - UNECE
Geneva, 2022 September 20°
Who is EFA

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

Standardization of Education and Examination of Future Drivers

Standardization of Education and Examination of Driving Instructors

Minimum Standards for Driving Schools

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

Workshop # 1 on training, testing and vehicles' categories
Planned date for the meeting: 22 March 2022

Workshop # 2 on issuance and mutual recognition of licences
Planned date for the meeting: 21 April 2022

Workshop # 3 on driving disqualifications and medical fitness
Planned date for the meeting: 19 May 2022
Evaluation of the EU Driving Licence Directive
- Issues And Concrete Proposals -

Workshop # 1 on training, testing and vehicles' categories

Part C learning (testing and training)

C1 – Training, probation periods and accompanied driving

C2 – Update of standards on skills and knowledge

C3 – Testing

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C1 - TRAINING, PROBATION PERIODS AND ACCOMPANIED DRIVING

Common minimum requirements for training (Cat. B)

- **Lower the age to 17 years** by introducing a *gradual system* to raise awareness (i.e. best practice in Austria);

- Training oriented more on understanding, not just to pass an exam: *"more understanding, less knowledge"* (the cultural level of the students has dropped a lot in recent years);

- **Compulsory face-to-face theoretical training for awareness topics** can be certified and unexamined following the EFA Awareness Training Matrix (BLS, Alcohol and Drugs, Distractions, etc.)

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C2 - UPDATE OF STANDARDS ON SKILLS AND KNOWLEDGE

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

- Update the content of (theoretical/practical) curricula with a flexible and easily updatable system introducing minimum training, otherwise the driving test would take too long (the progressive decrease in the number of examiners must also be considered);

- Navigation systems in B-licence (i.e. independent driving);

- Eco-driving skills

<table>
<thead>
<tr>
<th>EUROPEAN CLASS &quot;B&quot; LICENCE</th>
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<tbody>
<tr>
<td>TO BE DONE AT THE DRIVING SCHOOL</td>
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<tr>
<td>(Certified / Not tested)</td>
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<tr>
<td><strong>THEORY</strong></td>
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<tr>
<td>Causes and consequences of traffic crashes*</td>
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<tr>
<td>Risk/hazard perception</td>
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<tr>
<td>Norms and conduct: legal and personal responsibility*</td>
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<tr>
<td>Vulnerable groups of road users</td>
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<tr>
<td>Risk factors: speeding, alcohol &amp; drugs, and distractions*</td>
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<tr>
<td>Passive and active safety: ABS, seatbelt, helmet, child restraint systems, etc.</td>
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<tr>
<td>Post Collision care</td>
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<td><strong>PRACTICAL</strong></td>
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<td>Basic maneuvers in closed circuits</td>
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<tr>
<td>Urban areas and e-mobility</td>
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<td>Rural/regional roads</td>
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<td>Highways/motorways</td>
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<td>Adverse weather conditions</td>
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<td>Night driving</td>
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<td>Ecological and economic driving</td>
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C2 - UPDATE OF STANDARDS ON SKILLS AND KNOWLEDGE

Consistency with the CPC Directive

- **Unify** the C licence (the same for the D) with the CPC. The number of students for professional driving licences is decreasing more and more. The costs are too high;

- Extend the current CPC requirement (professional driver training) to all professional LGV drivers;

- Lower the age of professional driving licences from 18 years and provide for the transition to the higher category of driving licence through training after a couple of years of experience, driving hours or kilometres traveled (from C1 to C to CE or from D1 to D a DE).

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Automatic and manual gear transmission

- **A minimum number of certified training** with the manual transmission should delete the restrictions of the Code 78 from the driving licence. These practical lessons can be taken while obtaining the driving licence or afterwards (i.e., Germany and France systems);

- It must be considered that **many ADAS work and will work only with automatic transmission** (the market is moving in this direction);

- **Driving schools should buy electric or hybrid vehicles** focusing more on hazard perception and safe behaviors.

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Blended tools and methods (use of digital)

- In most EU countries the **theory test takes place on a computer**, so a **more effective control** system should be envisaged (biometric controls, smartphone detectors, etc.);

- The computer exam is an opportunity to introduce an **high quality hazard perception test at European level**;

- The simulator should be used to certify training in special **weather conditions** or in specific situations as night, snow, fog, manual gearbox, etc.
Workshop # 2 on **Innuance and mutual recognition of driving licences**

**Part C: issuance of driving licences**

- C4 – Holders of foreign driving licences

**Part D: mutual recognition of EU/EEA**

- D1 – Physical driving licences
- D2 – Digital driving licences

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C4 – HOLDERS OF FOREIGN DRIVING LICENCES

Code 70 after several exchanges

- The procedures for the exchange of licences is not harmonized across the EU; MS differ in their approach towards the automatic exchange of driving licence.

- Introduce an EU list of third country licences where the foreign licensing system complies with the EU framework, and which should be exchanged in each Member State without imposing conditions.

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Document security

- There is a wide variation in terms of implementation of national anti-fraud and counter-falsification measures across Member States, only a few Member States have introduced microchip technology.

- It becomes crucial to improve security features of physical driving licences in order to reduce risk of fraud, which will grow in case of no action taken.

- Require a digitally signed QR Code on the physical licence instead of a microchip. It will decrease the risk of driving licence fraud, it will be less costly than a microchip and it will be easier to check for authorities.
Common standards for mutual recognition

- **The current legal framework** of the Driving License Directive of 2006 did not foresee the existence of digital driving licences. This means that there is no means of mutually recognizing digital driving licenses and validating digital driving licenses outside the of the issuing member state.

- **Several Member States are issuing digital driving licences.** For instance, Denmark, Poland, Portugal, Finland and Spain have already introduced digital driving licences and some other Member States (e.g., Germany) are planning on introducing them in the future.

- **Mutual verification** of DDL requires a **standard protocol** for integration of data.

*Geneva, 2022 September 20° — Dr. Manuel Picardi – EFA General Secretary*
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Thank you for your attention!

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