

Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences (Recast) (Text with EEA relevance)

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

ANNEX I **U.K.**[^{F1}PROVISIONS CONCERNING THE EUROPEAN UNION MODEL DRIVING LICENCE]**Textual Amendments**

F1 Substituted by [Commission Directive 2011/94/EU of 28 November 2011 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences.](#)

1. The physical characteristics of the card of the [^{F1}European Union model driving licence] shall be in accordance with ISO 7810 and ISO 7816-1. **U.K.**

The card shall be made of polycarbonate.

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. Physical security of driving licences **U.K.**

The threats to the physical security of driving licences are:

- production of false cards: creating a new object which bears great resemblance to the document, either by making it from scratch or by copying an original document,
- material alteration: changing a property of an original document, e.g. modifying some of the data printed on the document;

The overall security lies in the system in its entirety, consisting of the application process, the transmission of data, the card body material, the printing technique, a minimum set of different security features and the personalisation process.

- (a) The material used for driving licences shall be made secure against forgery by using the following techniques (mandatory security features):
 - card bodies shall be UV dull,
 - a security background pattern designed to be resistant to counterfeit by scanning, printing or copying, using rainbow printing with multicolour security inks and positive and negative guilloche printing. The pattern shall not be composed of the primary colours (CMYK), shall contain complex pattern designs in a minimum of two special colours and shall include micro lettering,
 - optical variable elements providing adequate protection against copying and tampering of the photograph,
 - laser engraving,
 - in the area of the photograph the security design background and photograph should overlap on at least its border (weakening pattern).
- (b) In addition, the material used for driving licences shall be made secure against forgery by using at least three of the following techniques (additional security features):
 - colour-shifting inks*,
 - thermochromic ink*,
 - custom holograms*,
 - variable laser images*,
 - ultraviolet fluorescent ink, visible and transparent,

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- iridescent printing,
- digital watermark in the background,
- infrared or phosphorescent pigments,
- tactile characters, symbols or patterns*.

(c) Member States are free to introduce additional security features. As a basis, the techniques indicated with an asterisk are to be preferred as they enable the law enforcement officers to check the validity of the card without any special means.

3. The licence shall have two sides. **U.K.**

Page 1 shall contain:

- (a) the words ‘Driving Licence’ printed in large type in the language or languages of the Member State issuing the licence;
- (b) the name of the Member State issuing the licence (optional);
- (c) ^[F1]the distinguishing sign of the Member State issuing the licence, printed in negative in a blue rectangle and encircled by 12 yellow stars; the distinguishing signs shall be as follows:

B	:	Belgium
BG	:	Bulgaria
CZ	:	Czech Republic
DK	:	Denmark
D	:	Germany
EST	:	Estonia
GR	:	Greece
E	:	Spain
F	:	France
^[F2] HR	:	Croatia]
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;]

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

1. surname of the holder;

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

2. other name(s) of the holder;
 3. date and place of birth;
 4.
 - (a) date of issue of the licence;
 - (b) date of expiry of the licence or a dash if the licence is valid indefinitely under the provision of Article 7(2)(c);
 - (c) the name of the issuing authority (may be printed on page 2);
 - (d) 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. category of vehicle(s) the holder is entitled to drive (national categories shall be printed in a different type from harmonised categories);
- (e) [^{F1}the words ‘European Union model’ in the language(s) of the Member State issuing the licence and the words ‘Driving Licence’ in the other languages of the European Union, printed in pink to form the background of the licence:
- Свидетелство за управление на МПС
 Permiso de Conducción
 Řidičský průkaz
 Kørekort
 Führerschein
 Juhiluba
 Άδεια Οδήγησης
 Driving Licence
 Permis de conduire
 Ceadúas Tiomána
 [^{F2}Vozačka dozvola]
 Patente di guida
 Vadītāja apliecība
 Vairuotojo pažymėjimas
 Vezetői engedély
 Licenzja tas-Sewqan
 Rijbewijs
 Prawo Jazdy
 Carta de Condução
 Permis de conducere
 Vodičský preukaz
 Vozniško dovoljenje
 Ajokortti
 Kørkort;]

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- (f) Colour references:
- blue: Pantone Reflex Blue,
 - yellow: Pantone Yellow.

Textual Amendments

- F2** Inserted by [Council Directive 2013/22/EU of 13 May 2013 adapting certain directives in the field of transport policy, by reason of the accession of the Republic of Croatia.](#)

Page 2 shall contain:

- (a) 9. category of vehicle(s) the holder is entitled to drive (national categories shall be printed in a different type from harmonised categories);
10. [^{F1}date of first issue of each category (this date must be repeated on the new licence in the event of subsequent replacement or exchange); each field of the date shall be written with two digits and in the following sequence: day.month.year (DD.MM.YY);
11. date of expiry of each category; each field of the date shall be written with two digits and in the following sequence: day.month.year (DD.MM.YY);]
12. [^{F3}additional information/restriction(s), in code form, facing the category affected.

The codes shall be as follows:

—codes	:	harmonised European Union codes
01 to		DRIVER (medical reasons)
99		
	01.	Sight correction and/or protection
		01.01. Glasses
		01.02. Contact lens(es)
		01.05. Eye cover
		01.06. Glasses or contact lenses
		01.07. Specific optical aid
	02.	Hearing aid/communication aid
	03.	Prosthesis/orthosis for the limbs
		03.01. Upper limb prosthesis/orthosis
		03.02. Lower limb prosthesis/orthosis

VEHICLE ADAPTATIONS

10. Modified transmission

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- 10.02. Automatic selection of gear ratio
- 10.04. Adapted transmission control device
- 15. Modified clutch
 - 15.01. Adapted clutch pedal
 - 15.02. Hand operated clutch
 - 15.03. Automatic clutch
 - 15.04. Measure to prevent obstruction or actuation of clutch pedal
- 20. Modified braking systems
 - 20.01. Adapted brake pedal
 - 20.03. Brake pedal suitable for use by left foot
 - 20.04. Sliding brake pedal
 - 20.05. Tilted brake pedal
 - 20.06. Hand operated brake
 - 20.07. Brake operation with maximum force of ... N⁽¹⁾ (for example: '20.07(300N)')
 - 20.09. Adapted parking brake
 - 20.12. Measure to prevent obstruction or actuation of brake pedal

- 20.13. Knee operated brake
- 20.14. Brake system operation supported by external force
- 25. Modified accelerator system
 - 25.01. Adapted accelerator pedal
 - 25.03. Tilted accelerator pedal
 - 25.04. Hand operated accelerator
 - 25.05. Knee operated accelerator
 - 25.06. Accelerator operation supported by external force
 - 25.08. Accelerator pedal on the left
 - 25.09. Measure to prevent obstruction or actuation of accelerator pedal
- 31. Pedal adaptations and pedal safeguards
 - 31.01. Extra set of parallel pedals
 - 31.02. Pedals at (or almost at) the same level
 - 31.03. Measure to prevent obstruction or actuation of accelerator and brake pedals when pedals not operated by foot
 - 31.04. Raised floor

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- 32. Combined service brake and accelerator systems
 - 32.01. Accelerator and service brake as combined system operated by one hand
 - 32.02. Accelerator and service brake as combined system operated by external force
- 33. Combined service brake, accelerator and steering systems
 - 33.01. Accelerator, service brake and steering as combined system operation by external force with one hand
 - 33.02. Accelerator, service brake and steering as combined system operation by external force with two hands
- 35. Modified control layouts (lights switches, windscreen wiper/washer, horn, direction indicators, etc.)
 - 35.02. Control devices operable without releasing the steering device
 - 35.03. Control devices operable

- without releasing the steering device with the left hand
- 35.04. Control devices operable without releasing the steering device with the right hand
- 35.05. Control devices operable without releasing the steering device and the accelerator and braking mechanisms
- 40. Modified steering
 - 40.01. Steering with maximum operation force of ... N⁽²⁾ (for example '40.01(140N)')
 - 40.05. Adapted steering wheel (larger/thicker steering wheel section, reduced diameter, etc.)
 - 40.06. Adapted position of steering wheel
 - 40.09. Foot operated steering
 - 40.11. Assistive device at steering wheel

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- 40.14. One hand/arm operated alternative adapted steering system
- 40.15. Two hand/arm operated alternative adapted steering system
- 42. Modified rear/side view devices
 - 42.01. Adapted device for rear view
 - 42.03. Additional inside device permitting side view
 - 42.05. Blind spot viewing device
- 43. Driver seating position
 - 43.01. Driver seat height for normal view and in normal distance from the steering wheel and the pedals
 - 43.02. Driver seat adapted to body shape
 - 43.03. Driver seat with lateral support for good stability
 - 43.04. Driver seat with armrest
 - 43.06. Seat belt adaptation
 - 43.07. Seat belt type with support for good stability
- 44. Modifications to motorcycles (sub-code use obligatory)

- 44.01. Single operated brake
- 44.02. Adapted front wheel brake
- 44.03. Adapted rear wheel brake
- 44.04. Adapted accelerator
- 44.08. Seat height allowing the driver, in sitting position, to have two feet on the surface at the same time and balance the motorcycle during stopping and standing.
- 44.09. Maximum operation force of front wheel brake ... N⁽³⁾ (for example '44.09(140N)')
- 44.10. Maximum operation force of rear wheel brake ... N⁽⁴⁾ (for example '44.10(240N)')
- 44.11. Adapted foot-rest
- 44.12. Adapted hand grip
- 45. Motorcycle with side-car only
- 46. Tricycles only
- 47. Restricted to vehicles of more than two wheels not requiring balance by the driver for starting, stopping and standing
- 50. Restricted to a specific vehicle/chassis number (vehicle identification number, VIN)

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

Letters used in combination with codes 01 to 44 for further specification:

a	left
b	right
c	hand
d	foot
e	middle
f	arm
g	thumb

LIMITED USE CODES

- | | |
|-----|--|
| 61. | Limited to day time journeys (for example: one hour after sunrise and one hour before sunset) |
| 62. | Limited to journeys within a radius of ... km from holder's place of residence or only inside city/region |
| 63. | Driving without passengers |
| 64. | Limited to journeys with a speed not greater than ... km/h |
| 65. | Driving authorised solely when accompanied by a holder of a driving licence of at least the equivalent category |
| 66. | Without trailer |
| 67. | No driving on motorways |
| 68. | No alcohol |
| 69. | Restricted to driving vehicles equipped with an alcohol interlock in accordance with EN 50436. Indication of an expiry date is optional (for example '69' or '69(01.01.2016)') |

ADMINISTRATIVE MATTERS

- | | |
|-----|---|
| 70. | Exchange of licence No ... issued by ... (EU/UN distinguishing sign in the case of a third country; for example '70.0123456789.NL') |
| 71. | Duplicate of licence No ... (EU/UN distinguishing sign in the case of a third country; for example '71.987654321.HR') |
| 73. | Restricted to category B vehicles of the motor quadricycle type (B1) |
| 78. | Restricted to vehicles with automatic transmission |

79. (...) Restricted to vehicles which comply with the specifications indicated in brackets, for the application of Article 13 of this Directive
- 79.01. Restricted to two-wheel vehicles with or without side-car
 - 79.02. Restricted to category AM vehicles of the three-wheel or light quadricycle type
 - 79.03. Restricted to tricycles
 - 79.04. Restricted to tricycles combined with a trailer having a maximum authorised mass not exceeding 750 kg
 - 79.05. Category A1 motorcycle with a power/weight ratio above 0,1 kW/kg
 - 79.06. Category BE vehicle where the maximum authorised mass of the trailer exceeds 3 500 kg
80. Restricted to holders of a driving licence for a category A vehicle of the motor tricycle type not having reached the age of 24 years
81. Restricted to holders of a driving licence for a category A vehicle of the two-wheel

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- motorcycle type not having reached the age of 21 years
95. Driver holding CPC meeting the obligation of professional aptitude provided for by Directive 2003/59/EC until ... (for example '95(01.01.12)')
96. Category B vehicles combined with a trailer with a maximum authorised mass exceeding 750 kg where the maximum authorised mass of such combination exceeds 3 500 kg but does not exceed 4 250 kg
97. Not authorised to drive a category C1 vehicle which falls within the scope of Council Regulation (EEC) No 3821/85⁽⁵⁾

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

100
and
above

Where a code applies to all categories for which the licence is issued, it may be printed under headings 9, 10 and 11;]

13. in implementation of section 4(a) of this Annex, a space reserved for the possible entry by the host Member State of information essential for administering the licence;
14. 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.

With 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;

- (b) [^{F1}an explanation of the following numbered items which appear on pages 1 and 2 of the licence: 1, 2, 3, 4(a), 4(b), 4(c), 5, 10, 11 and 12;

[^{F4}If a Member State wishes to make the entries in a national language other than one of the following languages: Bulgarian, Croatian, Czech, Danish, Dutch, English, Estonian, Finnish, French, German, Greek, Hungarian, Italian, Latvian, Lithuanian, Maltese, Polish, Portuguese, Romanian, Slovak, Slovenian, Spanish 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;]]

- (c) a space shall be reserved on the [^{F1}European Union model driving licence] to allow for the possible introduction of a microchip or similar computer device.

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

Textual Amendments

- F3** Substituted by [Commission Directive \(EU\) 2015/653 of 24 April 2015 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences \(Text with EEA relevance\)](#).
- F4** Substituted by [Council Directive 2013/22/EU of 13 May 2013 adapting certain directives in the field of transport policy, by reason of the accession of the Republic of Croatia](#).

4. Special provisions **U.K.**

- (a) 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.
- (b) After consulting the Commission, Member States may add colours or markings, such as bar codes and national symbols, 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.
- (c) [^{F5}Information contained in the front and reverse side of the card shall be legible with the eye, using a minimum character height of 5 points for items 9 to 12 on the reverse side.]


Textual Amendments

- F5** Inserted by [Commission Directive 2011/94/EU of 28 November 2011 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences](#).

[^{F1}EUROPEAN UNION MODEL DRIVING LICENCE

Page 1

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.



DRIVING LICENCE

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

(MEMBER STATE)

6. PHOTO

9. _____

Page 2

	9.	10.	11.	12.
<p>13.</p> <p>(14.)</p> <div style="border: 1px dashed black; width: 80px; height: 60px; margin: 10px auto;"></div> <p>12.</p>	AM			
	A1			
	A2			
	A			
	B1			
	B			
	C1			
	C			
	D1			
	D			
	BE			
	C1E			
	CE			
	D1E			
DE				

1. Name 2. First name 3. Date and place of birth 4a. Date of issue 4b. Date of expiry 4c. Issued by 5. Licence number 10. Valid from 11. Valid to 12. Codes

F6 SPECIMEN MODEL LICENCE

Textual Amendments

- F6** Deleted by [Commission Directive 2011/94/EU of 28 November 2011 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences.](#)

ANNEX II U.K.

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 U.K.

1. Form U.K.

The form chosen shall be such as to make sure that the applicant has the required knowledge of the subjects listed on points 2, 3 and 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, 3 and 4.

2. Content of the theory test concerning all vehicle categories U.K.

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: U.K.

2.1.1. Road traffic regulations:

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

2.1.2. 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;

2.1.3. [F7]The road:

- the most important principles concerning the observance of a safe distance between vehicles, braking distances and road holding 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,
- safe driving in road tunnels;]

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- 2.1.4. 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;
- 2.1.5. 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;
- 2.1.6. Precautions necessary when alighting from the vehicle;
- 2.1.7. 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;
- 2.1.8. Vehicle safety equipment and, in particular, the use of seat-belts, head restraints and child safety equipment;
- 2.1.9. Rules regarding vehicle use in relation to the environment (appropriate use of audible warning devices, moderate fuel consumption, limitation of pollutant emissions, etc.).

Textual Amendments

F7 Substituted by [Commission Directive 2014/85/EU of 1 July 2014 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences \(Text with EEA relevance\)](#).

3. Specific provisions concerning categories A1, A2 and A **U.K.**
- 3.1. Compulsory check of general knowledge on: **U.K.**
- 3.1.1. Use of protective outfit such as gloves, boots, clothes and safety helmet;
- 3.1.2. Visibility of motorcycle riders for other road users;
- 3.1.3. 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;
- 3.1.4. 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, CE, C1, C1E, D, DE, D1 and D1E **U.K.**
- 4.1. Compulsory check of general knowledge on: **U.K.**
- 4.1.1. ^{F8}Rules on driving hours and rest periods as defined by Regulation (EC) No 561/2006 of the European Parliament and of the Council of 15 March 2006 on the harmonisation of certain social legislation relating to road transport⁽⁶⁾; use of

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

the recording equipment as defined by Regulation (EEC) No 3821/85 on recording equipment in road transport;]

- 4.1.2. Rules concerning the type of transport concerned: goods or passengers;
- 4.1.3. Vehicle and transport documents required for the national and international carriage of goods and passengers;
- 4.1.4. 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;
- 4.1.5. The precautions to be taken during the removal and replacement of wheels;
- 4.1.6. Rules on vehicle weights and dimensions; rules on speed limiters;
- 4.1.7. Obstruction of the field of view caused by the characteristics of their vehicles;
- 4.1.8. Reading a road map, route planning, including the use of electronic navigation systems (optional);
- 4.1.9. 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, CE, C1, C1E only);
- 4.1.10. 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, DE, D1, D1E only).

Textual Amendments

- F8** Substituted by [Commission Directive 2012/36/EU of 19 November 2012 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences \(Text with EEA relevance\)](#).

- [^{F9}4.1a. Member States may exempt applicants to a licence for a category C1 or C1E vehicle outside the scope of Regulation (EEC) No 3821/85 from demonstrating their knowledge of the subjects listed in points 4.1.1 to 4.1.3.]

Textual Amendments

- F9** Inserted by [Commission Directive 2012/36/EU of 19 November 2012 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences \(Text with EEA relevance\)](#).

- 4.2. Compulsory check of general knowledge on the following additional provisions concerning categories C, CE, D and DE: **U.K.**
- 4.2.1. 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.);
- 4.2.2. Lubrication and antifreeze protection;
- 4.2.3. The principles of the construction, the fitting, correct use and care of tyres;

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- 4.2.4. 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;
- 4.2.5. The principles of the types, operation, main parts, connection, use and day-to-day maintenance of coupling systems (categories CE, DE only);
- 4.2.6. Methods of locating causes of breakdowns;
- 4.2.7. Preventive maintenance of vehicles and necessary running repairs;
- 4.2.8. The driver's responsibility in respect of the receipt, carriage and delivery of goods in accordance with the agreed conditions (categories C, CE only).

B. TEST OF SKILLS AND BEHAVIOUR **U.K.**

5. The vehicle and its equipment **U.K.**

[^{F8}5.1. Vehicle transmission **U.K.**

- 5.1.1. 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.

‘Vehicle with manual transmission’ means a vehicle in which a clutch pedal (or lever operated manually for categories A, A2 and A1) is present and must be operated by the driver when starting or stopping the vehicle and changing gears.

- 5.1.2. Vehicles that do not meet the criteria laid down in point 5.1.1 shall be considered to have automatic transmission.

Without prejudice to point 5.1.3, if an applicant takes the test of skills and behaviour on a vehicle with automatic transmission this shall be recorded on any licence issued on the basis of such a test. Licences with this indication shall be used only for driving vehicles with automatic transmission.

[^{F7}5.1.3. Specific provisions concerning vehicles of category C, CE, D and DE **U.K.**

Member States may decide that no restriction to vehicles with automatic transmission shall be recorded on the driving licence for a category C, CE, D or DE vehicle referred to in point 5.1.2, when the applicant already holds a driving licence obtained on a vehicle with manual transmission in at least one of the following categories: B, BE, C, CE, C1, C1E, D, DE, D1 or D1E, and has performed the actions described in point 8.4 during the test of skills and behaviour.]]

- [^{F8}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. Member States may apply to vehicles of category A1, A2 and A, used in the test of skills and behaviour, a tolerance of 5 cm³ below the required minimum cylinder capacity.] **U.K.**

[^{F8}Category A1:

Category A1 motorcycle without sidecar, with a power rating not exceeding 11 kW and with a power to weight ratio not exceeding 0,1 kW/kg, and capable of a speed of at least 90 km/h.

If the motorcycle is powered by an internal combustion engine, the cylinder capacity of the engine shall be at least 120 cm³.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,08 kW/kg;

Category A2:

Motorcycle without sidecar, with a power rating of at least 20 kW but not exceeding 35 kW and with a power to weight ratio not exceeding 0,2 kW/kg.

If the motorcycle is powered by an internal combustion engine, the cubic capacity of the engine shall be at least 400 cm³.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,15 kW/kg;

Category A:

Motorcycle without sidecar, whose unladen mass is more than 180 kg, with a power rating of at least 50 kW. A tolerance of 5 kg below the required minimum mass may be accepted by the Member State.

If the motorcycle is powered by an internal combustion engine, the cubic capacity of the engine shall be at least 600 cm³.

If the motorcycle is powered by an electric motor, the power to weight ratio of the vehicle shall be at least 0,25 kW/kg^[F10].

Textual Amendments

F10 Substituted by [Commission Directive 2013/47/EU of 2 October 2013 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences \(Text with EEA relevance\)](#).

[^{F11}Member States may authorise the use of motorcycles of category A whose unladen mass is below 180 kg, and with a power rating of at least 40 kW and below 50 kW, until 31 December 2018;]]

Textual Amendments

F11 Inserted by [Commission Directive 2013/47/EU of 2 October 2013 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences \(Text with EEA relevance\)](#).

Category B:

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

Category BE:

A combination, made up of a category B test vehicle and a trailer with a maximum authorised mass of at least 1 000 kg, 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 kg real total mass;

Category B1:

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

[^{F8}Category C:

A category C vehicle with a maximum authorised mass of at least 12 000 kg, a length of at least 8 m, a width of at least 2,40 m and capable of a speed of at least 80 km/h; fitted with

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

anti-lock brakes, equipped with a transmission system providing for a manual selection of gears by the driver 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 kg real total mass;

Category CE:

Either an articulated vehicle or a combination of a category C test vehicle and a trailer of at least 7,5 m in length; both the articulated vehicle and the combination shall have a maximum authorised mass of at least 20 000 kg, a length of at least 14 m and a width of at least 2,40 m, shall be capable of a speed of at least 80 km/h, fitted with anti-lock brakes, equipped with a transmission system providing for a manual selection of gears by the driver 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 kg real total mass;]

Category C1:

A subcategory C1 vehicle with a maximum authorised mass of at least 4 000 kg, with a length of at least 5 m 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;

Category C1E:

A combination made up of a subcategory C1 test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg; this combination shall be at least 8 m 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 kg real total mass;

Category D:

A category D vehicle with a length of at least 10 m, a width of at least 2,40 m 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 DE:

A combination made up of a category D test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg, a width of at least 2,40 m 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 2 m wide and 2 m high; the trailer shall be presented with a minimum of 800 kg real total mass;

Category D1:

A subcategory D1 vehicle with a maximum authorised mass of at least 4 000 kg, with a length of at least 5 m 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 D1E:

A combination made up of a subcategory D1 test vehicle and a trailer with a maximum authorised mass of at least 1 250 kg 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 2 m wide and 2 m high; the trailer shall be presented with a minimum of 800 kg real total mass;

Testing vehicles for categories BE, C, CE, C1, C1E, D, DE, D1 and D1E which are not in conformity with the minimum criteria given above but which were in use on or before the moment of entry into force of this Directive, may still be used for a period not exceeding ten

years after that date. The requirements related to the load to be carried by these vehicles, may be implemented by Member States up to ten years from the moment of entry into force of Commission Directive 2000/56/EC⁽⁷⁾.

6. Skills and behaviour to be tested concerning categories A1, A2 and A **U.K.**

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

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 **U.K.**
 - 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. **U.K.**

The special manoeuvres mentioned under points 6.2.3 to 6.2.5 have to be implemented at the latest five years after entry into force of Directive 2000/56/EC.

6.3. Behaviour in traffic **U.K.**

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

- 6.3.1. Riding away: after parking, after a stop in traffic; exiting a driveway;
- 6.3.2. Riding on straight roads; passing oncoming vehicles, including in confined spaces;
- 6.3.3. Riding round bends;
- 6.3.4. Crossroads: approaching and crossing of intersections and junctions;
- 6.3.5. Changing direction: left and right turns; changing lanes;

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- 6.3.6. Approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;
- 6.3.7. Overtaking/passing: overtaking other traffic (if possible); riding alongside obstacles, e.g. parked cars; being overtaken by other traffic (if appropriate);
- 6.3.8. [F⁷Special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;]
- 6.3.9. Taking the necessary precautions when getting off the vehicle.
- 7. Skills and behaviour to be tested concerning categories B, B1 and BE **U.K.**
- 7.1. Preparation and technical check of the vehicle with a bearing on road safety **U.K.**

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

- 7.1.1. Adjusting the seat as necessary to obtain a correct seated position;
- 7.1.2. Adjusting rear-view mirrors, seat belts and head restraints if available;
- 7.1.3. Checking that the doors are closed;
- 7.1.4. 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;
- 7.1.5. Checking the safety factors relating to vehicle loading: body, sheets, cargo doors, cabin locking, way of loading, securing load (category BE only);
- 7.1.6. Checking the coupling mechanism and the brake and electrical connections (category BE only).
- 7.2. Categories B and B1: special manoeuvres to be tested with a bearing on road safety **U.K.**

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

- 7.2.1. Reversing in a straight line or reversing right or left round a corner while keeping within the correct traffic lane;
- 7.2.2. Turning the vehicle to face the opposite way, using forward and reverse gears;
- 7.2.3. Parking the vehicle and leaving a parking space (parallel, oblique or right-angle, forwards or in reverse, on the flat, uphill or downhill);
- 7.2.4. Braking accurately to a stop; however, performing an emergency stop is optional.
- 7.3. Category BE: special manoeuvres to be tested with a bearing on road safety **U.K.**
- 7.3.1. 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);
- 7.3.2. Reversing along a curve, the line of which shall be left to the discretion of the Member States;
- 7.3.3. Parking safely for loading/unloading.

7.4. Behaviour in traffic **U.K.**

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

- 7.4.1. Driving away: after parking, after a stop in traffic; exiting a driveway;
 - 7.4.2. Driving on straight roads; passing oncoming vehicles, including in confined spaces;
 - 7.4.3. Driving round bends;
 - 7.4.4. Crossroads: approaching and crossing of intersections and junctions;
 - 7.4.5. Changing direction: left and right turns; changing lanes;
 - 7.4.6. Approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;
 - 7.4.7. Overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, e.g. parked cars; being overtaken by other traffic (if appropriate);
 - 7.4.8. [^{F7}Special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;]
 - 7.4.9. Taking the necessary precautions when alighting from the vehicle.
8. Skills and behaviour to be tested concerning categories C, CE, C1, C1E, D, DE, D1 and D1E **U.K.**
- 8.1. Preparation and technical check of the vehicle with a bearing on road safety **U.K.**

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

- 8.1.1. Adjusting the seat as necessary to obtain a correct seated position;
- 8.1.2. Adjusting rear-view mirrors, seat belts and head restraints if available;
- 8.1.3. Random checks on the condition of the tyres, steering, brakes, lights, reflectors, direction indicators and audible warning device;
- 8.1.4. [^{F8}Checking the power-assisted braking and steering systems; checking the condition of the wheels, wheelnuts, mudguards, windscreen, 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. This latter requirement does not apply to the applicants for a driving licence for a category C1 or C1E vehicle not falling within the scope of this Regulation;]
- 8.1.5. Checking the air pressure, air tanks and the suspension;
- 8.1.6. 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, CE, C1, C1E only);
- 8.1.7. Checking the coupling mechanism and the brake and electrical connections (categories CE, C1E, DE, D1E only);

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- 8.1.8. 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, DE, D1, D1E only);
- 8.1.9. 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 **U.K.**
- 8.2.1. 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 CE, C1E, DE, D1E only);
- 8.2.2. Reversing along a curve, the line of which shall be left to the discretion of the Member States;
- 8.2.3. Parking safely for loading/unloading at a loading ramp/platform or similar installation (categories C, CE, C1, C1E only);
- 8.2.4. Parking to let passengers on or off the bus safely (categories D, DE, D1, D1E only).
- 8.3. Behaviour in traffic **U.K.**

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

- 8.3.1. Driving away: after parking, after a stop in traffic; exiting a driveway;
- 8.3.2. Driving on straight roads; passing oncoming vehicles, including in confined spaces;
- 8.3.3. Driving round bends;
- 8.3.4. Crossroads: approaching and crossing of intersections and junctions;
- 8.3.5. Changing direction: left and right turns; changing lanes;
- 8.3.6. Approach/exit of motorways or similar (if available): joining from the acceleration lane; leaving on the deceleration lane;
- 8.3.7. Overtaking/passing: overtaking other traffic (if possible); driving alongside obstacles, e.g. parked cars; being overtaken by other traffic (if appropriate);
- 8.3.8. [^{F7}Special road features (if available): roundabouts; railway level crossings; tram/bus stops; pedestrian crossings; riding up-/downhill on long slopes; tunnels;]
- 8.3.9. Taking the necessary precautions when alighting from the vehicle.
- [^{F9}8.4. Safe and energy-efficient driving **U.K.**
- 8.4.1. Driving in such a way as to ensure safety and to reduce fuel consumption and emissions during acceleration, deceleration, uphill and downhill driving, when necessary by selecting gears manually.]
- 9. Marking of the test of skills and behaviour **U.K.**
- 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. **U.K.**

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 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: **U.K.**
- 9.3.1. 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 BE, C, CE, C1, C1E, DE, D1E only); the comfort of the passengers (categories D, DE, D1, D1E only) (no fast acceleration, smoothly driving and no hard braking);
- 9.3.2. [^{F8}Driving economically and in a safe and energy-efficient way, taking into account the revolutions per minute, changing gears, braking and accelerating (categories B, BE, C, CE, C1, C1E, D, DE, D1, D1E only);]
- 9.3.3. Observation: all-round observation; proper use of mirrors; far, middle, near distance vision;
- 9.3.4. Priority/giving way: priority at crossroads, intersections and junctions; giving way at other occasions (e.g. changing direction, changing lanes, special manoeuvres);
- 9.3.5. 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;
- 9.3.6. Keeping distance: keeping adequate distance to the front and the side; keeping adequate distance from other road users;
- 9.3.7. 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;
- 9.3.8. 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;
- 9.3.9. 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;

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

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

10. Length of the test **U.K.**

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, A2, B, B1 and BE 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 **U.K.**

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 **U.K.**

Drivers of all power-driven vehicles must at any moment have the knowledge, skills and behaviour described under points 1 to 9, 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.

ANNEX III **U.K.**

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: **U.K.**
- 1.1. Group 1:
drivers of vehicles of categories A, A1, A2, AM, B, B1 and BE.
- 1.2. Group 2:
drivers of vehicles of categories C, CE, C1, C1E, D, DE, D1 and D1E.
- 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: **U.K.**

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: **U.K.**

Applicants shall undergo medical examinations before a driving licence is first issued to them and thereafter drivers shall be checked in accordance with the national system in place in the Member State of normal residence whenever their driving licence is renewed

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.

[^{F12}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. **U.K.**

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. **U.K.**

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

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 dioptries, or with the aid of contact lenses. The correction must be well tolerated. **U.K.**

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.]

HEARING

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

PERSONS WITH A LOCOMOTOR DISABILITY

8. Driving licences shall not be issued to or renewed for applicants or drivers suffering from complaints or abnormalities of the locomotor 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 disabled 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. **U.K.**

Where the disability 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.

[^{F13}CARDIOVASCULAR DISEASES

9. Cardiovascular conditions or diseases can lead to a sudden impairment of the cerebral functions that constitutes a danger to road safety. These conditions represent grounds for establishing temporary or permanent restrictions to driving.

- 9.1. For the following cardiovascular conditions, driving licences may be issued or renewed for applicants or drivers in the indicated groups, only after the condition has been effectively treated and subject to competent medical authorisation and if appropriate, regular medical assessment: **U.K.**

- (a) brady-arrhythmias (sinus node disease and conduction disturbances) and tachy-arrhythmias (supraventricular and ventricular arrhythmias) with history of syncope or syncopal episodes due to arrhythmic conditions (applies to group 1 and 2);
- (b) brady-arrhythmias: sinus node disease and conduction disturbances with second degree atrioventricular (AV) block Mobitz II, third degree AV block or alternating bundle branch block (applies to group 2 only);
- (c) tachy-arrhythmias (supraventricular and ventricular arrhythmias) with
 - structural heart disease and sustained ventricular tachycardia (VT) (applies to group 1 and 2), or
 - polymorphic nonsustained VT, sustained ventricular tachycardia or with an indication for a defibrillator (applies to group 2 only);
- (d) symptomatic of angina (applies to group 1 and 2);
- (e) permanent pacemaker implantation or replacement (applies to group 2 only);
- (f) defibrillator implantation or replacement or appropriate or inappropriate defibrillator shock (applies to group 1 only);
- (g) syncope (a transient loss of consciousness and postural tone, characterised by rapid onset, short duration, and spontaneous recovery, due to global cerebral hypoperfusion, of presumed reflex origin, of unknown cause, with no evidence of underlying heart disease)(applies to group 1 and 2);
- (h) acute coronary syndrome (applies to group 1 and 2);
- (i) stable angina if symptoms do not occur with mild exercise (applies to group 1 and 2);
- (j) percutaneous coronary intervention (PCI) (applies to group 1 and 2);
- (k) coronary artery bypass graft surgery (CABG) (applies to group 1 and 2);

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- (l) stroke/transient ischemic attack (TIA) (applies to group 1 and 2);
 - (m) significant carotid artery stenosis (applies to group 2 only);
 - (n) maximum aortic diameter exceeding 5,5 cm (applies to group 2 only);
 - (o) heart failure:
 - New York Heart Association (NYHA) I, II, III (applies to group 1 only),
 - NYHA I and II provided that the left ventricular ejection fraction is at least 35 % (applies to group 2 only);
 - (p) heart transplantation (applies to group 1 and 2);
 - (q) cardiac assist device (applies to group 1 only);
 - (r) valvular heart surgery (applies to group 1 and 2);
 - (s) malignant hypertension (elevation in systolic blood pressure ≥ 180 mmHg or diastolic blood pressure ≥ 110 mmHg associated with impending or progressive organ damage) (applies to group 1 and 2);
 - (t) grade III blood pressure (diastolic blood pressure ≥ 110 mmHg and/or systolic blood pressure ≥ 180 mmHg) (applies to group 2 only);
 - (u) congenital heart disease (applies to group 1 and 2);
 - (v) hypertrophic cardiomyopathy if without syncope (applies to group 1 only);
 - (w) long QT syndrome with syncope, Torsade des Pointes or QTc > 500 ms (applies to group 1 only).
- 9.2. For the following cardiovascular conditions, driving licences shall not be issued or renewed for applicants or drivers in the indicated groups: **U.K.**
- (a) implant of a defibrillator (applies to group 2 only);
 - (b) peripheral vascular disease — thoracic and abdominal aortic aneurysm when maximum aortic diameter is such that it predisposes to a significant risk of sudden rupture and hence a sudden disabling event (applies to group 1 and 2);
 - (c) heart failure:
 - NYHA IV (applies to group 1 only),
 - NYHA III and IV (applies to group 2 only);
 - (d) cardiac assist devices (applies to group 2 only);
 - (e) valvular heart disease with aortic regurgitation, aortic stenosis, mitral regurgitation or mitral stenosis if functional ability is estimated to be NYHA IV or if there have been syncopal episodes (applies to group 1 only);
 - (f) valvular heart disease in NYHA III or IV or with ejection fraction (EF) below 35 %, mitral stenosis and severe pulmonary hypertension or with severe echocardiographic aortic stenosis or aortic stenosis causing syncope; except for completely asymptomatic severe aortic stenosis if the exercise tolerance test requirements are fulfilled (applies to group 2 only);
 - (g) structural and electrical cardiomyopathies — hypertrophic cardiomyopathy with history of syncope or when two or more of the following conditions present: left

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- ventricle (LV) wall thickness > 3 cm, non-sustained ventricular tachycardia, a family history of sudden death (in a first degree relative), no increase of blood pressure with exercise (applies to group 2 only);
- (h) long QT syndrome with syncope, Torsade des Pointes and QTc > 500 ms (applies to group 2 only);
- (i) Brugada syndrome with syncope or aborted sudden cardiac death (applies to group 1 and 2).

Driving licences may be issued or renewed in exceptional cases, provided that it is duly justified by competent medical opinion and subject to regular medical assessment ensuring that the person is still capable of driving the vehicle safely taking into account the effects of the medical condition.

9.3. Other cardiomyopathies **U.K.**

The risk of sudden incapacitating events shall be evaluated in applicants or drivers with well described cardiomyopathies (e.g. arrhythmogenic right ventricular cardiomyopathy, non-compaction cardiomyopathy, catecholaminergic polymorphic ventricular tachycardia and short QT syndrome) or with new cardiomyopathies that may be discovered. A careful specialist evaluation is required. The prognostic features of the particular cardiomyopathy shall be considered.

- 9.4. Member States may restrict the issue or renewal of driving licences for applicants or drivers with other cardiovascular diseases.]

[^{F12}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.

- [^{F13}10.2. An applicant or driver with diabetes treated with medication which carries a risk of inducing hypoglycaemia shall demonstrate an understanding of the risk of hypoglycaemia and adequate control of the condition. **U.K.**

Driving licences shall not be issued to, or renewed for, applicants or drivers who have inadequate awareness of hypoglycaemia.

Driving licences shall not be issued to, or renewed for, applicants or drivers who have recurrent severe hypoglycaemia, unless supported by competent medical opinion and regular medical assessment. For recurrent severe hypoglycaemias during waking hours a licence shall not be issued or renewed until 3 months after the most recent episode.

Driving licences may be issued or renewed in exceptional cases, provided that it is duly justified by competent medical opinion and subject to regular medical assessment, ensuring that the person is still capable of driving the vehicle safely taking into account the effects of the medical condition.]

Group 2:

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- 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: **U.K.**
- 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.]

[^{F7}NEUROLOGICAL DISEASES AND OBSTRUCTIVE SLEEP APNOEA SYNDROME
NEUROLOGICAL DISEASES

- 11.1. 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 authorised medical opinion. **U.K.**

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.

OBSTRUCTIVE SLEEP APNOEA SYNDROME

- 11.2. In the following paragraphs, a moderate obstructive sleep apnoea syndrome corresponds to a number of apnoeas and hypopnoeas per hour (Apnoea-Hypopnoea Index) between 15 and 29 and a severe obstructive sleep apnoea syndrome corresponds to an Apnoea-Hypopnoea Index of 30 or more, both associated with excessive daytime sleepiness.
- 11.3. Applicants or drivers in whom a moderate or severe obstructive sleep apnoea syndrome is suspected shall be referred for further authorised medical advice before a driving licence is issued or renewed. They may be advised not to drive until confirmation of the diagnosis.
- 11.4. Driving licences may be issued to applicants or drivers with moderate or severe obstructive sleep apnoea syndrome who show adequate control of their condition and compliance with appropriate treatment and improvement of sleepiness, if any, confirmed by authorised medical opinion.
- 11.5. Applicants or drivers with moderate or severe obstructive sleep apnoea syndrome under treatment shall be subject to a periodic medical review, at intervals not exceeding three years for drivers of group 1 and one year for drivers of group 2, with a view to establish the level of compliance with the treatment, the need for continuing the treatment and continued good vigilance.]

[^{F12}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. **U.K.**

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. **U.K.**

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 co-morbidity)).
- 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').

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

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. **U.K.**

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'. **U.K.**

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.]

MENTAL DISORDERS

Group 1:

13.1. Driving licences shall not be issued to, or renewed for, applicants or drivers who suffer from: **U.K.**

- 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 authorised 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. **U.K.**

After a proven period of abstinence and subject to authorised 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: **U.K.**

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 authorised medical opinion and regular medical check-ups.

Group 2:

16.2. Save in exceptional cases duly justified by authorised 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:

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

17.1. Subject to authorised medical opinion and, if necessary, regular medical check-ups, driving licences may be issued to or renewed for applications 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 authorised medical opinion and, if necessary, subject to regular medical check-ups.

ANNEX IV U.K.

MINIMUM STANDARDS FOR PERSONS WHO CONDUCT PRACTICAL DRIVING TESTS

1. Competences required by a driving examiner U.K.
 - 1.1. A person authorised to conduct practical assessments in a motor vehicle of the driving performance of a candidate must have knowledge, skills and understanding related to the topics listed in points 1.2 to 1.6.
 - 1.2. The competences of an examiner must be relevant to assessing the performance of a candidate seeking the category of driving licence entitlement for which the driving test is being undertaken.
 - 1.3. Knowledge and understanding of driving and assessment: U.K.
 - theory of driving behaviour,
 - hazard perception and accident avoidance,
 - the syllabus underpinning driving test standards,
 - the requirements of the driving test,
 - relevant road and traffic legislation, including relevant EU and national legislation and interpretative guidelines,
 - assessment theory and techniques,
 - defensive driving.
 - 1.4. Assessment skills: U.K.
 - ability to observe accurately, monitor, and evaluate overall candidate performance, in particular:
 - correct and comprehensive recognition of dangerous situations,
 - accurate determination of cause and likely effect of such situations,
 - achievement of competence and recognition of errors,
 - uniformity and consistency in assessment,
 - assimilate information quickly and extract key points,
 - look ahead, identify potential problems, and develop strategies to deal with them,
 - provide timely and constructive feedback.

- 1.5. Personal driving skills: **U.K.**
 - A person authorised to conduct a practical test for a category of driving licence must be able to drive to a consistently high standard that type of motor vehicle.
- 1.6. Quality of service: **U.K.**
 - establish and communicate what the candidate can expect during the test,
 - communicate clearly, choosing content, style and language to suit the audience and context and deal with enquiries from candidates,
 - provide clear feedback about the test result,
 - treat candidates with respect and indiscriminately.
- 1.7. Knowledge about vehicle technique and physics: **U.K.**
 - knowledge about vehicle technique such as steering, tyres, brakes, lights, specially for motorcycles and heavy vehicles,
 - loading safety,
 - knowledge about vehicle physics such as speed, friction, dynamics, energy.
- 1.8. Driving in a fuel efficient and environmentally friendly way.
2. General conditions **U.K.**
 - 2.1. A category B driving examiner: **U.K.**
 - (a) must have held a category B licence for at least 3 years;
 - (b) must be at least 23 years old;
 - (c) must have successfully completed the initial qualification provided for in point 3 of this Annex and subsequently followed the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex;
 - (d) must have terminated a vocational education that leads at least to a completion of level 3 as defined by Council Decision 85/368/EEC of 16 July 1985 on the comparability of vocational training qualifications between the Member States of the European Community⁽⁸⁾;
 - (e) may not be active as a commercial driving instructor in a driving school simultaneously.
 - 2.2. A driving examiner for the other categories: **U.K.**
 - (a) must hold a driving licence in the category concerned or possess equivalent knowledge through adequate professional qualification;
 - (b) must have successfully completed the initial qualification provided for in point 3 of this Annex and subsequently followed the quality assurance and the periodic training arrangements as provided for in point 4 of this Annex;
 - (c) must have been a qualified category B driving examiner for at least 3 years; this period may be waived provided that the examiner in question can provide evidence of:
 - at least 5 years of driving in the category concerned, or,
 - a theoretical and practical assessment of driving ability of a standard higher than that needed to obtain a driving licence thus making that requirement unnecessary,

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- (d) must have completed a vocational education that leads at least to a termination of the level 3 as defined by Decision 85/368/EEC;
 - (e) may not be active as a commercial driving instructor in a driving school simultaneously.
- 2.3. Equivalences **U.K.**
- 2.3.1. Member States may authorise an examiner to conduct driving tests for categories AM, A1, A2 and A upon passing the initial qualification prescribed in point 3 for one of these categories.
 - 2.3.2. Member States may authorise an examiner to conduct driving tests for categories C1, C, D1 and D upon passing the initial qualification prescribed in point 3 for one of these categories.
 - 2.3.3. Member States may authorise an examiner to conduct driving tests for categories BE, C1E, CE, D1E and DE upon passing the initial qualification prescribed in point 3 for one of these categories.
3. Initial qualification **U.K.**
- 3.1. Initial training **U.K.**
 - 3.1.1. Before a person may be authorised to conduct driving tests, that person must satisfactorily complete such training programme as a Member State may specify in order to have the competences set out in point 1.
 - 3.1.2. Member States must determine whether the content of any particular training programme will relate to authorisation to conduct driving tests for one driving licence category, or more than one.
 - 3.2. Examinations **U.K.**
 - 3.2.1. Before a person may be authorised to conduct driving tests, that person must demonstrate a satisfactory standard of knowledge, understanding, skills and aptitude in respect of the subjects listed in point 1.
 - 3.2.2. Member States shall operate an examination process that assesses, in a pedagogically appropriate manner, the competences of the person as defined under point 1, in particular point 1.4. The examination process must include both a theoretical element and a practical element. Computer-based assessment may be used where appropriate. The details concerning the nature and duration of any tests and assessments within the examination shall be at the discretion of the individual Member States.
 - 3.2.3. Member States must determine whether the content of any particular examination will relate to authorisation to conduct driving tests for one driving licence category, or more than one.
4. Quality assurance and periodic training **U.K.**
- 4.1. Quality assurance **U.K.**
 - 4.1.1. Member States shall have in place quality assurance arrangements to provide for the maintenance of standards of driving examiners.

- 4.1.2. Quality assurance arrangements should involve the supervision of examiners at work, their further training and re-accreditation, their continuing professional development, and by periodic review of the outcomes of the driving tests that they have conducted.
- 4.1.3. Member States must provide that each examiner is subject to yearly supervision making use of quality assurance arrangements listed in point 4.1.2. Moreover, the Member States must provide that each examiner is observed conducting tests once every 5 years, for a minimum period cumulatively of at least half a day, allowing the observation of several tests. When issues are identified corrective action should be put in place. The person undertaking the supervision must be a person authorised by the Member State for that purpose.
- 4.1.4 Member States may provide that where an examiner is authorised to conduct driving tests in more than one category, satisfying the supervision requirement in relation to tests for one category satisfies the requirement for more than one category.
- 4.1.5 The work of driving examination must be monitored and supervised by a body authorised by the Member State, to ensure correct and consistent application of assessment.
- 4.2. Periodic training **U.K.**
- 4.2.1. Member States shall provide that, in order to remain authorised, driving examiners, irrespective of the number of categories for which they are accredited, undertake: **U.K.**
- a minimum regular periodic training of four days in total per period of two years in order to:
 - maintain and refresh the necessary knowledge and examining skills,
 - to develop new competences that have become essential for the exercise of their profession,
 - ensure that an examiner continues to conduct tests to a fair and uniform standard,
 - a minimum periodic training of at least five days in total per period of five years,
 - in order to develop and maintain the necessary practical driving skills.
- 4.2.2. Member States shall take the appropriate measures for ensuring that specific training is given promptly to those examiners that have found to be seriously malfunctioning by the quality assurance system in place.
- 4.2.3. The nature of periodic training may take the form of briefing, classroom training, conventional or electronic-based learning, and it may be undertaken on an individual or group basis. It may include such re-accreditation of standards as Member States consider appropriate.
- 4.2.4. Member States may provide that where an examiner is authorised to conduct driving tests in more than one category, satisfying the periodic training requirement in relation to tests for one category satisfies the requirement for more than one category, provided the condition set out in point 4.2.5 is satisfied.
- 4.2.5. Where an examiner has not conducted tests for a category within a 24-month period, the examiner shall undertake a suitable reassessment before being allowed to carry out driving tests relating to that category. That re-assessment may be undertaken as part of the requirement set out in point 4.2.1.
5. Acquired rights **U.K.**

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- 5.1. Member States may allow persons authorised to conduct driving tests immediately before these provisions come into force to continue to conduct driving tests, notwithstanding that they were not authorised in accordance with the general conditions in point 2 or the initial qualification process set out in point 3.
- 5.2. Such examiners are nonetheless subject to the regular supervision and quality assurance arrangements set out in point 4.

ANNEX V U.K.

MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR COMBINATIONS AS DEFINED IN THE SECOND SUBPARAGRAPH OF ARTICLE 4(4)(B)

1. Member States shall take the necessary measures to: U.K.
 - approve and supervise the training provided for in Article 7(1)(d) or,
 - organise the test of skills and behaviour provided for in Article 7(1)(d).
- 2.1. Duration of driver training U.K.
 - at least 7 hours.
3. Content of driver training U.K.

The driver training shall cover the knowledge, skills and behaviour as described in points 2 and 7 of Annex II. Particular attention shall be paid to:

- vehicle movement dynamics, safety criteria, tractor vehicle and trailer (coupling mechanism), correct loading and safety fittings;

A practical component shall include the following exercises: acceleration, deceleration, reversing, braking, stopping distance, lane-changing, braking/evasive action, trailer swing, uncoupling from and re-coupling a trailer to its motor vehicle, parking;

- Each training participant has to perform the practical component and shall demonstrate its skills and behaviour on public roads,
- Vehicle combinations used for the training shall fall within the category of driving licence participants have applied for.

4. Duration and contents of the test of skills and behaviour

The length of the test and the distance travelled must be sufficient to assess the skills and behaviour laid down in point 3.

ANNEX VI U.K.

MINIMUM REQUIREMENTS FOR DRIVER TRAINING AND TESTING FOR MOTORCYCLES WITHIN CATEGORY A (PROGRESSIVE ACCESS)

1. Member States shall take the necessary measures to: U.K.
 - approve and supervise the training provided for in Article 7(1)(c) or,
 - organise the test of skills and behaviour provided for in Article 7(1)(c).

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

2. Duration of driver training **U.K.**
 - at least 7 hours.
3. Content of driver training **U.K.**
 - The driver training shall contain all aspects covered in point 6 of Annex II.
 - Each participant has to perform the practical components of the training and shall demonstrate its skills and behaviour on public roads.
 - Motorcycles used for the training shall fall within the category of driving licence participants have applied for.
4. Duration and contents of the test of skills and behaviour

The length of the test and the distance travelled must be sufficient to assess the skills and behaviour laid down in point 3 of this Annex.

ANNEX VII **U.K.**

Part A **U.K.**

REPEALED (referred to in Article 17) **U.K.**
DIRECTIVE
AS
SUCCESSIVELY
AMENDED

Council Directive 91/439/EEC ^a	(OJ L 237, 24.8.1991, p. 1)
Council Directive 94/72/EC	(OJ L 337, 24.12.1994, p. 86)
Council Directive 96/47/EC	(OJ L 235, 17.9.1996, p. 1)
Council Directive 97/26/EC	(OJ L 150, 7.6.1997, p. 41)
Commission Directive 2000/56/EC	(OJ L 237, 21.9.2000, p. 45)
Directive 2003/59/EC of the European Parliament and of the Council, only Article 10, paragraph 2	(OJ L 226, 10.9.2003, p. 4)
Regulation (EC) No 1882/2003 of the European Parliament and of the Council, only Annex II, point 24	(OJ L 284, 31.10.2003, p. 1)

^a Directive 91/439/EEC was also amended by the following act which has not been repealed: 1994 Act of accession.

Part B **U.K.**

DEADLINES (referred to in Article 17) **U.K.**
FOR
TRANSPOSITION
INTO
NATIONAL

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

LAW
AND
FOR
APPLICATION

Directive	Deadline for transposition	Date of application
Directive 91/439/EEC	1st July 1994	1st July 1996
Directive 94/72/EC		1st January 1995
Decision 96/427/EC		16 July 1996
Directive 96/47/EC	1st July 1996	1st July 1996
Directive 97/26/EC	1st January 1998	1st January 1998
Directive 2000/56/EC	30 September 2003	30 September 2003, 30 September 2008 (Annex II, point 6.2.5) and 30 September 2013 (Annex II point 5.2)
Directive 2003/59/EC	10 September 2006	10 September 2008 (passenger transport) and 10 September 2009 (goods transport)

ANNEX VIII **U.K.**

CORRELATION TABLE

Directive 91/439/EEC	This Directive
Article 1(1), first sentence	Article 1(1) first sentence
Article 1(1), second sentence	—
	Article 1(2)
Article 1(2)	Article 2(1)
	Article 2(2)
Article 1(3)	
Article 2(1)	Article 1(1), second sentence
Article 2(2)	Article 3(1)
	Article 3(2)
	Article 3(3)
Article 2(3)	
Article 2(4)	
Article 3(1), first subparagraph, introductory words	Article 4(1), first sentence

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

	Article 4(2), first indent
	Article 4(2), second indent
Article 3(1), first subparagraph, first indent	Article 4(3), first indent
Article 3(1), first subparagraph, second indent	Article 4(4)(b), first subparagraph
Article 3(1), first subparagraph, third indent	Article 4(4)(b), second subparagraph
Article 3(1), first subparagraph, fourth indent	Article 4(4)(c)
Article 3(1), first subparagraph, fifth indent	Article 4(4)(f)
Article 3(1), first subparagraph, sixth indent	Article 4(4)(g)
Article 3(1), first subparagraph, seventh indent	Article 4(4)(j)
Article 3(1), first subparagraph, eighth indent	Article 4(4)(k)
Article 3(2), first subparagraph, introductory words	
Article 3(2), first subparagraph, first indent	Article 4(3)(a)
Article 3(2), first subparagraph, second indent	Article 4(4)(a)
Article 3(2), first subparagraph, third indent	Article 4(4)(d)
Article 3(2), first subparagraph, fourth indent	Article 4(4)(e)
Article 3(2), first subparagraph, fifth indent	Article 4(4)(h)
Article 3(2), first subparagraph, sixth indent, introductory words	Article 4(4)(i)
Article 3(2), first subparagraph, sixth indent, first sub-indent	
Article 3(2), first subparagraph, sixth indent, second sub-indent	
Article 3(3), introductory words	
Article 3(3), first indent	Article 4(1), third sentence
Article 3(3), second indent, first subparagraph	Article 4(3), second indent
Article 3(3), second indent, second subparagraph	
Article 3(3), third indent	Article 4(3), first indent
Article 3(3), fourth indent	Article 4(4), first indent
Article 3(3), fifth indent	Article 4(4), second indent
	Article 4(3)
Article 3(4)	

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

Article 3(5)	
Article 3(6)	Article 4(5), first sentence
	Article 4(5), second sentence
Article 4	Article 5
Article 5(1)	Article 6(1)
Article 5(1)(a)	Article 6(1)(a)
Article 5(1)(b)	Article 6(1)(b)
Article 5(2), introductory words	Article 6(2), introductory words
Article 5(2)(a)	Article 6(2)(a)
Article 5(2)(b)	Article 6(2)(b)
	Article 6(2)(c)
	Article 6(2)(d)
	Article 6(2)(e)
	Article 6(2)(f)
Article 5(3)	
Article 5(4)	Article 6(4)
Article 6(1), introductory words	Article 4(1), second sentence
Article 6(1)(a), first indent	Article 4(3)(a), third indent
Article 6(1)(a), second indent	Article 4(4)(a), second indent
Article 6(1)(b), first indent	Article 4(3)(b), second indent
	Article 4(3)(c), second indent
Article 6(1)(b), second indent first alternative	Article 4(4)(b), fifth subparagraph
Article 6(1)(b), second indent second alternative	Article 4(4)(c), second indent
Article 6(1)(b), third indent first and second alternative	Article 4(4)(g), second indent
Article 6(1)(b), third indent third and fourth alternative	Article 4(4)(e), third indent
Article 6(1)(c), first indent first and second alternative	Article 4(4)(k), second indent
Article 6(1)(c), first indent third and fourth alternative	Article 4(4)(i), second indent
Article 6(2)	Article 4(6), first subparagraph
	Article 4(6), second subparagraph
Article 6(3)	Article 4(6), third and fourth subparagraphs
Article 7(1), introductory words	Article 7(1), introductory words

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

Article 7(1)(a)	Article 7(1)(a)
	Article 7(1)(b)
	Article 7(1)(c)
	Article 7(1)(d)
Article 7(1)(b)	Article 7(1)(e)
Article 7(2)	
Article 7(3)	
	Article 7(2)
	Article 7(3)
Article 7(4)	Article 7(4)
Article 7(5)	Article 7(5)(a)
	Article 7(5)(b)
	Article 7(5)(c)
	Article 7(5)(d)
Article 7 a(1)	
Article 7 a(2)	Article 8
Article 7 b	Article 9
	Article 10
Article 8	Article 11
Article 9	Article 12
Article 10	Article 13(1)
	Article 13(2)
Article 11	Article 14
Article 12(1)	
Article 12(2)	
Article 12(3)	Article 15
	Article 16
Article 13	Article 17, first subparagraph
	Article 17, second subparagraph
	Article 18
Article 14	Article 19
Annex I	
Annex Ia	Annex I
Annex II	Annex II

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

Annex III	Annex III
	Annex IV
	Annex V
	Annex VI

Status: EU Directives are being published on this site to aid cross referencing from UK legislation. After IP completion day (31 December 2020 11pm) no further amendments will be applied to this version.

- (1) [^{F3}This force indicates the driver's capability for operating the system.]
- (2) [^{F3}This force indicates the driver's capability for operating the system.]
- (3) [^{F3}This force indicates the driver's capability for operating the system.]
- (4) [^{F3}This force indicates the driver's capability for operating the system.]
- (5) [^{F3}Council Regulation (EEC) No 3821/85 of 20 December 1985 on recording equipment in road transport (OJ L 370, 31.12.1985, p. 8).]
- (6) [^{F8}OJ L 102, 11.4.2006, p. 1.]
- (7) Commission Directive 2000/56/EC of 14 September 2000 amending Council Directive 91/439/EEC on driving licences (OJ L 237, 21.9.2000, p. 45).
- (8) OJ L 199, 31.7.1985, p. 56.

Textual Amendments

- F3** Substituted by Commission Directive (EU) 2015/653 of 24 April 2015 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences (Text with EEA relevance).
- F8** Substituted by Commission Directive 2012/36/EU of 19 November 2012 amending Directive 2006/126/EC of the European Parliament and of the Council on driving licences (Text with EEA relevance).