



The implementation of Directive 2006/126/EC on driving licences

Annex report

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The implementation of Directive 2006/126/EC on driving licences

Annex report

This annex report complements the final report of the study on the implementation of Directive 2006/126/EC on driving licences. It contains all tables and figures referred to in the final report.

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Annex 1: Analysis and selection of recommendations by means of Delphi technique

Step 1: First scoring of proposed recommendations

In this step, the Delphi technique is used as a decision making instrument for selecting the final recommendations. The consortium members fulfil the role as experts to score the proposed recommendations for each application area of the Directive on four predefined criteria by means of a 3 point-scoring method (high = 3; medium = 2; low = 1):

- Importance: the urgency of the problem as considered by the stakeholders
- Easiness of implementation: the extent to which a solution can be implemented swiftly and without difficulties (for example it is easier to perform research on something than to amend a Directive)
- Acceptability: public support for the measure
- Impact: the extent to which a proposed solution is capable to reduce the problem/issue

Every consortium member has based the scoring - of the four criteria - on the views of the consulted stakeholders within this study. In this first scoring round, every consortium member scores the proposed recommendations independently of each other (without knowing the provided scores by the other consortium Members). These scorings are displayed in table 1.1.

Table 1.1: Results of the first scoring round

Recommendations	WP	Importance					Easiness of implementation					Acceptability					Impact					Total
		HASSELT	NTUA	KFV	ETSC	Avg	HASSELT	NTUA	KFV	ETSC	Avg	HASSELT	NTUA	KFV	ETSC	Avg	HASSELT	NTUA	KFV	ETSC	Avg	
Work on the interoperability of non-physical driving licences	1	2	2	3	2	2.25	1	2	1	2	1.5	2	3	2	1	2	2	2	3	2	2.25	2
Implement a common standard on verification of applicants' identities	1	2	3	2	3	2.5	1	2	1	1	1.25	2	3	1	1	1.75	3	3	3	3	3	2.125
Extend the new union model driving licence to also be an ID for travelling	1	1	2	1	1	1.25	1	2	1	1	1.25	1	3	2	1	1.75	2	2	3	2	2.25	1.625
Intensify work of counter-falsification technologies (including false identities)	1	3	3	3	2	2.75	1	1	2	2	1.5	1	2	2	2	1.75	2	3	2	2	2.25	2.0625
Explore further harmonisation of administrative validity periods of driving licences	2	2	3	2	1	2	2	2	2	1	1.75	2	2	2	1	1.75	2	3	3	1	2.25	1.9375
Explore possibilities to further facilitate freedom of movement of citizens	2	2	2	3	2	2.25	2	1	1	1	1.25	2	3	1	2	2	1	3	3	1	2	1.875
Work on a uniform procedure to check normal residence	2	3	2	3	2	2.5	1	2	1	3	1.75	2	3	3	2	2.5	3	3	2	3	2.75	2.375
Explore opportunities to lower administrative burden and costs for citizens upon driving licence renewal	2	1	2	1	1	1.25	3	1	1	1	1.5	3	3	1	1	2	2	1	3	1	1.75	1.625
Explore more uniform renewal procedures (medical checks, etc.)	2	2	2	2	1	1.75	1	2	1	1	1.25	2	3	1	1	1.75	2	2	2	2	2	1.6875
Link driving licence renewal medical checks with national health system	2	2	3	2	3	2.5	1	3	3	1	2	2	3	2	2	2.25	1	3	2	3	2.25	2.25
Standards on Alcohol and Drugs and Medicinal Products (Annex III) could be more precise	2	2	3	1	3	2.25	1	2	1	2	1.5	2	2	1	2	1.75	1	2	2	2	1.75	1.8125
Develop faster, more reliable, maybe cheaper periodical medical checks with alternative methods	2	2	2	3	2	2.25	2	2	2	2	2	2	3	2	2	2.25	2	3	2	2	2.25	2.1875
Keep the category system as well as the licence code system as simple as possible.	3	2	3	3	1	2.25	1	2	2	1	1.5	2	3	2	1	2	2	3	2	2	2.25	2
Explore whether and how the graduated access system for motorcycles could be improved and made more attractive without making it more complicated	3	1	2	3	3	2.25	1	2	2	2	1.75	2	3	2	2	2.25	2	2	2	3	2.25	2.125
Remove obstacles to the deployment of electric vehicles, vehicles with alternative propulsions and vehicles with advanced driver assistance systems	3	1	2	3	2	2	1	2	2	1	1.5	2	3	3	2	2.5	1	3	2	2	2	2
Make sure that all definitions are clear and correspond to practical needs and the vehicle market. Re-assess the equivalences between the categories	3	2	3	1	2	2	1	2	2	1	1.5	2	3	3	2	2.5	2	2	1	1	1.5	1.875
Explore the introduction of additional requirements for obtaining a licence and consider modifications to the test requirements	3	1	3	2	3	2.25	2	1	2	3	2	2	3	1	2	2	3	3	3	3	3	2.3125
Knowledge of modern driver assistant systems by driving examiners and inclusion of (semi-) autonomous driving in the examination procedure	4	1	2	2	3	2	1	1	2	2	1.5	1	2	3	3	2.25	2	2	3	2	2.25	2
Psychological knowledge of test execution and candidate motivation by driving examiners	4	2	3	2	2	2.25	2	2	2	2	2	2	3	3	2	2.5	2	2	2	2	2	2.1875
Stricter higher educational level requirements for driving examiners	4	2	2	3	3	2.5	1	2	1	2	1.5	2	3	1	2	2	1	2	2	2	1.75	1.9375
Improve harmonised high quality periodic training of driving examiners	4	3	2	3	3	2.75	1	3	2	3	2.25	2	3	2	3	2.5	2	3	2	2	2.25	2.4375
Improve the technical issues of RESPER	5	2	3	2	3	2.5	1	2	3	1	1.75	2	2	3	2	2.25	2	3	1	2	2	2.125
Strengthen the use and extend the functionality of RESPER	5	3	3	3	3	3	2	2	2	1	1.75	2	3	3	1	2.25	1	3	2	2	2	2.25
Encourage Member States to follow the recommendations presented in the Business Common rules document in order to ensure a uniform information exchange through RESPER	5	1	2	2	3	2	2	1	2	1	1.5	2	1	2	2	1.75	3	2	3	2	2.5	1.9375
Explore opportunities to further lower administrative burden and costs for national authorities	5	3	2	2	1	2	2	1	1	1	1.25	3	2	2	1	2	3	3	3	1	2.5	1.9375
Explore opportunities to lower the administrative burden and costs for citizens	5	1	3	2	1	1.75	2	2	1	1	1.5	2	2	2	1	1.75	2	2	3	1	2	1.75
Promote better knowledge exchange and mutual recognition between the Member States	all	3	3	2	2	2.5	1	2	1	2	1.5	2	3	2	3	2.5	3	3	2	2	2.5	2.25
Monitor current and future challenges of the implementation of the Directive	all	3	2	2	2	2.25	3	2	1	2	2	2	3	2	3	2.5	3	2	2	2	2.25	2.25

Step 2: Calculating the composite score for each proposed recommendation

After this first scoring round, the individual consortium member scores were summed up and averaged in order to obtain a composite score for each recommendation. The composite scores for all recommendations are displayed in table 1.2. This composite score represented the group response and was distributed among the consortium members.

Table 1.2: Composite score for each recommendations after first scoring round

Recommendations	Importance	Easiness of implementation	Acceptability	Impact	Total
	Average score	Average score	Average score	Average score	Average score
Work on the interoperability of non-physical driving licences	2.25	1.50	2.00	2.25	2.00
Implement a common standard on verification of applicants' identities	2.50	1.25	1.75	3.00	2.13
Extend the new union model driving licence to also be an ID for travelling	1.25	1.25	1.75	2.25	1.63
Intensify work of counter-falsification technologies (including false identities)	2.75	1.50	1.75	2.25	2.06
Explore further harmonisation of administrative validity periods of driving licences	2.00	1.75	1.75	2.25	1.94
Explore possibilities to further facilitate freedom of movement of citizens	2.25	1.25	2.00	2.00	1.88
Work on a uniform procedure to check normal residence	2.50	1.75	2.50	2.75	2.38
Explore opportunities to lower administrative burden and costs for citizens upon driving licence renewal	1.25	1.50	2.00	1.75	1.63
Explore more uniform renewal procedures (medical checks, etc.)	1.75	1.25	1.75	2.00	1.69
Link driving licence renewal medical checks with national health system	2.50	2.00	2.25	2.25	2.25
Standards on Alcohol and Drugs and Medicinal Products (Annex III) could be more precise	2.25	1.50	1.75	1.75	1.81
Develop faster, more reliable, maybe cheaper periodical medical checks with alternative methods	2.25	2.00	2.25	2.25	2.19
Keep the category system as well as the licence code system as simple as possible.	2.25	1.50	2.00	2.25	2.00
Explore whether and how the graduated access system for motorcycles could be improved and made more attractive without making it more complicated	2.25	1.75	2.25	2.25	2.13
Remove obstacles to the deployment of electric vehicles, vehicles with alternative propulsions and vehicles with advanced driver assistance systems	2.00	1.50	2.50	2.00	2.00
Make sure that all definitions are clear and correspond to practical needs and the vehicle market. Re-assess the equivalences between the categories	2.00	1.50	2.50	1.50	1.88
Explore the introduction of additional requirements for obtaining a licence and consider modifications to the test requirements	2.25	2.00	2.00	3.00	2.31
Knowledge of modern driver assistant systems by driving examiners and inclusion of (semi-) autonomous driving in the examination procedure	2.00	1.50	2.25	2.25	2.00

Table 1.2: Composite score for each recommendations after first scoring round (continued)

Recommendations	Importance	Easiness of implementation	Acceptability	Impact	Total
	Average score	Average score	Average score	Average score	Average score
Psychological knowledge of test execution and candidate motivation by driving examiners	2.25	2.00	2.50	2.00	2.19
Stricter higher educational level requirements for driving examiners	2.50	1.50	2.00	1.75	1.94
Improve harmonised high quality periodic training of driving examiners	2.75	2.25	2.50	2.25	2.44
Improve the technical issues of RESPER	2.50	1.75	2.25	2.00	2.13
Strengthen the use and extend the functionality of RESPER	3.00	1.75	2.25	2.00	2.25
Encourage Member States to follow the recommendations presented in the Business Common rules document in order to ensure a uniform information exchange through RESPER	2.00	1.50	1.75	2.50	1.94
Explore opportunities to further lower administrative burden and costs for national authorities	2.00	1.25	2.00	2.50	1.94
Explore opportunities to lower the administrative burden and costs for citizens	1.75	1.50	1.75	2.00	1.75
Promote better knowledge exchange and mutual recognition between the Member States	2.50	1.50	2.50	2.50	2.25
Monitor current and future challenges of the implementation of the Directive	2.25	2.00	2.50	2.25	2.25

Step 3: Second scoring of proposed recommendations

In this step, each consortium member received the opportunity to re-evaluate its original scoring for each recommendation based upon examination of the group response.

Table 1.3: Results of the first scoring round

Recommendations	WP	Importance					Easiness of implementation					Acceptability					Impact					Total
		HASSELT	NTUA	KFV	ETSC	Avg	HASSELT	NTUA	KFV	ETSC	Avg	HASSELT	NTUA	KFV	ETSC	Avg	HASSELT	NTUA	KFV	ETSC	Avg	
Work on the interoperability of non-physical driving licences	1	2	2	3	2	2.3	1	2	1	1	1.3	2	3	2	1	2	2	2	3	1	2	1.88
Implement a common standard on verification of applicants' identities	1	2	3	2	3	2.5	1	2	1	1	1.3	2	3	1	2	2	3	3	3	3	3	2.19
Extend the new union model driving licence to also be an ID for travelling	1	1	2	1	2	1.5	1	1	1	1	1	1	3	2	1	1.8	2	2	3	2	2.3	1.63
Intensify work of counter-falsification technologies (including false identities)	1	3	3	3	2	2.8	1	1	2	1	1.3	1	2	2	2	1.8	2	3	2	2	2.3	2.00
Explore further harmonisation of administrative validity periods of driving licences	2	2	3	1	1	1.8	2	2	2	1	1.8	2	2	1	1	1.5	2	3	2	1	2	1.75
Explore possibilities to further facilitate freedom of movement of citizens	2	2	2	2	2	2	2	2	2	1	1.8	2	3	2	1	2	1	3	3	1	2	1.94
Work on a uniform procedure to check normal residence	2	3	2	2	3	2.5	1	2	1	3	1.8	2	3	1	2	2	3	3	3	3	3	2.31
Explore opportunities to lower administrative burden and costs for citizens upon driving licence renewal	2	1	2	1	1	1.3	1	1	1	1	1	3	3	3	1	2.5	2	1	2	1	1.5	1.56
Explore more uniform renewal procedures (medical checks, etc.)	2	2	2	2	1	1.8	1	2	1	1	1.3	1	3	1	1	1.5	2	2	3	2	2.3	1.69
Link driving licence renewal medical checks with national health system	2	3	3	2	3	2.8	1	1	1	1	1	2	3	1	2	2	2	3	2	3	2.5	2.06
Standards on Alcohol and Drugs and Medicinal Products (Annex III) could be more precise	2	2	3	2	3	2.5	1	2	3	2	2	2	2	2	2	2	2	2	2	2	2	2.13
Develop faster, more reliable, maybe cheaper periodical medical checks with alternative methods	2	2	2	2	2	2	1	1	1	1	1	1	3	1	1	1.5	2	3	2	2	2.3	1.69
Keep the category system as well as the licence code system as simple as possible.	3	2	3	3	1	2.3	1	2	2	1	1.5	2	3	2	1	2	2	3	2	1	2	1.94
Explore whether and how the graduated access system for motorcycles could be improved and made more attractive without making it more complicated	3	2	2	3	3	2.5	2	3	2	2	2.3	2	3	2	2	2.3	2	2	2	3	2.3	2.31
Remove obstacles to the deployment of electric vehicles, vehicles with alternative propulsions and vehicles with advanced driver assistance systems	3	2	2	3	2	2.3	2	2	2	1	1.8	2	3	2	2	2.3	2	3	2	2	2.3	2.13
Make sure that all definitions are clear and correspond to practical needs and the vehicle market. Re-assess the equivalences between the categories	3	2	3	3	1	2.3	2	2	2	1	1.8	2	3	3	1	2.3	2	2	2	1	1.8	2.00
Explore the introduction of additional requirements for obtaining a licence and consider modifications to the test requirements	3	1	2	2	3	2	1	2	2	1	1.5	1	2	1	2	1.5	2	2	3	3	2.5	1.88
Knowledge of modern driver assistant systems by driving examiners and inclusion of (semi-) autonomous driving in the examination procedure	4	2	3	3	3	2.8	2	2	2	2	2	2	3	3	3	2.8	2	2	3	2	2.3	2.44
Psychological knowledge of test execution and candidate motivation by driving examiners	4	2	2	2	2	2	1	2	2	2	1.8	2	3	3	2	2.5	1	2	2	2	1.8	2.00
Stricter higher educational level requirements for driving examiners	4	2	2	2	3	2.3	1	1	1	2	1.3	2	3	1	2	2	2	3	2	2	2.3	1.94
Improve harmonised high quality periodic training of driving examiners (WP4)	4	2	3	2	3	2.5	2	2	3	3	2.5	2	3	3	3	2.8	1	3	1	2	1.8	2.38
Improve the technical issues of RESPER	5	2	2	2	3	2.3	2	2	2	1	1.8	2	1	3	2	2	3	2	2	2	2.3	2.06
Strengthen the use and extend the functionality of RESPER	5	3	3	2	3	2.8	1	2	1	1	1.3	3	3	2	2	2.5	3	3	3	2	2.8	2.31
Encourage Member States to follow the recommendations presented in the Business Common rules document in order to ensure a uniform information exchange through RESPER	5	2	3	3	3	2.8	2	2	1	1	1.5	2	2	2	2	2	2	2	3	2	2.3	2.13
Explore opportunities to further lower administrative burden and costs for national authorities	5	1	2	1	1	1.3	2	1	1	1	1.3	3	3	2	1	2.3	3	2	2	1	2	1.69
Explore opportunities to lower the administrative burden and costs for citizens	5	1	2	1	1	1.3	1	1	1	1	1	3	3	3	1	2.5	3	2	2	1	2	1.69
Promote better knowledge exchange and mutual recognition between the Member States	all	1	3	1	2	1.8	2	2	2	2	2	2	3	3	3	2.8	3	3	1	2	2.3	2.19
Monitor current and future challenges of the implementation of the Directive	all	2	3	2	2	2.3	2	2	2	2	2	2	3	3	3	2.8	2	3	3	2	2.5	2.38

Step 4: Ranking the countermeasures

After the second scoring round, the final composite score for each recommendation was calculated by summing up and averaging the individual consortium member scores. For each objective, the top 3 of best scoring recommendations was selected as the final recommendations.

This resulted in the selection of 17 final recommendations: 15 recommendations spread out over 5 specific application areas of the Directive and 2 general recommendations.

General recommendations

Table 1.4: Selection of general recommendations

General recommendations	Total score
Monitor current and future challenges of the implementation of the Directive	2.38
Promote better knowledge exchange and mutual recognition between the Member States	2.19

Selection of final recommendations for area 'Union model Licence'

Table 1.5: Selection of final recommendations for application area 'Union model Licence'

Recommendations 'Union model Licence'	Total score
Implement a common standard on verification of applicants' identities	2.19
Intensify work of counter-falsification technologies (including false identities)	2
Work on the interoperability of non-physical driving licences	1.88

Selection of final recommendations for objective 'Harmonised administrative validity periods and medical checks'

Table 1.6: Selection of final recommendations for application area 'Harmonised administrative validity periods and medical checks'

Recommendations 'Harmonised administrative validity periods and medical checks'	Total score
Work on a uniform procedure to check normal residence	2.31
Standards on Alcohol and Drugs and Medicinal Products (Annex III) could be more precise	2.13
Link driving licence renewal medical checks with national health system	2.06

Selection of final recommendations for objective 'Modification of driving licence categories'

Table 1.7: Selection of final recommendations for application area 'Modification of driving licence categories'

Recommendations 'Modifications of driving licence categories'	Total score
Explore whether and how the graduated access system for motorcycles could be improved and made more attractive without making it more complicated	2.31
Remove obstacles to the deployment of electric vehicles, vehicles with alternative propulsions and vehicles with advanced driver assistance systems	2.13
Make sure that all definitions are clear and correspond to practical needs and the vehicle market. Re-assess the equivalences between the categories	2

Selection of final recommendations for objective 'Driving examiners'

Table 1.8: Selection of final recommendations for application area 'Driving examiners'

Recommendations 'Driving examiners'	Total score
Knowledge of modern driver assistant systems by driving examiners and inclusion of (semi-) autonomous driving in the examination procedure	2.44
Improve harmonised high quality periodic training of driving examiners	2.38
Psychological knowledge of test execution and candidate motivation by driving examiners	2.00

Selection of final recommendations for objective 'RESPER'

Table 1.9: Selection of final recommendations for application area 'RESPER'

Recommendations 'RESPER'	Total score
Strengthen the use and extend the functionality of RESPER	2.31
Encourage Member States to follow the recommendations presented in the Business Common rules document in order to ensure a uniform information exchange through RESPER	2.13
Improve the technical issues of RESPER	2.06

Annex 2: List of workshop participants

Country	Representative of public Authority or Organisation
Belgium	Federale Overheidsdienst Mobiliteit en Vervoer
Denmark	Danish Ministry of Transport, Building and Housing
Denmark	Danish National Police
Denmark	Danish Road Safety Agency
Denmark	Ministry of Transport, Building and Housing
Estonia	Estonian Road Administration
Finland	Finnish Transport Safety Agency Trafi
France	Ministère de l'intérieur - Délégation à la sécurité routière
Germany	Association of TUEV
Germany	DVR
Germany	Federal Ministry of digital Infrastructure
Germany	Federal Ministry of Transport and digital Infrastructure
Germany	TÜV DEKRA arge tp 21
Ireland	Road Safety Authority
Italy	EFA European Driving School Association
Italy	LOGOS Public Affairs
Lithuania	State Enterprise REGITRA
Luxembourg	SNCA
Malta	Authority for Transport in Malta
Netherlands	CBR
Netherlands	Ministry of Infrastructure and the Environment
Netherlands	RDW
Netherlands	RDW / EUCARIS Secretariat
Norway	Directorate of Public Roads
Spain	CNAE
Spain	MOVING
Sweden	Swedish Transport Agency
United Kingdom	Department for Transport
United Kingdom	DVSA
United Kingdom	European Driving Schools Association (EFA)

Annex 3: Additional survey results regarding the union model licence and technologies for anti-fraud protection

Table 3.1 : Overview of survey respondents

Country	Nr. of answers
Austria	1
Belgium	1
Bulgaria	1
Croatia	1
Cyprus	1
Czech Republic	1
Denmark	1
Estonia	1
Finland	1
France	1
Germany	1
Greece	1
Hungary	1
Iceland	1
Ireland	3
Italy	2
Latvia	1
Lithuania	3
Luxembourg	2
Malta	2
Netherlands	2
Norway	1
Poland	1
Portugal	1
Slovakia	1
Slovenia	1
Spain	3
Sweden	1
United Kingdom	1

Table 3.2: Overview of the duration of administrative processes

	How often does an applicant have to go to any of the contact points for administrative tasks to get a new licence?		What is the typical duration of renewal of a licence category C or D from application to holding new licence in hands?		What is the typical total duration of acquiring a new driving licence of category B (first issue) from application to final delivery of the driving licence?		How long does it typically take from the practical driving test to actually being allowed to drive? (normal processing)		How long does it typically take from the practical driving test to actually being allowed to drive? (express processing)	
	before	after	before	after	before	after	before	after	before	after
Austria	2	2	3	3	30-40	30-40	0	0	0	0
Belgium	2	2	6	3	6	3	6	3	2	2
Bulgaria	2	2	10	10	10	10	12	12	10	10
Croatia	2	2	20	20	20	20	20	20	1 or 3	1 or 3
Cyprus	1	2	0	7-10	0	7-10	0	0	1	1
Czech Republic	2	2	20	20	20	20	don't know	don't know	don't know	don't know
Denmark	don't know	don't know	don't know	Depends on specific case and ev. med. condition	don't know	Depends on specific case and ev. med. condition	don't know	0	don't know	0
Estonia	2	2	10	10	10	10	0	0	0	0
Finland	2	1	10	10	10	10	0	0	0	0
France	1	0	don't know	don't know	don't know	don't know	7	2	NA	NA
Germany	0-2	0-2	10-20	10-20	depends on the	depends on the	0	0	0	0
Greece	2-3	2-3	20	25	60-95	60-100	20-25	25-30	no	no
Hungary	2-3	2-3	15-20	8	15-20	8	30-50	30-50	30	30
Iceland	1	1	7	7	7	7	0	0	0	0
Ireland	1	1	30	5-8	30	5-8	30	5-8	1	5-8
Italy	3	3	3	3	70	70	0	0	0	0
Latvia	1	1	0	0	0	0	0	0	0	0
Lithuania	2	2	1	10	1	10	1	10	1	1
Luxembourg	no answer	no answer	no answer	no answer	no answer	no answer	no answer	no answer	no answer	no answer
Malta	1	1	5	5	60	60	2	2	2	2
Netherlands	2	2	5	5	5	5	5	5	5	5
Norway	1	1	3-5	3-5	3-5	3-5	3-5	3-5	NA	NA
Poland	2	2	7	7	7	7	30	9	30	9
Portugal	2	1 or 0	45-60	5-7	45-60	10-22	45-60	10-22	NA	NA
Slovakia	2	2	30 max	30 max	30 max	30 max	no answer	30 max	2	2
Slovenia	1	1	5	5	5	5	0	0	0	0
Spain	3	3	10	10	60	60	10	10	NA	NA
Sweden	1	1	2-5	2-5	2-5	2-5	0	0	0	0
United Kingdom	1	1	10	10	12	12	0	0	0	0

Grey cells indicate "no change", green means "reduced duration" and yellow "increased duration". For the white cells, the impact is unknown.

Table 3.3: Overview of the fees for driving licences before & after implementation of the Third Driving Licence Directive

	Regular fee		fast processing		renewal A1/A2/A		Renewal B/B1		Renewal C/C1		Renewal D/D1	
	before	after	before	after	before	after	before	after	before	after	before	after
Austria	€ 60,50	€ 60,50	€ 28,00	€ 28,00	€ 49,50	€ 49,50	€ 49,50	€ 49,50	€ 11,00	€ 11,00	€ 11,00	€ 11,00
Belgium	€ 16,00	€ 20,00 to € 40,00	NA	NA	€ 11,00	€ 20,00 to € 40,00	€ 11,00	€ 20,00 to € 40,00	€ 11,00	€ 20,00 to € 40,00	€ 11,00	€ 20,00 to € 40,00
Bulgaria	€ 14,00	€ 14,00	€ 28,00	€ 28,00	€ 14,00	€ 14,00	€ 14,00	€ 14,00	€ 14,00	€ 14,00	€ 14,00	€ 14,00
Croatia	€ 9,45	€ 22,40	don't know	€ 63,00 or € 29,00	€ 9,45	€ 22,40	€ 9,45	€ 22,40	€ 9,45	€ 22,40	€ 9,45	€ 22,40
Cyprus	59,85	€ 40,00	NA	NA	59,85	€ 40,00	59,85	€ 40,00	59,85	€ 40,00	59,85	€ 40,00
Czech Republic	€ 1,91	€ 1,91	€ 19,15	€ 19,15	€ 1,91	€ 1,91	€ 1,91	€ 1,91	€ 1,91	€ 1,91	€ 1,91	€ 1,91
Denmark	don't know	€ 80,75	don't know	don't know	don't know	€ 16,15	don't know	€ 16,15	don't know	€ 20,86	don't know	€ 20,86
Estonia	€ 26,00	€ 26,00	€ 53,00	€ 53,00	€ 26,00	€ 26,00	€ 26,00	€ 26,00	€ 26,00	€ 26,00	€ 26,00	€ 26,00
Finland	€ 60,00	€ 60,00	NA	NA	€ 44,00	€ 42,00	€ 44,00	€ 42,00	€ 44,00	€ 42,00	€ 44,00	€ 42,00
France	€ 0,00	€ 0,00	NA	NA	€ 0,00	€ 0,00	€ 0,00	€ 0,00	€ 0,00	€ 0,00	€ 0,00	€ 0,00
Germany	€ 40,00 to € 50,00	€ 40,00 to € 50,00	NA	NA	€ 40,00 to € 50,00	€ 40,00 to € 50,00	€ 40,00 to € 50,00	€ 40,00 to € 50,00	€ 40,00 to € 50,00	€ 40,00 to € 50,00	€ 40,00 to € 50,00	€ 40,00 to € 50,00
Greece	€ 68,00	€ 98,00	NA	NA	€ 68,00	€ 98,00	€ 68,00	€ 98,00	€ 68,00	€ 98,00	€ 68,00	€ 98,00
Hungary	€ 12,80	€ 12,80	NA	NA	€ 12,80	€ 12,80	€ 12,80	€ 12,80	€ 12,80	€ 12,80	€ 12,80	€ 12,80
Iceland	€ 52,00	€ 52,00	NA	NA	€ 52,00	€ 52,00	€ 52,00	€ 52,00	€ 52,00	€ 52,00	€ 52,00	€ 52,00
Ireland	€ 35,00	€ 55,00	NA	NA	€ 35,00	€ 55,00	€ 35,00	€ 55,00	€ 35,00	€ 55,00	€ 35,00	€ 55,00
Italy	€ 42,00	€ 42,00	NA	NA	€ 26,00	€ 26,00	€ 26,00	€ 26,00	€ 26,00	€ 26,00	€ 26,00	€ 26,00
Latvia	€ 22,05	€ 22,05	NA	NA	€ 22,05	€ 22,05	€ 22,05	€ 22,05	€ 22,05	€ 22,05	€ 22,05	€ 22,05
Lithuania	€ 0,87	€ 14,19	NA	NA	€ 0,87	€ 14,19	€ 0,87	€ 14,19	€ 0,87	€ 14,19	€ 0,87	€ 14,19
Luxembourg	no answer	no answer	no answer	no answer	no answer	no answer	no answer	no answer	no answer	no answer	no answer	no answer
Malta	€ 23,25	€ 23,25	€ 25,00	€ 25,00	€ 52,50	€ 80,00	€ 2,50	€ 80,00	€ 0,00	€ 10,00	€ 0,00	€ 10,00
Netherlands	€ 38,00	€ 38,00	€ 78,00	€ 78,00	€ 38,00	€ 38,00	€ 38,00	€ 38,00	€ 38,00	€ 38,00	€ 38,00	€ 38,00
Norway	€ 33,00	€ 39,00	NA	NA	€ 0,00	€ 0,00	€ 0,00	€ 0,00	€ 0,00	€ 0,00	€ 0,00	€ 0,00
Poland	€ 18,06	€ 23,26	NA	NA	€ 18,06	€ 23,26	€ 18,06	€ 23,26	€ 18,06	€ 23,26	€ 18,06	€ 23,26
Portugal	€ 30,00	€ 30,00	not yet	not yet	€ 30,00	€ 30,00	€ 30,00	€ 30,00	€ 30,00	€ 30,00	€ 30,00	€ 30,00
Slovakia	€ 6,50	€ 6,50	€ 26,00	€ 26,00	6,50/26	6,50/26	6,50/26	6,50/26	6,50/26	6,50/26	6,50/26	6,50/26
Slovenia	€ 21,36	€ 21,37	€ 28,16	€ 28,67	€ 15,01	€ 15,07	€ 15,01	€ 15,07	€ 15,01	€ 15,07	€ 15,01	€ 15,07
Spain	€ 0,00	€ 0,00	NA	NA	don't know	€ 23,50	don't know	€ 23,50	don't know	€ 23,50	don't know	€ 23,50
Sweden	€ 15,63	€ 15,63	NA	NA	€ 15,63	€ 15,63	€ 15,63	€ 15,63	€ 32,81	€ 32,81	€ 32,81	€ 32,81
United Kingdom	NA	NA	NA	NA	€ 23,91	€ 23,32 post € 16,74 online	€ 23,91	€ 23,32 post € 16,74 online	€ 0,00	€ 0,00	€ 0,00	€ 0,00
Average	€ 26,06	€ 30,49	€ 35,66	€ 35,73	€ 25,45	€ 30,63	€ 22,23	€ 29,87	€ 21,37	€ 26,35	€ 21,37	€ 26,35

White cells mean that respective information was not provided. Where cells are grey, there was no change, green cells mean a decrease and red cells an increase of the fees after the implementation of the credit card model.

Table 3.4: Data storage and transfer before & after implementation of the Third Driving Licence Directive

	Before	After	no change
Where is an applicant's signature digitized?			
At contact point indicated above	0	3	2
At public administration	0	3	18
At card producer	0	1	5
By the applicant, at her/his home	2	0	0
Other (please specify)	1	1	2
don't know	2	0	0
How is an applicant's signature stored?	Before	After	no change
Filed on paper	8	0	10
Filed digitally in a database	0	8	19
Filed on the chip of the card	0	0	0
Not filed at all	1	0	0
don't know	0	0	1
How is an applicant's photo submitted in the course of an application?	Before	After	no change
We shoot digital photos	0	6	8
We request paper photos and scan them	3	3	20
don't know	2	0	0
Where is an applicant's photo created?	Before	After	no change
At contact point indicated above	0	4	2
At public administration	0	2	13
At card producer	0	1	3
By the applicant at her/his home	2	1	10
don't know	2	0	3
How are the photos stored in the driving licence register?	Before	After	no change
Filed on paper	7	0	12
Filed digitally in a database	0	8	19
Filed on the chip of the card	0	2	0
Not filed at all	0	0	0
don't know	0	0	1
How is paperwork (application form, medical statement, first aid course certificate, other documents) filed?	Before	After	no change
There are no paper files: everything is done digitally	0	4	4
Everything is filed on paper and scanned if required	2	2	8
Paper files are stored at the contact point	3	0	5
Paper files are stored at public administration	4	0	15
Other (please specify)	0	0	4
don't know	0	0	1
How do you transmit data between various organisations for processing a licence application (i.e. public administration office and back-office, contact points, card manufacturer, testing organisation, driving schools, etc.)?	Before	After	no change
Exclusively digital	0	8	7
Mainly digital	1	2	10
Partly digital	3	0	4
Exclusively on paper	4	0	0
don't know	1	0	1
How do you deliver driving licences to applicants?	Before	After	no change
Simple mail	0	2	8
Simple mail and second letter (like credit card companies)	0	0	1
Registered mail	0	1	8
Pick up at public administration office	3	0	21
Other	0	1	2
don't know	0	0	1

Table 3.5: Reasons for non-implementation of the microchip

If no, please specify the reason for not implementing the microchip.	
Austria	The value of this chip is not evident (which information that are not printed on the licence should be stored??) Chip creates only higher costs!
Belgium	It is not cost effective, considering the information on the microchip is also printed on the driving licence. However, the Belgian identity card has a microchip and is used for identification in digital applications. The microchip won't be implemented for the driving licence until both documents can be integrated into one. This means the chip should be able to hold (variable) data that is not printed on the driving licence (e.g. address).
Croatia	Driving Licence is a document which proofs capability to drive a vehicle.
Finland	Microchip would not give any additional value for a use of driving licence.
Latvia	We do not see added value to implementation of microchip.
Lithuania	There is no need for it.
Malta	For now, we have no intention to introduce the microchip.
Poland	The validity of driving licence does not depend on working microchip. Implementing needs infrastructure to read data. We don't see profits from implementing microchip and all infrastructure.
Sweden	The technique is already old fashioned and we have the data available online and there is no need for a chip.
United Kingdom	Technological advances have allowed driving licence information to be available on line. These advances mean we are no longer considering implementing a microchip.

Table 3.6: Comments on implementation of non-physical licences

Country	Comment
Belgium	Non-physical licences are feasible on a national level, with dependable databases. Driving licence data can easily be consulted based on the identity card of the holder. For cross border use, the use of RESPER and the availability, the reliability and the quality of the data needs to be regulated more strictly.
Estonia	Drivers will be checked via Traffic Register.
Finland	Finland is currently preparing a pilot project which will produce a mobile application which includes driver and vehicle related data. Information of a driving licence will be included in this mobile application. Therefore, we consider that directives and regulations concerning driving licence should be amended as soon as possible so that a mobile driving licence can get an official status as a driving licence. Finland is also attending EReg's working group (Topic Group XIX on virtual driving licences) which deals with mobile driving licence and ISO/IEC JTC1 SC17 WG10 which is currently developing an international standard for a mobile driving licence (ISO 18013-5).
Hungary	Mobile apps
Latvia	Mobile technologies, access of control authorities to local licence registers and RESPER.
Lithuania	Smartphones. Drivers could be checked through the drivers register, copy of which has the police.
Malta	We have no intention of introducing the nonphysical licence
Netherlands	The RDW has developed the first version of a functioning electronic driving licence (POC) for test purposes and is willing to share relevant information with the European Commission.
Norway	Telephone connected to Central Driving Licence database combined with sufficient technical ID Control.
United Kingdom	The draft ISO standard ISO-18013-5 provides for a range of technologies like wi-fi, Bluetooth, NFC which could be used to check details.

Annex 4: Survey results regarding harmonised administrative validity periods and medical checks

Table 4.1 : Overview of survey respondents

Country	Organisation	Nr. of answers
Austria	Ministry of Transport	1
Belgium	Federale Overheidsdienst Mobiliteit en Vervoer	1
Bulgaria	General Directorate National Police within Ministry of Interior	1
Croatia	Ministry of Interior	1
Cyprus	Road Transport Department	1
Czech republic	Ministry of transport	1
Denmark	The Ministry of Transport, Building and Housing	1
Finland	Finnish Transport Safety Agency	1
France	Ministère de l'intérieur - Délégation à la sécurité et à la circulation routières	1
Germany	Federal Ministry of Transport and digital Infrastructure	1
Greece	Ministry of Infrastructure & Transport	1
Hungary	Ministry of Interior	1
Ireland	Road Safety Authority	1
Latvia	Road Traffic Safety Directorate	1
Lithuania	Ministry of Transport and Communications of the Republic of Lithuania	1
Luxembourg	Ministry of Sustainable Development and Infrastructure - Transport department	1
Malta	Authority for Transport in Malta	1
Netherlands	Ministry of Infrastructure and the Environment	1
Poland	Ministry of Infrastructure and Construction	1
Portugal	Institute for Mobility and Transport	1
Slovakia	Ministry of Interior	1
Slovenia	Ministry of Infrastructure	1
Spain	Directorate-General of Traffic (DGT)	1
Sweden	Swedish Transport Agency	1
United Kingdom	Driver & Vehicle Licensing Agency (DVLA)	1

Table 4.2 : Overview of administrative validity periods for driving licence category A-B

Country	AM	A1	A2	A	B	B1	BE
Austria	15 years	15 years	15 years	15 years	15 years	Not implemented	15 years
Belgium	10 years	10 years	10 years	10 years	10 years	Not implemented	10 years
Bulgaria	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Croatia	10 years	10 years	10 years	10 years	10 years	Not implemented	10 years
Cyprus	15 years	15 years	15 years	15 years	15 years	15 years	15 years
Czech Republic	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Denmark	15 years	15 years	15 years	15 years	15 years	Not implemented	15 years
Estonia ¹	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Finland	15 years	15 years	15 years	15 years	15 years	Not implemented	15 years
France	15 years	15 years	15 years	15 years	15 years	15 years	15 years
Germany	15 years	15 years	15 years	15 years	15 years	Not implemented	15 years
Greece	15 years	15 years	15 years	15 years	15 years	15 years	15 years
Hungary	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Iceland ¹	15 years	15 years	15 years	15 years	15 years	Not implemented	15 years
Ireland	10 years	10 years	10 years	10 years	10 years	Not implemented	10 years
Italy ¹	10 years	10 years	10 years	10 years	10 years	Not implemented	10 years
Latvia	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Liechtenstein ¹	For life	For life	For life	For life	For life	For life	For life
Lithuania	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Luxembourg	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Malta	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Netherlands	10 years	10 years	10 years	10 years	10 years	Not implemented	10 years
Norway ¹	15 years	15 years	15 years	15 years	15 years	Not implemented	15 years
Poland	15 years	15 years	15 years	15 years	15 years	15 years	15 years
Portugal	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Romania ¹	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Slovakia	15 years	15 years	15 years	15 years	15 years	15 years	15 years
Slovenia	10 years	10 years	10 years	10 years	10 years	10 years	10 years
Spain	10 years	10 years	10 years	10 years	10 years	Not implemented	10 years
Sweden	10 years	10 years	10 years	10 years	10 years	10 years	10 years
United Kingdom	10 years	10 years	10 years	10 years	10 years	10 years	10 years

¹These countries did not participate in the questionnaire. The information regarding the validity periods is therefore based on the following sources: The EU driving licence handbook, CIECA Guide on driver licensing and the EU Driving licence database.

Table 4.3: Motivation for chosen administrative validity period for driving licences of categories A-B

Country	Motivation
Austria	Longest possible period was chosen
Belgium	The Belgian identity card is also valid for 10 years. Citizens should be able to renew both documents at once.
Bulgaria	Due to the medical exam which is required every 10 years
Croatia	Don't know
Cyprus	Management decision
Czech republic	The validity of 10 years is default pursuant to article 7 paragraph 2 letter a) 2006/126/EU Directive.
Denmark	Don't know
Finland	Previously a driving licence was valid until the holder of DL was 70 years old. We considered that 15 years would be applicable, user friendly and it has less bureaucracy.
France	The issuance of a driver's license is free of charge (except for replacement of a lost or stolen license: tax of €25). The validity period of 15 years makes it possible to limit the number of renewals and consequently the administrative burden.
Germany	Avoidance of unnecessary bureaucratic efforts
Greece	In order to facilitate both citizens and competent authorities
Hungary	Same as before the Directive
Ireland	In line with EU policy
Latvia	We had this validity before and believe this period is optimal.
Lithuania	Driving licence validity of 10 years has been chosen because it is linked with the medical check certificate, which validity is also 10 years.
Luxembourg	Quality of the document
Malta	Malta prefers the 10 year period
Netherlands	In the Netherlands the validity of the categories has always been 10 years. There is no reason to change it. It is also a document a ID document in the Netherlands and according to research a person changes a lot in 10 years.
Poland	To 19.01.2013 driving licence was issued without validity. And in 2006 we finish first exchange of all issued driving licence. Give 10 years validity wasn't acceptable socially
Portugal	No need for young drivers to renew the license each 10 years. But at 60 years old the renewal of the driving licence is at 60-65-70 and then each two years for all these categories
Slovakia	Allowed by Directive
Slovenia	All identity documents have validity of 10 years
Spain	Same as before the Directive
Sweden	It's too long, it should be 5 years for all categories
United Kingdom	We were already issuing a 10-year licence for the above categories. A decision was made not to change as this would have the least impact on customers and on our systems and processes.

Table 4.4 : Overview of administrative validity of replacement driving licence

Country	Is the administrative validity of replacement driving licence identical to lost/stole driving licence?	
	Answer	Motivation
Austria	No	Every replacement DL has a new 15y validity period from the date of issue.
Belgium	No	It would be silly to duplicate a lost document with only limited validity left, causing the holder to renew soon and pay for a new licence several times within 10 years. A lost document might as well be renewed with a new period of validity.
Bulgaria	Yes	Because the duplicate is a copy of the original driving licence
Croatia	No	Because the new driving licence has its own validity period. The same validity period only applies if the applicant has to undergo medical examination.
Cyprus	Yes	-
Czech republic	Yes	The validity of 10 years is default pursuant to article 7 paragraph 2 letter a) of 2006/126/EU Directive.
Denmark	Yes	Don't know
Finland	Yes	No need to change.
France	Yes	Replacement of lost, stolen or deteriorated driving licenses of categories AM, A1, A2, A, B, B1 and BE triggers a new period of administrative validity of 15 years. Driving licenses of other categories (C, CE etc.) lost, stolen or damaged are replaced by duplicates whose validity expires on the same date as the replaced license.
Germany	Yes	The administrative validity is connected to the document.
Greece	Yes	As the applicant doesn't pass any medical exam, the DL is issued for the rest of its administrative validity
Hungary	Yes	The medical validity is the same, if there is no new medical opinion, just the replacement of the DL
Ireland	Yes	N/A
Latvia	Yes	We believe this is normal an fair practice.
Lithuania	No	Default driving licence validity period is 10 years, therefore driving licence replacement (duplicate) is issued with the standard administrative validity of 10 years (as it is a new document).However, if an applicant wishes, the driving licence replacement (duplicate) can be issued with the same administrative validity as the lost / stolen driving licence.
Luxembourg	Yes	N/A
Malta	Yes	as it will be replacing the existing one
Netherlands	Yes	In case of a renewal/replacement a license can be issued for the remaining validity. However, if all conditions for a periodic renewal are met, e.g. medical fitness is determined, we issue a license for a new validity for 10 years (until the age of 75 when we issues a license for the validity period of 5 years)
Poland	No	If we give a replacement we give new 15 years validity of driving licence. (except situation when validity period is restricted by medical fitness)
Portugal	Yes	15 years if the driving license is not lost, if the driver doesn't obtain a new category ... If any of these situations happen, the new driving license has a new photograph obtained by the ID card. The ID card is renewed each 5 years.
Slovakia	Yes	Allowed by Directive
Slovenia	Yes	There is no other requirement in Slovenian legislation.
Spain	Yes	It's the same validity date that the original driving licence had.
Sweden	No	We don't have a replacement driving licence. If the licence is lost a completely new one is issued.
United Kingdom	Yes	A licence issued to replace a lost/stolen licence has the same administrative validity expiry date in order to ensure a photograph is received every 10 years.

Table 4.5: Overview of administrative validity periods for driving licence showing category B and C

Country	Administrative validity of driving licence with categories B and C
Austria	5 years
Belgium	10 years; The validity of category C will be limited to 5 years or less, depending on the driver's fitness to drive. Once this category expires, the holder will still be authorised to drive category B vehicles for the remainder of the licence's administrative validity period of 10 years.
Bulgaria	5 years
Croatia	Other; 10 years for B and 5 years for C
Cyprus	5 years; management decision.
Czech republic	5 years; the driving licence directive prescribes that these driving licences have an administrative validity of 5 years.
Denmark	Don't know
Finland	5 years; DL will expire at the same time as category C.
France	5 years; because of category C
Germany	5 years
Greece	Other; 15 years for B and 5 years for C
Hungary	5 years; because of category C
Ireland	Other; licence is 10 years but higher category is for 5 years
Latvia	5 years
Lithuania	10 years; In this case administrative validity of the categories would be: B category - 10 years, C category - 5 years. Therefore, if only B category is used, a driver would not have to change the driving licence after 5 years.
Luxembourg	5 years; in line with directive
Malta	Other; 10 years for B and 5 years for C
Netherlands	10 years; holder can choose to renew category C/D after 5 years, but when he does not use these categories he can still drive for category AM, A, B and BE. So he is not forced to renew after 5 years
Poland	Other; 15 years for B and 5 years for C
Portugal	5 years
Slovakia	Other; 15 years for B and 5 years for C
Slovenia	Other; 10 years for B and 5 years for C
Spain	Other; 10 years for B and 5 years for C
Sweden	5 years; because of category C
United Kingdom	5 years; the Directive states administrative validity for Category C must be 5 years. This takes priority over category B validity.

Table 4.6: Overview of limited administrative validity periods for first licence issued to novice drivers (categories A-B and categories C-D)

Country	Novice drivers categories A-B		Novice drivers categories C-D	
	Implemented?	Duration of limited validity period	Implemented?	Duration of limited validity period
Austria	No		No	
Belgium	No		No	
Bulgaria	No		No	
Croatia	No		No	
Cyprus	No		No	
Czech Republic	No		No	
Denmark	No		No	
Estonia	Yes	2 years in case of a provisional driving licence for categories A1, A, B1, B	Yes	2 years in case of a provisional driving licence for category C1
Finland	Yes	First licence category B: 2 years	No	
France	No		No	
Germany	No		No	
Greece	No		No	
Hungary	No		No	
Iceland	No		No	
Ireland	No		No	
Italy	No		No	
Latvia	No		No	
Liechtenstein	No		No	
Lithuania	Yes	First licence: 2 years	No	
Luxembourg	No		No	
Malta	No		No	
Netherlands	No		No	
Norway	No		No	
Poland	No		No	
Portugal	No		No	
Romania	No		No	
Slovakia	No		No	
Slovenia	No		No	
Spain	No		No	
Sweden	No		No	
United Kingdom	No		No	

The information regarding the validity periods is based on the following sources: The EU driving licence handbook, CIECA Guide on driver licensing and the EU Driving licence database.

Table 4.7: Overview of limited administrative validity periods for Group 1 and Group 2 drivers

Country	Group 1 drivers (≥ 50 years)		Group 2 drivers (≥ 50 years)	
	Implemented?	Duration of limited validity period	Implemented?	Duration of limited validity period
Austria	No		Yes	Above 60: 2 years
Belgium	No		No	
Bulgaria	No		No	
Croatia	No		No	
Cyprus	Yes	Above 70:3 years	No	
Czech Republic	No		No	
Denmark	Yes	70: 4 years 71: 3 years 72 - 79: 2 years above 80:1 year	Yes	70: 4 years 71: 3 years 72-79: 2 years above 80: 1 year
Estonia	Yes	Above 65: 5 years	No	
Finland	Yes	Above 65: 5 years	Yes	Above 68: 2 years
France	Yes	60-76: 2 years for category BE Above 76: 1 year for category BE	Yes	60-76: 2 years for categories C, CE, C1 and CE Above 76: 1 year for categories C, CE, C1 and CE Above 60: 1 year for categories D1, D, D1E and DE
Germany	No		No	
Greece	Yes	65-80: 3 years Over 80: 2 years	Yes	65-80: 3 years Over 80: 2 years
Hungary	Yes	≥ 50: 5 years 60-69: 3 years Above 70: 2 years	Yes	Above 60: 2 years
Iceland	Yes	65-71: 5 years; 71: 4 years; 72: 3 years; 73-80: 2 years; Above 80: 1 year	Yes	71: 4 years; 72: 3 years; 73-80: 2 years; Above 80: 1 year
Ireland	Yes	Above 70: 3 years	Yes	Above 70: 3 years
Italy	Yes	50-70: 5 years for categories A1, A, B, BE 70-80: 3 years for categories A1, A, B, BE above 80: 2 years for categories A1, A, B, BE	Yes	Above 65: 2 years for categories C, CE 70-80: 3 years for categories D, DE Above 80: 2 years for categories D, DE
Latvia	No		No	
Liechtenstein	Yes	Above 70: 2 years	Yes	50-70: 3 years Above 70: 2 years
Lithuania	No		No	
Luxembourg	Yes	70-79: 3 years Above 79: 1 year	Yes	70-75: 3 years for categories C, CE, C1, 1CE, D, DE, D1, DE Above 75: no renewal for categories C, CE, D, DE, D1, DE Above 75: 1 year for categories C1, CE
Malta	Yes	Above 70: 5 years	No	
Netherlands	Yes	Above 70: 5 years	No	
Norway	Yes	60-77: 3 years Above 78: 2 years	Yes	Above 66: 1 year
Poland	No		No	
Portugal	Yes	60-70: 5 years Above 70: 2 years	Yes	Above 70: 2 years for categories C1, C, CE and CE Above 65: no renewal for categories D1, D, DE and DE
Romania	No		No	
Slovakia	Yes	Above 65: 5 years	No	
Slovenia	Yes	Above 70: 5 years	No	
Spain	Yes	Above 65: 5 years	Yes	Above 65: 3 years
Sweden	No		No	
United Kingdom	Yes	Above 70: 3 years	Yes	Above 65: 1 year

The information regarding the validity periods is based on the following sources: The EU driving licence handbook, CIECA Guide on driver licensing and the EU Driving licence database.

Table 4.8: Overview of the effects of administrative validity periods on freedom of movement

Country	Did the harmonisation of validity periods facilitate freedom of movement?	Do differences in validity periods between EU Member States influence freedom of movement?
Austria	Don't know	Don't know
Belgium	Yes, logically, every further harmonisation of driving licence legislation facilitates freedom of movement.	No, Mutual recognition and the harmonisation of rules for licence exchange make it that differences in validity periods cause no issues.
Bulgaria	Yes	Don't know
Croatia	Don't know	Don't know
Cyprus	Don't know	No, freedom of movement will not be influenced.
Czech Republic	Don't know	Don't know
Denmark	Don't know	Don't know
Finland	No	No, freedom of movement will not be influenced.
France	Don't know	Don't know
Germany	No, the validity period has no impact on the recognition of driving licences. It is just necessary that the licence is valid.	No, the validity period has no impact on the recognition of driving licences. It is just necessary that the licence is valid.
Greece	Don't know	No, freedom of movement will not be influenced. Freedom of movement and administrative validity are not connected in such a way that they can influence each other.
Hungary	Don't know	Don't know
Ireland	Yes	Don't know
Latvia	Don't know	Don't know
Lithuania	Yes	No, freedom of movement will not be influenced.
Luxembourg	Don't know	Don't know
Malta	Yes, with a valid EU driving licence, a person can travel to another country liberally	No, we acknowledge all EU driving licenses as long as they are valid
Netherlands	Don't know	No, freedom of movement will not be influenced. It is the validity of the driving licence and categories which are checked.
Poland	Don't know	No, freedom of movement will not be influenced.
Portugal	Yes. There is no need to renew the driving license so many times.	Don't know
Slovakia	No	Don't know
Slovenia	Don't know	Don't know
Spain	Yes, because of the equality	Don't know
Sweden	Don't know	Don't know
United Kingdom	Don't know	Don't know

Table 4.9: Overview of the effects of administrative validity periods on freedom of movement in specific situations

Country	Drivers from other EU Member States are checked by the police in your Member State	Drivers from other EU Member States move to your Member State	Drivers from your Member State are checked by the police in other EU Member States	Citizens from your Member State move to another EU Member State
Austria	Don't know	Don't know	Don't know	Don't know
Belgium	No	No	No	No
Bulgaria	Don't know	Don't know	Don't know	Don't know
Croatia	Don't know	Don't know	Don't know	Don't know
Cyprus	Don't know	No	Don't know	No
Czech Republic	No	No	No	Don't know
Denmark	Don't know	Yes, Article 2, paragraph 2 has been subject to some criticism for drivers from other EU Member States who move to Denmark.	Don't know	Don't know
Finland	No	No	No	No
France	No	No	No	No
Germany	No	No	No	No
Greece	No	No	Don't know	Don't know
Hungary	No	No	No	No
Ireland	No	No	No	No
Latvia	No	No	No	No
Lithuania	No	No	No	No
Luxembourg	Don't know	No	Don't know	Don't know
Malta	No	No	No	No
Netherlands	No	No	No	No
Poland	No	No	No	No
Portugal	No	No	Don't know	Don't know
Slovakia	No	No	No	No
Slovenia	No	No	Don't know	Don't know
Spain	No	No	Don't know	Don't know
Sweden	No	Yes, It is still not harmonized since member states can choose 10 or 15 years.	Don't know	Don't know
United Kingdom	Don't know	Don't know	Don't know	Don't know

Table 4.10: Overview of the effects of administrative validity periods on freedom of movement in case the original driving licence was issued in a third country

Country	Does your Member State recognise a driving licence issued in another Member State when the original driving licence was issued in a third country in case the holder of the licence does not transfer his normal residence?
Austria	No; possibility is given by the directive; the national Regulations concerning changing of a non EU-licence apply.
Belgium	Yes
Bulgaria	Yes
Croatia	Yes
Cyprus	Yes
Czech Republic	Yes
Denmark	Yes
Finland	Yes
France	Yes
Germany	It depends; every foreign driving licence authorizes the holder to drive in Germany as long as he does not take normal residence in Germany. An EU-driving licence that was issued because of a third country licence without a test in the issuing member state is recognized if Germany would also exchange this third country driving licence without a test
Greece	Yes
Hungary	Yes
Ireland	It depends; there has to be an exchange agreement in place with the Third country
Latvia	Yes
Lithuania	Yes
Luxembourg	Yes
Malta	Yes
Netherlands	Yes
Poland	Yes
Portugal	It depends
Slovakia	Yes
Slovenia	Yes
Spain	Yes
Sweden	Yes
United Kingdom	It depends; if the third country which issued the original licence has been designated in British law for exchange purposes. Designation is dependent on an assessment that the countries driver licensing and testing arrangements are satisfactory.

Table 4.11: Definition of normal residence

Country	How is normal residence established in your Member State?
Austria	Complicated; according to Art 12 of the directive
Belgium	Exactly as worded in the Directive.
Bulgaria	Directive 2006/126/EC has been implemented in our national legislation
Croatia	Database of persons
Cyprus	It is described in the Law as transferred from the Directive 2006/126/EC
Czech Republic	In accordance with directive (article 12 - personal and professional ties, 185 days of the stay/ calendar year)
Denmark	It depends on the individual case in the light of Article 12 in the Directive.
Finland	A driver has to register himself into central population register
France	In accordance with directive (article 12 - personal and professional ties, 185 days of the stay/ calendar year)
Germany	Don't know
Greece	As written in article 12 of the Directive 2006/126/EC
Hungary	Officially check in to a Hungarian address
Ireland	In line with EU directive
Latvia	Strictly according to Directive.
Lithuania	A person permanently residing in the Republic of Lithuania is a person who usually lives in the Republic of Lithuania at least 185 days in every calendar year due to his/her personal or working relations or, where the person has no working relations, only due to personal relations that link him/her closely to the place where he/she lives. A person who is linked by his/her working relations to a place other than the place to which he/she is linked by his/her personal relations and who, therefore, resides intermittently at different locations in two or more countries, is deemed to be a person permanently residing in the Republic of Lithuania when he/she is linked to the Republic of Lithuania by personal relations, provided that the person constantly returns here (the provision does not apply when the person resides in a foreign state in order to perform a task of fixed duration). A student (a foreign national or person without citizenship) who has been studying in Lithuania for at least 6 months is also considered to be a person permanently residing in the Republic of Lithuania.
Luxembourg	According to directive 2006/126/EC
Malta	185 days living in Malta
Netherlands	Don't know
Poland	There are obligatory registration of people who want to live in Poland
Portugal	Normal residence means the place where a person usually lives, that is for at least 185 days in each calendar year, because of personal and occupational ties, or, in the case of a person with no occupational ties, because of personal ties which show close links between that person and the place where he is living. However, the normal residence of a person whose occupational ties are in a different place from his personal ties and who consequently lives in turn in different places situated in two or more Member States shall be regarded as being the place of his personal ties, provided that such person returns there regularly. This last condition need not be met where the person is living in a Member State in order to carry out a task of a definite duration. Attendance at a university or school shall not imply transfer of normal residence.
Slovakia	Article 12 of Directive transposed in national law
Slovenia	In accordance with the Directive 2006/126/EC.
Spain	It's the same that art.12 Directive 2006/126.
Sweden	Through investigation by the Swedish Transport Agency, the checks varies depending on what information is available in our systems.
United Kingdom	An applicant has to declare on the application form that they are normally resident. If we wish to confirm their residency status we ask them to provide evidence of their daily living e.g. utility bills, bank statements etc.

Table 4.12: Overview of procedure to check normal residence

Country	Is there a procedure in your Member State to check normal residence?
Austria	Yes, driving licence authorities have to check normal residence by any means from case to case by investigating relevant circumstances of the applicant's life.
Belgium	Yes, a person has to be registered in a Belgian municipality and has to be holder of an identity card or a residence card.
Bulgaria	No
Croatia	Other: registered vehicle check; check existence of accommodation.
Cyprus	Yes, Resident Permit Issued by the Relevant Department. Social Security statement provides by the relevant department.
Czech Republic	Other; Administrative authority should check normal residence due to legislation, residence has to be proven beyond all reasonable doubts.
Denmark	No
Finland	Yes, normal residence is checked from the central population register
France	Other: Applicants are required to provide all appropriate documents (tax documents, employment contracts, pay slips, registration in the trade and companies register, etc.) in order to demonstrate that their normal residence is established in France (at least 185 days due to personal and / or professional ties)
Germany	Yes, in Germany the federal states regulate the administrative procedures on their own.
Greece	Yes, The applicant signs a solemn declaration that his/her normal residence is in Greece. Furthermore, s/he has to bring any official document that proves his/her normal residence (e.g. residence permit).
Hungary	Yes, Check in the database of citizens and in the database of immigrants
Ireland	Yes, applicant must show state communication in the last 6 months
Latvia	Yes, Information of Population Register serve as a basis. In the case of suspect additional proof from person is asked.
Lithuania	No
Luxembourg	Yes, national register
Malta	Yes, one can proof the 185 days by submitting a utility bill or lease agreement or income tax return
Netherlands	Yes, We have citizen registration and legislation. A person who is going to live for at least 4 month of a half year in the Netherlands must be registered at the municipality where he is staying. A person can proof his normal residence is in the Netherlands for getting a driving license. He has to proof that he lives in the Netherlands for at least 185 days in a year.
Poland	Yes, Check registers, and documents confirming to have place of normal residence.
Portugal	No
Slovakia	Yes, as recommended by the Commission. Recommendation concerning verification of normal residence.
Slovenia	Yes: <ul style="list-style-type: none"> ▪ Place where person usually lives for at least 185 days each calendar year ▪ Place of close family members. ▪ Existence of accommodation. ▪ Place where business is conducted. ▪ Place of property interests. ▪ Place of administrative links to public authorities and social services. ▪ Student of at least 6 months.
Spain	Yes
Sweden	Yes, It varies depending on the information in our public systems. If you are not registered by the tax authorities we do check other documents. It can be rental documents, family documents or other documentation. It is the applicant who has to prove his or her residence.
United Kingdom	No

Table 4.13: Overview of the renewal procedure in case the administrative validity of the driving licence is expired

Renewal procedure in case the administrative validity of the licence is expired		
Country	Category A-B	Category C-D
Austria	No exam	Medical examination
Belgium	No exam	Medical examination
Bulgaria	Medical examination	Medical examination
Croatia	No exam	Medical examination
Cyprus	No exam	Medical examination
Czech Republic	No exam	Medical examination
Denmark	Time limit in place: If the driving license has been expired for more than three years, the driver must pass a theoretical and practical test in order to renew the license.	Time limit in place: If the driving license has been expired for more than three years, the driver must pass a theoretical and practical test in order to renew the license.
Finland	Time limit in place: 2 years	Time limit in place: 1 year
France	No exam	Medical examination
Germany	No exam	Other: Applicants need certificates on their physical and mental fitness and eyesight.
Greece	Medical examination	Medical examination
Hungary	Medical examination	Medical examination
Ireland	No exam	Medical examination
Latvia	Medical examination	Medical examination
Lithuania	Medical examination	Medical examination
Luxembourg	Other: medical exam above the age of 60	Medical examination
Malta	No exam	Medical examination
Netherlands	No exam	Medical examination
Poland	No exam	Medical examination
Portugal	Medical examination	Medical examination
Slovakia	No exam	Medical examination
Slovenia	No exam	Medical examination
Spain	Medical examination	Medical examination
Sweden	No exam	Other: Medical examination for all holders from the age of 45. No driving exam is required.
United Kingdom	Other: standard application process with photograph. However, after age 70 a three year licence is issued.	Other: Application form plus photograph and self-declaration of medical fitness to be completed before age 45 and must be renewed every 5 years. Between age 45 to 65 an application form with photograph and medical examination report completed by medical practitioner is required and must be renewed every 5 years. However, after age 65 it is an annual process.

Table 4.14: Overview of the conditions that a driver must meet to obtain or renew a driving licence

Country	What are the conditions that a driver must meet to obtain or renew a driving licence?
Austria	If the residence is in Austria and the licence expires, he has to apply for renewal. If there are any measures that were required upon renewal, these measures have to be fulfilled. Furthermore a Photo has to be submitted, a signature if not already in the Register available and the fee has to be paid
Belgium	An applicant has to be registered in a Belgian municipality and has to be holder of an identity card or a residence card. In case of a student, he must prove that he has been studying in a Belgian school for at least six months.
Bulgaria	The person has to fulfil the medical conditions
Croatia	Normal residence, driving test, medical fitness, old driving licence in case it is expired and fees for obtaining the new driving licence.
Cyprus	Prove Permanent resident.
Czech Republic	- Normal residency - Driving licence (to renew) / Certificate of passed exam (to obtain) - Other conditions
Denmark	Conditions that a driver must meet to obtain a license: Valid photograph, medical statement, certificate of first aid course. Conditions that a driver must meet to renew a license: Valid license, valid photograph, in some cases a medical statement.
Finland	Normal requirements laid down by the directive.
France	At a minimum, the applicant is requested to provide the following supporting documents: - identity (official document with photograph: identity card, passport) - normal residence in France (see above) - address - if applicable: proof of regular residence in France (non-EU / EEA nationals); Medical advice, consent; Legal representative for minors; Other proofs will have to be produced according to the nature of the request, the category requested etc.
Germany	If the driving licence was issued by a Member State he just has to obtain or renew this licence when it is expired.
Greece	The DL holder must deposit to the competent authority a solemn declaration, an official document that proves his/her normal residence. ID or passport as well as medical checks etc.
Hungary	Obtaining: - successful driving exams - successful first aid exam - positive medical opinion - no driving ban Renewal: - positive medical opinion - no driving ban
Ireland	Must be resident. must have entitlement, must be of appropriate age. must be medically fit
Latvia	We follow conditions set up by Directive.
Lithuania	Drivers licences are issued to persons who: - permanently reside in the Republic of Lithuania; - whose health condition is suitable for driving motor vehicles of certain category; - who is not younger than the age established in the Lithuanian laws; - who is knowledgeable of legal acts governing road traffic and has passed, in accordance with the established procedure, qualifications examinations covering knowledge, skills and behaviour required for driving a motor vehicle of certain category.
Luxembourg	Administrative fee, medical check if required, theoretical and practical training, theory and practical test
Malta	If a person will be living in Malta for 185 days, we would check RESPER to see what categories/history there is with regard to his licence. once the licence is issued, it will be valid for the number of years according to the foreign licence but to a maximum of 10 years
Netherlands	Apply for a license at the municipality where he has his normal residence. For the first issue of a licence: a medical fitness declaration (VvG) and declaration of driving ability are required (VvR). For an administrative renewal: a VVG is only required for the categories C or D, or for medical reasons.
Poland	To obtain: - Normal residence - Confirmation in RESPER - Suitable age, - Obligatory medical and/or psychological checks, - Obligatory theoretical and practical course in professional driving school, - Theoretical and practical test. Renew: - Normal residence - Medical and/or psychological checks - if needed - Confirmation in RESPER, - New Photo.
Portugal	Normal residence

Table 4.14: Overview of the conditions that a driver must meet to obtain or renew a driving licence (continued)

Country	What are the conditions that a driver must meet to obtain or renew a driving licence?
Slovakia	Don't know
Slovenia	Exchange or renewal of EU driving licence: no additional requirements Exchange third country driving licence: medical certificate and practical part of driving test
Spain	Don't know
Sweden	Prove his or her normal residence by various documentation. <ul style="list-style-type: none"> - Age - driving licence permit - risk education (first licence) - driving tests Prove that there is no other licence issued in other member state
United Kingdom	A driver must complete an application form confirming they are resident. They must submit the required fee and surrender any previously held driving licence. To obtain their first licence they must supply confirmation of identity.

Table 4.15: Overview of the effects of administrative validity periods on administrative burden for citizens

Effect of harmonised validity periods on administrative burdens for citizens in case of:				
Country	First issuing	Renewal	Exchange	Replacement
Austria	No effect	Increase	No effect	No effect
Belgium	No effect	Increase	No effect	No effect
Bulgaria	No effect	No effect	No effect	No effect
Croatia	Reduce	Reduce	Reduce	Reduce
Cyprus	Don't know	Don't know	Don't know	Don't know
Czech Republic	No effect	Don't know	Increase	No effect
Denmark	No effect	Increase	Increase	Increase
Finland	Increase	Increase	Increase	Increase
France	No effect	No effect	No effect	No effect
Germany	No effect	Increase	No effect	No effect
Greece	Increase	Reduce	Reduce	Reduce
Hungary	Don't know	Don't know	Reduce	Don't know
Ireland	No effect	No effect	No effect	No effect
Latvia	No effect	Increase	Increase	Increase
Lithuania	Don't know	Don't know	Don't know	Don't know
Luxembourg	No effect	Increase	No effect	No effect
Malta	Reduce	No effect	No effect	No effect
Netherlands	No effect	No effect	No effect	No effect
Poland	Reduce	Reduce	Reduce	Reduce
Portugal	Reduce	Reduce	No effect	Reduce
Slovakia	Increase	Increase	Increase	Increase
Slovenia	No effect	No effect	No effect	No effect
Spain	No effect	Increase	No effect	No effect
Sweden	No effect	Increase	Don't know	No effect
United Kingdom	No effect	No effect	No effect	No effect

Table 4.16: Overview of the effects of administrative validity periods on costs for citizens

Effect of harmonised validity periods on costs for citizens in case of				
Country	First issuing	Renewal	Exchange	Replacement
Austria	No effect	Increase	No effect	No effect
Belgium	No effect	Increase	No effect	No effect
Bulgaria	No effect	No effect	No effect	No effect
Croatia	Increase	Increase	Increase	Increase
Cyprus	Don't know	Don't know	Don't know	Don't know
Czech Republic	No effect	Don't know	Increase	No effect
Denmark	Don't know	Don't know	Don't know	Don't know
Finland	No effect	Increase	Increase	Increase
France	No effect	No effect	No effect	No effect
Germany	No effect	Increase	No effect	No effect
Greece	No effect	No effect	No effect	No effect
Hungary	No effect	Reduce	No effect	No effect
Ireland	Increase	Increase	Increase	Increase
Latvia	No effect	Increase	Increase	Increase
Lithuania	Don't know	Don't know	Don't know	Don't know
Luxembourg	No effect	No effect	No effect	No effect
Malta	No effect	No effect	No effect	No effect
Netherlands	No effect	Increase	Increase	Increase
Poland	No effect	Increase	Increase	Increase
Portugal	No effect	Reduce	No effect	Reduce
Slovakia	Don't know	Don't know	Don't know	Don't know
Slovenia	Don't know	Don't know	Don't know	Don't know
Spain	No effect	Increase	No effect	No effect
Sweden	No effect	Increase	No effect	No effect
United Kingdom	No effect	No effect	No effect	No effect

Table 4.17: Medical examinations for categories AM/A1/A2/A/B1/B upon renewal

Does your Member State require medical examinations for categories AM/A1/A2/A/B1/B upon renewal?		What do these tests cover and is there an age limit?	Why did you choose not to implement medical examinations upon renewal?
Austria	No		Administrative and financial burden for citizens
Belgium	Yes	Normally there is only a declaration to be made. If the applicant can't declare his fitness to drive, he has to do a medical test. There is no age limit.	
Bulgaria	Yes	No age limit; General specialist and Ophthalmologist	
Croatia	No		Medical examination is needed only if there is restrictions on codes or administrative periods
Cyprus	No		It is not mentioned in the Directive.
Czech Republic	No		There is other procedure for that purpose.
Denmark	No		Don't know.
Finland	Yes	Age limit is 70. A normal medical for a DL is required	
France	No		The effectiveness of systematic periodical medical controls for these categories is not demonstrated. It is considered preferable to devote the available resources to the priority medical controls (offense drivers, road professionals)
Germany	No		To our knowledge there is no scientific evidence that such examinations improve traffic safety
Greece	Yes	Please see Annex III of Directive 2006/126/EC. However, the applicant has to be checked at least by a Physician or similar specialist and an Ophthalmologist. The applicant who has obtained a DL after 19.01.2013 shall pass medical exams every 15 years for Categories AM-BE until the age of 65 years old. The applicant who has obtained a DL before 19.01.2013 shall pass medical exams after 65 years old. After the age of 65 years old, the checks are made every 3 years and after the age of 80, every 2 years plus neurologist	
Hungary	Yes	Sights, hearing, blood pressure etc.	
Ireland	No		Medical not required unless specific medical condition
Latvia	Yes	Full test where all requirements are checked, no age limit.	
Lithuania	Yes	Visual acuity, field of vision, intraocular pressure measurement (persons over 40 years.). If vision does not meet the visual field or visual acuity standard: twilight vision, sensitivity to bright light, contrast sensitivity. Hearing - whisper on both sides, vestibular function tests, ECG, psychological screening, reaction and other tests (by doctor's appointment). No age limit for medical test.	

Table 4.17: Medical examinations for categories AM/A1/A2/A/B1/B upon renewal (continued)

Does your Member State require medical examinations for categories AM/A1/A2/A/B1/B upon renewal?		What do these tests cover and is there an age limit?	Why did you choose not to implement medical examinations upon renewal?
Luxembourg	Yes	Above the age of 60 in compliance with Annex III of directive 2006/126/EC	
Malta	No		There is only a medical certificate needed at the age of 70 or if a person suffers from any medical condition
Netherlands	No		No reasonable purpose served. Obligatory medical examinations in all cases would lead to unnecessary and substantial administrative burdens.
Poland	No		In Poland since many years we have system of medical checks depends from premises. Normally we accept that all medical checks for AM, A1, A2, B1, B, BE are valid indefinitely. But always local authority can send the driver to medical examination if have real premises.
Portugal	Yes	There is no age limit. The examination covers: hearing, vision, locomotor ability, and other exams if necessary such as cardiovascular diseases, diabetes mellitus	
Slovakia	No		Not mandatory until age of 65 years
Slovenia	No		In the case of health problems the personal doctor shall refer a driver to additional assessment.
Spain	Yes	Medical test. No age limit.	
Sweden	No		Not proven to be needed. All GPs must submit information to the Swedish Transport Agency if their patient have a condition that could implement road safety.
United Kingdom	No		Drivers confirm they are medically fit to drive when they apply for their first licence. From then on there is a requirement that they must notify us if they develop a medical condition that could affect their ability to drive safely. Making a false declaration on the application form or failing to notify a medical condition are both offences for which drivers could be prosecuted.

Table 4.18: Medical examinations for categories C, CE, C1, C1E, D, DE, D1, D1E upon renewal

Did your Member State already implement medical checks for categories C, CE, C1, C1E, D, DE, D1, D1E upon driving licence renewal before the implementation of the 3rd Driving Licence Directive?		Has your Member State implemented the medical checks for categories C, CE, C1, C1E, D, DE, D1, D1E upon renewal according to the minimum requirements in the Directive or have they implemented stricter requirements?	Has your Member State implemented the medical checks for categories C, CE, C1, C1E, D, DE, D1, D1E upon renewal according to the minimum requirements in the Directive or have they implemented stricter requirements?	How do applicants (categories C, CE, C1, C1E, D, DE, D1, D1E) evidence that they comply with the medical standards stipulated in Annex III of the Directive?
Austria	Yes	Minimum		Undergo medical examination
Belgium	Yes	Stricter	Belgium had stricter requirements before the 3rd Directive (cardiovascular diseases, sleep apnoea, diabetes). Since then the Directive has been modified, coming closer towards the Belgian standards.	Undergo medical examination
Bulgaria	Yes	Minimum		Undergo medical examination
Croatia	Yes	Minimum		Undergo medical examination
Cyprus	Yes	Minimum		Undergo medical examination
Czech Republic	No	Minimum		Continuous monitoring of medical condition of applicants/drivers
Denmark		Stricter	In some cases for example requirements on sight and hearing, diabetes, neurological diseases	Undergo medical examination
Finland	Yes	Stricter	Applicants shall undergo a medical examination in Group 1 when applying a driving licence. When the driving licence is renewed applicant shall undergo medical examination when she/he is over 70 years old.	Undergo medical examination
France	Yes	Minimum		Undergo medical examination
Germany	Yes	Minimum		Undergo medical examination
Greece	Yes			Undergo medical examination
Hungary	Yes			Undergo medical examination
Ireland	Yes	Minimum		Undergo medical examination
Latvia	Yes	Minimum		Undergo medical examination
Lithuania	Yes	Minimum		Self-declaration and Undergo medical examination
Luxembourg	Yes	Minimum		Undergo medical examination
Malta	Yes	Minimum		Undergo medical examination
Netherlands	Yes	Minimum		Undergo medical examination
Poland	Yes	Minimum		Undergo medical examination

Table 4.18: Medical examinations for categories C, CE, C1, C1E, D, DE, D1, D1E upon renewal (continued)

Did your Member State already implement medical checks for categories C, CE, C1, C1E, D, DE, D1, D1E upon driving licence renewal before the implementation of the 3rd Driving Licence Directive?		Has your Member State implemented the medical checks for categories C, CE, C1, C1E, D, DE, D1, D1E upon renewal according to the minimum requirements in the Directive or have they implemented stricter requirements?	Has your Member State implemented the medical checks for categories C, CE, C1, C1E, D, DE, D1, D1E upon renewal according to the minimum requirements in the Directive or have they implemented stricter requirements?	How do applicants (categories C, CE, C1, C1E, D, DE, D1, D1E) evidence that they comply with the medical standards stipulated in Annex III of the Directive?
Portugal	Yes	Minimum		Undergo medical examination
Slovakia	Yes	Minimum		Undergo medical examination
Slovenia	Yes	Minimum		Undergo medical examination
Spain	Yes			Undergo medical examination
Sweden	Yes	Minimum		Both, self-declaration before the age of 45 and after 45 the must undergo medical examination
United Kingdom	Yes	Minimum		Self-declaration before 45 - medical examination after

Table 4.19: Minimum standards of physical and mental fitness for driving

Country	Are the minimum standards of physical and mental fitness for driving of the Directive sufficient? Which standards should be revised and for what reason?	In my Member State, the current status regarding the implementation of the minimum standards of physical and mental fitness for driving:
Austria	Sufficient	Minimum
Belgium	Sufficient	Minimum
Bulgaria	Sufficient	Minimum
Croatia	Sufficient	Minimum
Cyprus	Sufficient	Minimum
Czech Republic	Sufficient	Minimum
Denmark	Sufficient	Stricter: In some cases for example requirements on sight and hearing, diabetes and neurological diseases the standards are implemented stricter, which typically result in a shorter administrative validity on the license.
Finland	Sufficient	Stricter: Applicants shall undergo a medical examination in Group 1 when applying a driving licence. When the driving licence is renewed applicant shall undergo medical examination when she/he is over 70 years old. Applicant shall undergo medical examination in Group 2 when applying a driving licence. When the driving licence is renewed in every five year applicant shall undergo medical examination when she/he is over 45 years old. Taxi drivers (professional purpose) must fulfil the minimum standards of physical and mental fitness for Group 2.
France	The provisions of Annex III on alcohol addiction could be more precise, in particular with regard to the anti-start-up test device - EAD (a harmonized code 69a Introduced in Annex I, but there is no provision in Annex III for the prevention of driving under the influence of alcohol using the EAD device.	Minimum
Germany	Standards on Alcohol (Annex III Section 14) and Drugs and Medicinal Products (Annex III Section 15, standards for Obstructive Sleep Apnoea Syndrome (Annex III Section 11.2), standards for Cardiovascular Diseases (Annex III Section 9) should be revised	Minimum
Greece	Sufficient	Minimum
Hungary	Sufficient	Minimum
Ireland	Sufficient	Minimum
Latvia	Sufficient	Minimum
Lithuania	Sufficient	Minimum
Luxembourg	Sufficient	Minimum

Table 4.19: Minimum standards of physical and mental fitness for driving (continued)

Country	Are the minimum standards of physical and mental fitness for driving of the Directive sufficient? Which standards should be revised and for what reason?	In my Member State, the current status regarding the implementation of the minimum standards of physical and mental fitness for driving:
Malta	Sufficient	Minimum
Netherlands	Sufficient	Minimum
Poland	Sufficient	Minimum
Portugal	Sufficient	Minimum
Slovakia	Drug and alcohol addiction or inability to refrain from misuse of alcohol and drugs, personality defects leading to seriously impaired judgment, behaviour or adaptability	Minimum
Slovenia	Sufficient	Minimum
Spain	Sufficient	Minimum
Sweden	Paragraph 14 and 15 needs to be developed because of its limited content.	Minimum
United Kingdom	Review requirements for obstructive sleep apnoea syndrome. Review requirements for patients with generalized epilepsy who post-surgery, go on to have only seizures causing no functional impairment	Minimum

Table 4.20: Overview of future measures for improvement in the area of freedom of movement

Country	Freedom of movement
Austria	Problem is the not harmonised Validity period of class A and B (10-15 years!). It would have been easier if one single validity period would apply. But to change the situation now would create even more Problems, so the Situation should be kept.
Belgium	No further harmonisation of validity periods seems necessary.
Bulgaria	Don't know
Croatia	Don't know
Cyprus	Don't know.
Czech Republic	Don't know
Denmark	Don't know.
Finland	Don't know
France	It would be beneficial if a person can succeed for the theoretical exam in one Member state and that this pass allows him to take the practical test in another Member State. Holders of a B permit (who have this licence for two years or more) and pass a training course in Belgium, Luxembourg or France which permits them to drive with a category A1 vehicle within their respective country. This should be mutually recognized between these three countries (for example with a national code linked to license B) so that these persons can also drive a category A1 vehicle outside the borders of their country.
Germany	A consistency of the different validity periods of the driving licence, the driver qualification card and the drivers card would be helpful.
Greece	No opinion
Hungary	Don't know
Ireland	Don't know
Latvia	We believe there is small effect of validity periods on freedom of movement of citizens, do not see necessity of modifications in near future.
Lithuania	Don't know
Luxembourg	Don't know
Malta	Don't know
Netherlands	Don't know
Poland	Don't know
Portugal	The validity period stipulated in the directive must be the same for all member state
Slovakia	Don't know
Slovenia	No changes are needed.
Spain	Don't know
Sweden	Make sure that they are harmonized. The use of RESPER for other purposes is a key factor for this.
United Kingdom	None

Table 4.21: Overview of future measures for improvement in the area of anti-fraud protection

Country	Anti-fraud protection
Austria	Don't know
Belgium	A practicable definition of normal residence.
Bulgaria	It depends from technologies
Croatia	Don't know
Cyprus	Don't know
Czech Republic	Don't know
Denmark	Don't know.
Finland	Don't know
France	Don't know
Germany	Don't know
Greece	No opinion
Hungary	In my opinion there is no direct connection between the validity periods and the anti-fraud protection.
Ireland	Further implementation of RESPER by all EU members
Latvia	Current validity periods brings sufficient anti-fraud protection.
Lithuania	Don't know
Luxembourg	Don't know
Malta	Don't know
Netherlands	Don't know
Poland	Don't know
Portugal	Perhaps the possibility to have our driving licence data also in our mobile phone.
Slovakia	Access of controllers (e.g. police at roadside checks) to EU DL networks
Slovenia	Implementation of chip.
Spain	Don't Know
Sweden	The use of RESPER for other purposes is the answer
United Kingdom	None

Table 4.22: Overview of future measures for improvement in the area of road safety

Country	Road safety
Austria	Don't know
Belgium	No idea
Bulgaria	Periodical medical exams can improve road safety
Croatia	Don't know
Cyprus	Don't know
Czech Republic	It is not relevant on road safety.
Denmark	Don't know
Finland	Don't know
France	Don't know
Germany	Don't know
Greece	No opinion
Hungary	Mandatory medical check at the end of the validity period regarding category B, and the validity periods should be 10 years
Ireland	Await direction from EU
Latvia	Current regulation of validity periods is sufficient
Lithuania	Don't know
Luxembourg	Don't know
Malta	Cannot think of any
Netherlands	No research available. Relation between validity period and road safety is doubtful
Poland	Don't know
Portugal	I think that the validity periods are adequate.
Slovakia	Don't know
Slovenia	No changes are needed.
Spain	Don't know
Sweden	Should at least be the same. Sweden believe that the period should be 5 years for all categories
United Kingdom	None

Table 4.23: Overview of future measures for improvement in the area of medical checks

Country	In the experience of your Member State, do you agree that medical checks for categories AM/A1/A2/A/B1/B upon renewal should be mandatory?	Could mandatory medical checks for categories AM/A1/A2/A/B1/B improve road safety?	Which future modifications to the medical checks for categories C, CE, C1, C1E, D, DE, D1, D1E upon renewal as stipulated in the Directive could improve road safety?
Austria		Might be, but would mean a decrease of mobility for a couple of licence holders and of course costs that can be quite immense in some cases!!!! Doctors would be delighted!	
Belgium		Yes, at the cost of inefficiency. Targeted mandatory medical screenings would be more cost and time efficient.	
Bulgaria	Yes	Yes	Periodical Medical exams
Croatia	No		
Cyprus	No	They could.	European Medical Test for all drivers with modifications based on deceases occur in Member states.
Czech Republic	No	We don't think so. It is unreasonable administrative burden on the Citizen.	
Denmark	No	Don't know.	
Finland	No	No effect	
France	No	It has not been demonstrated that the systematization of medical controls is likely to improve road safety.	No suggestion, France increases the frequency of controls from the age of 60 years.
Germany	No	No, Scientific evidence for such measure is lacking	Standards on Alcohol (Annex III Section 14) and Drugs and Medicinal Products (Annex III Section 15) should be revised. There have been updated versions of the manuals DSM and ICD as well as improved knowledge about dependencies. The standards for Obstructive Sleep Apnoea Syndrome (Annex III Section 11.2) are welcome, but should be extended to other reasons for increased sleepiness.
Greece	Yes	Yes	
Hungary	Yes	yes	
Ireland	No	There is a self-declaration medical process which forms part of the application process	
Latvia	Yes	Yes.	Current system of medical checks is sufficient.
Lithuania	Yes	Yes.	-
Luxembourg	Yes	Probably	
Malta	No	At times	it is up to the person to inform the Authority that he suffers from a medical condition during the 5 years licence validity and if he does not, a fee should be paid if an accident takes place
Netherlands	No	No research on this subject available.	No research available
Poland		Yes	
Portugal	Yes	Of course. mostly for the old drivers the medical check is very important. Also for young driver with alcohol and drugs abuse.	I think that the examination if, properly done is enough.
Slovakia			
Slovenia	No	No data available.	No changes are needed.
Spain	Yes	Yes.	
Sweden	No	No, it's not proven effective. Most drivers all healthy, we need screening methods to detect those drivers who are not.	
United Kingdom	No	There is no evidence that checks are needed and they would be an unjustified burden for drivers and GPs	There is already in place the requirement for 5-yearly medicals after age 45, which is considered the appropriate age. This coupled with the self-declaration obligation is considered sufficient.

Annex 5: Survey results regarding modification of driving licence categories

The following tables were compiled based on the answers received in the stakeholder consultation. They were checked for plausibility and compared with the results from the RIDERSCAN project.¹

Category AM

Countries included: *Austria, Belgium, Bulgaria, Croatia (implementation facts only), Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Poland, Portugal, Slovakia, Slovenia, Spain, Sweden, United Kingdom*

The following table compares the rules before and after the implementation of the 3rd DLD.

Beyond what is shown in the table, there were only few other changes introduced when the Directive was implemented: In the United Kingdom, light quadricycles and tricycles were included in the category for the first time. In Greece, the authority issuing the licence changed from the traffic police to the issuing authorities of the other categories. Croatia needed to reduce speed limits for AM from 50 km/h to 45 km/h.

In most countries (23) all other categories are valid for the category AM. In 4 countries, only licences for categories A1/A2/A are valid for category AM (Bulgaria, Cyprus, Greece, Malta).

In 11 countries, there is a distinction between two-wheeled vehicles on the one hand and tricycles and quadricycles on the other hand. In 7 of these 11 countries the practical test for two-wheeled vehicles and tricycles/quadricycles is not the same or has to be done on different vehicles.² In 9 countries a licence code is used to distinguish between tricycles and quadricycles. Of these 9 countries 7 countries use the codes 79.01 and/or 79.02 and the other two countries use a national code.

¹ Delhaye, A., & Marot, L. (2015). Riderscan – European Scanning Tour for Motorcycle Safety (Final Report). Brussels, Belgium: Federation of European Motorcyclists' Associations.

² In the United Kingdom, Category AM can only be accessed by taking a practical test on a two-wheeled vehicle, unless suffering from a disability, then if a three-wheeled vehicle is used the licence is restricted to riding a three-wheeled vehicle.

Table 5.1 : Overview on licence AM before and after the implementation of the 3rd Driving Licence Directive. † means that the training or test became more comprehensive.³

Country	Driving licence		National permit		Minimum age		Theoretical test		Practical test		Theoretical training		Practical training		Health examination		First aid course	
	before	after	before	after	before	after	before	after	before	after	before	after	before	after	before	after	before	after
Austria	No	Yes	Yes	Yes	15	15	Yes	Yes	No	No	Yes	Yes	Yes	Yes	No	Yes	No	No
Belgium	Yes	No	No	No	16	16	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No	No	No	No
Bulgaria	Yes	No	No	No	16	16	Yes	Yes†	No	No	Yes	Yes†	No	No	Yes	Yes	Yes	Yes
Croatia	Yes	No	No	No	16	16	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No
Cyprus	Yes	No	No	No	17	17	Yes	Yes	No	Yes	No	No	No	No ⁴	No	No	No	No
Czech Republic	Yes	No	No	No	15	15	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Denmark	n.a.	n.a.	n.a.	n.a.	n.a.	18	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Estonia	Yes	No	No	No	14	14	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Finland	Yes	No	No	No	15	15	Yes	Yes	No	No	Yes	Yes†	No	Yes† ⁵	Yes	Yes	No	No
France	No	Yes	Yes	Yes	14 and 16	14	Yes	Yes†	No	No	Yes	Yes†	Yes	Yes†	No	No	No	No
Germany	Yes	No	No	No	16	16 ⁶	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No ⁷	No ⁷	Yes	Yes
Greece	Yes	Yes	Yes	Yes	16	16	Yes	Yes	Yes	Yes†	No	Yes	No	Yes	Yes	Yes	No	No
Hungary	Yes	No	No	No	14	14	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	No
Ireland	Yes	Yes	Yes	Yes	16	16	Yes	Yes†	Yes	Yes	No	Yes	No	Yes	No	No	No	No
Italy	No	Yes	Yes	Yes	14	14	Yes	Yes†	No	Yes	Yes	No	Yes	Yes	Yes	Yes ⁸	No	No
Latvia	Yes	No	No	No	14	14	Yes	Yes	No	Yes	No	No	No	Yes	Yes	Yes	No	No
Lithuania	Yes	No	No	No	15	15	Yes	Yes	No	No	No	No	No	Yes	Yes	Yes	Yes	Yes
Luxembourg	Yes	No	No	No	16	16	Yes	Yes	No	No	No	Yes	No	Yes	No	Yes	No	No
Malta	No	No	No	No	Not implemented	18	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No
Netherlands ⁹	Yes	No	No	No	16	16	Yes	Yes	Yes	Yes	No	No	No	No	No	No	No	No
Poland	No	Yes	Yes	Yes	13	14	Yes	Yes	Yes	Yes	No	Yes	No	Yes	No	Yes	No	Yes
Portugal	No	Yes	Yes	Yes	16	16 ¹⁰	Yes	Yes	Yes	Yes	No	No	No	No	Yes	Yes	No	No
Slovakia	Yes	No	No	No	15	15	Yes	Yes†	Yes	Yes†	Yes	Yes	Yes	Yes	Yes	Yes	No	Yes
Slovenia	Yes	No	No	No	14	15	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
Spain	Yes	Yes	Yes	Yes	14	15	No	Yes	No	Yes	Yes	Yes†	No	Yes	No	Yes	No	No
Sweden ¹¹	Yes	Yes	Yes	Yes	15	15	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes	No	No
United Kingdom	Yes	Yes	Yes	Yes	16	16	Yes	Yes	Yes	Yes	No	No	Yes	Yes	No	No	No	No

³ Countries stating both that they introduced a training or test and that it became more comprehensive are only shown as having introduced the measure.

⁴ Contradiction: Respondent replied that there is no practical training, but it became more comprehensive.

⁵ Implausible reply corrected based on Delhaye, A. & Marot, L. (2015). Riderscan – European Scanning Tour for Motorcycle Safety (Final Report). Brussels, Belgium: Federation of European Motorcyclists' Associations.

⁶ 15 in a pilot experiment in Brandenburg, Thuringia, Saxony and Saxony-Anhalt.

⁷ Eyesight test only.

⁸ Implausible reply corrected from No to Yes based on http://www.dgtnordovest.it/joomla/index.php?option=com_content&id=20%3Anorme-general-per-il-conseguimento-del-certificato-di-idoneita-per-la-guida-dei-ciclomotori-&Itemid=37&showall=1 (retrieved 01/08/2017).

⁹ Licence for light mopeds below 26 km/h required to prevent drivers from changing their light mopeds illegally to heavy ones.

¹⁰ Since the Directive was implemented, AM can be acquired at 14 if the candidate completes a theoretical and practical training at a road safety training centre and has success at school. A national code is added to the licence and deleted at the age of 16.

¹¹ Changes already implemented in 2009.

Categories A1, A2 and A

Countries included:

Austria, Belgium, Croatia (implementation facts only), Cyprus, Denmark, Estonia, Finland, France, Germany, Hungary, Ireland, Latvia, Lithuania, Luxembourg, the Netherlands, Slovakia, Slovenia, Spain, Sweden, United Kingdom

Partly included (questionnaire not completed):

Bulgaria, Czech Republic, Greece, Malta, Poland, Portugal

Introduction of categories and minimum age

Table 5.2 : Comparison of minimum age for obtaining categories A1/A2/A before and after the implementation of the Directive

Country	Cat. A1 already existed before	Cat. A1: min. age	Cat. A1: min. age	Restricted cat. A: min. age	Cat. A2: min. age	Non-restricted cat. A licence: min. age direct access	Cat. A motorcycles: min. age direct access	Cat. A motorcycles: min. age graduated access
	before	before	after	before	after	before	after	after
Austria	No	-	16	18	18	21	24	20
Belgium	No	-	18 ¹²	18	20	21	24	22
Bulgaria	No	-	16	No reply	18	No reply	No reply	No reply
Croatia	Yes	16	16	16 ¹³	18	Not possible	24	20
Cyprus	Yes	18	18	21	20	24	24 ¹⁴	22
Czech Republic	Yes	16	16	No reply	18	No reply	No reply	No reply
Denmark	No reply	No reply	18	No reply	20	No reply	24	22
Estonia	Yes	16	16	18	18	21	24	20
Finland	Yes	16	16	21	18	24	24	20
France	Yes	16	16	18	18	24	Not possible	20
Germany	Yes	16	16	18	18	25	24	20
Greece	Yes	18	18	18	20	21	24	22
Hungary	Yes	16	16	18	18	Not possible	24	21
Ireland	Yes	17	16	18	18	Not possible	24	20
Latvia	Yes	16	16	18	18	21	24	20
Lithuania	Yes	16	16	18	18	21	24	20
Luxembourg	Yes	16	16	18	18	Not possible	Not possible	20
Malta	No	-	18	18	20	Not possible	24	22
Netherlands	No	-	18	18	20	21	24	22
Poland	Yes	16	16	No restricted cat. A	18	18 ¹⁵	24	20
Portugal	No	-	16	20	18	21	24	20
Slovakia	Yes	16	16	18	18	Not possible	24	20
Slovenia	Yes	16	16	18	18	21	24	20
Spain	Yes	16	16	18	18	Not possible	Not possible	20
Sweden	Yes	16	16	18	18	21	24	20
United Kingdom	Yes	17	17	21	19	21	24	21

¹² Holders of a European driving licence are allowed to ride and to exchange their national driving licence from 16.

¹³ Croatia is an EU member state only since 01/07/2013 and therefore did not have to apply the rules of the 2nd DLD 91/439/EC.

¹⁴ Cyprus allows access to category A without prior possession of A2, but requires at least a category A1 licence.

¹⁵ Not possible according to Directive 91/439/EC and deemed to be a false answer.

Graduated access from A1 to A2 and from A2 to A

The following table shows the requirements for graduated access from category A1 to A2 and from category A2 to A if the rider has held the lower category (A1 or A2) for at least 2 years.

Table 5.3 : Requirements for graduated access from category A1 to A2 and from category A2 to A. Countries with entries in both columns require both a test and a training unless otherwise specified.

Country	Practical training	Practical test
Austria	7 hours ¹⁶	Standard driving test ¹⁶
Belgium	4 hours, or 6 hours if going from A1 with code 78 (automatic vehicle) to A2 without it	Standard driving test – private terrain + public road
Bulgaria	No reply	No reply
Croatia	5 hours ¹⁷	
Cyprus	A1 → A2: no training A2 → A: 7 hours	Standard driving test
Czech Republic	A1 → A2: 7 hours A2 → A: no reply	A1 → A2: Standard driving test A2 → A: no reply
Denmark		A1 → A2: yes (no reply on whether the same as standard driving test) A2 → A: Standard driving test
Estonia		A1 → A2: Less comprehensive driving test A2 → A: Standard driving test
Finland	7 hours ¹⁸	A1 → A2: Manoeuvring test and test on public roads if there is not enough experience with A1 A2 → A: Standard driving test (manoeuvring test and test on public roads)
France	A2 → A: 7 hours	A1 → A2: Standard driving test Theoretical test only if test for category A1 > 5 years ago
Germany		Less comprehensive driving test
Greece	7 hours	Standard driving test
Hungary	Yes	Yes
Ireland	Min. 16 hours ¹⁹	Standard driving test
Latvia		Standard driving test
Lithuania		Standard driving test
Luxembourg	7 hours	
Malta	Yes ²⁰	Standard driving test
Netherlands		Less comprehensive driving test
Poland	20 hours	Standard driving test
Portugal		Standard driving test
Slovakia	Yes ¹⁶	Standard driving test ¹⁶
Slovenia		Standard driving test
Spain	A2 → A: 9 hours training	A1 → A2: Less comprehensive driving test: only on public roads
Sweden		Standard driving test
United Kingdom		A1 → A2: yes (no reply on whether the same as standard driving test) A2 → A: Standard driving test

The difference in the minimum age for graduated access between A2 and A is 2 years in all countries except for Hungary, where it is 3 years (18 vs. 21 years). Before the implementation of the Directive, 2 years of practice were required in all countries. Thus, the Directive brought no significant changes in this respect.

¹⁶ Riders can choose between training and test.

¹⁷ Not possible according to Directive 2006/126/EC without an additional practical test and deemed to be a false answer.

¹⁸ The respondent replied once 5 hours and once 7 hours. Since 5 hours is not possible according to the Directive without an additional practical test, it was deemed to be a false answer.

¹⁹ Training option can be chosen only once, either for progressing from A1 to A2 or from A2 to A. RSA Motorcycle FAQs, <http://www.rsa.ie/Documents/Learner%20Drivers/Third%20Directive/Link%20B%20FAQ's%20Bikes.pdf> (retrieved on 03/08/2017).

²⁰ The respondent specified that a theory test and a theoretical training is required.

Access from A1 to A

The following table shows the rules on accessing category A when the rider already holds a category A1 licence. In many countries, holders of an A1 licence are exempt from some requirements that would otherwise apply when acquiring a category A licence.

Table 5.4: Graduated access from A1 to A

Country	Same process as without category A1?	Differences	Same process as without category A1?	Differences
	Before	Before	After	After
Austria	No A1	No A1	No	4 years possession of A1, only practical test
Belgium	No A1	No A1	Yes	-
Bulgaria	No reply	No reply	No reply	No reply
Croatia	Yes	-	Yes	-
Cyprus	Yes	-	Yes	-
Czech Republic	No reply	No reply	No reply	No reply
Denmark	No reply		Yes	
Estonia	No	Practical test less comprehensive	No	Practical test less comprehensive, no theoretical training, no practical training
Finland	No	No changes	No	No changes
France	Yes	-	Yes	-
Germany	Yes	-	No	Practical training less comprehensive
Greece	Yes	-	No	No theoretical training, practical training less comprehensive
Hungary	No	Theoretical training less comprehensive	No reply	No reply
Ireland	No	Age	No	Theoretical test less comprehensive, practical training less comprehensive
Latvia	Yes	-	Yes	-
Lithuania	Yes	-	Yes	-
Luxembourg	Yes	-	Yes	-
Malta	No A1	-	Yes	-
Netherlands	No A1	No A1	No	No theoretical training, practical road test (if is holder of A1 and > 24 years an additional exam is required)
Poland	Yes	-	No	No theoretical training, no theoretical Test
Portugal	No A1	No theoretical training	No	No theoretical training
Slovakia	Yes	-	Yes	-
Slovenia	No	No theoretical training, no practical training and driving licence of category A1 for at least two years	Yes	-
Spain	No	Practical test less comprehensive	Yes	-
Sweden	No	No theoretical test for the holder of A1	No	No theoretical test
United Kingdom	Yes	-	Yes	-

Categories B1/B/BE

Countries included: *Austria, Belgium, Croatia (implementation facts only), Cyprus, Denmark, Estonia, Finland, France, Germany, Greece (implementation facts only), Hungary, Ireland, Latvia, Lithuania, Luxembourg, the Netherlands, Slovakia, Slovenia, Spain, Sweden, United Kingdom*

Category B1

Table 5.5: Existence of category B1 and minimum age

Country	Cat. B1 existed before	Cat. B1 introduced	Minimum age before	Minimum age now	Access requirements different from cat. B
Austria	No	No	-	-	-
Belgium	No	No	-	-	-
Croatia	No	No	-	-	-
Cyprus	Yes	-	18	18	No
Denmark	No reply	No reply	No reply	No reply	No reply
Estonia	Yes	-	16	16	No
Finland	No	No	-	-	-
France	Yes	-	16	16	No
Germany	No	No	-	-	-
Greece	No	No reply	-	No reply	-
Hungary	No	Yes	-	16	No
Ireland	No	No	-	-	-
Latvia	Yes	-	16	16	Yes: No obligatory training in driving school for category B1
Lithuania	Yes	-	16	16	No
Luxembourg	No	No	-	-	-
Netherlands	No	No	-	-	-
Slovakia	Yes	-	16	16	No
Slovenia	No	Yes	-	16	No
Spain	No	No	-	-	-
Sweden	No	No	-	-	-
United Kingdom	Yes	-	17	17	No

Minimum age for categories B and BE

The minimum age for B stayed the same in all countries. The minimum age for category BE changed only in Croatia, which accessed the EU only after the start of application of the 3rd DLD. Only Slovakia reported changes based on the 3rd DLD (changes regarding the driving tests).

Table 5.6: Minimum age for categories B and B(+)E

Country	Cat. B: Minimum age before & after	Cat. B+E: minimum age before	Cat. BE: minimum age after
Austria	17	18	18
Belgium	18	18	18
Cyprus	18	18	18
Croatia	18	19 ²¹	18
Denmark	18 ²²	No reply	18
Estonia	18	18	18
Finland	18	18	18
France	18	18	18
Germany	18 (accompanied driving: 17)	18 (accompanied driving: 17)	18 (accompanied driving: 17)
Hungary	17	18	18
Greece	18	No reply	No reply
Ireland	17	17	17
Latvia	18	18	18
Lithuania	18	18	18
Luxembourg	18	18	18
Netherlands	17	18	18
Slovakia	18	18	18
Slovenia	18	18	18
Spain	18	18	18
Sweden	18	18	18
United Kingdom	17	17	17

²¹ Croatia is an EU member state only since 01/07/2013 and therefore did not have to apply the rules of the 2nd DLD 91/439/EC.

²² From 01/01/2017 the minimum age for category B is 17 due to a national pilot scheme, allowing 17-year-olds to drive if accompanied by an experienced driver.

Riding category A1 vehicles with a B licence

Some countries make use of the option provided by Article 6(3)(b) 3rd Driving Licence Directive and allow holders of a category B licence to ride an A1 motorcycle. The following table shows the requirements.

Table 5.7: Requirements for driving A1 vehicles with a category B licence

Country	Additional access requirements	Minimum age
Austria	Training, 5 years B with no driving ban, code 111	22
Belgium	Training, 2 years B	20
France	Training, 2 years B	20
Latvia	No additional requirements	18
Luxembourg	Training, 2 years B	20
Malta ²³	Training, code 111	18
Portugal ²⁴	No reply	25
Slovakia	2 years B, automatic transmission	17 ²⁵
Spain	3 years B	21

Croatia, Cyprus, Denmark, Estonia, Finland, Germany, Greece, Hungary, Ireland, Lithuania, the Netherlands, Slovenia, Sweden and the United Kingdom do not allow to ride A1 vehicles with a category B licence.

Code 96

No country has a minimum age for code 96 that is different from the minimum age for category B. The following table shows whether countries require a test and/or a training for Code 96.

Table 5.8: Requirements for Code 96

Country	Test or training	Practical training	Practical test
Austria	Training	7 hours	-
Belgium	Both	Same as BE	Same as BE
Cyprus	Test	-	45 min
Denmark	Both	Yes	Yes
Estonia	Test	-	25 min
Finland	Test	-	same as BE – 45 min
France	Training	7 hours	-
Germany	Training	At least 7 hours	-
Greece	No reply	No reply	No reply
Hungary	Both	Yes	Yes
Ireland	No reply	No reply	No reply
Latvia	Test	-	40 min
Lithuania	Test	-	60-90 min
Luxembourg	Training	7 hours	-
Croatia	Test	-	Yes
Netherlands	Test	-	same as BE – 55 min
Slovakia	Driver's choice	Yes	Min 25 min
Slovenia	Both	9 hours	Yes
Spain	Test	-	45 min
Sweden	Test	-	45 min
United Kingdom	Test	-	Same as BE

Exceptions according to Article 6(4) of the 3rd DLD

The Directive allows Member States to extend category B to certain vehicles that would usually require another category.

- Validity of **category B for D1 vehicles** with a maximum authorised mass of 3500 kg used by non-commercial bodies for social purposes (cf. Article 6(4)(a) 3rd Driving Licence Directive): None of the Member States that replied to this question makes use of this exception.

²³ Added from replies to questions on categories A1/A2/A.

²⁴ Added from replies to questions on categories A1/A2/A.

²⁵ Contradiction with the requirement of 2 years B and minimum age for B which is 18.

- Validity of **category B for vehicles with a maximum authorised mass of more than 3500 kg** used by non-commercial bodies for social purposes, provided that the main purpose of the vehicles is to be used only when stationary as an instructional or recreational area (cf. Article 6(4)(b) 3rd Driving Licence Directive): Among the Member States that replied to this question, only the United Kingdom makes use of the exception. Drivers must be at least 21 to drive such vehicles. The respondent from Belgium stated that some French citizens claim to have such a right and would like to have it in Belgium as well, which is not possible since it is a national exemption.²⁶

Tricycles & quadricycles

Countries included: *Austria, Belgium, Croatia (implementation facts only), Cyprus, Denmark, Estonia, Finland, France, Germany, Hungary, Ireland, Latvia, Lithuania, Luxembourg, the Netherlands, Slovakia, Slovenia, Spain, Sweden, United Kingdom*

Partly included (questionnaire not completed): *Bulgaria, Czech Republic, Greece, Malta, Poland, Portugal*

The following table gives an overview of the implementation of the 3rd DLD regarding tricycles and quadricycles.

Table 5.9: Classification of tricycles and quadricycles and minimum age requirements

Country	Tricycles or quadricycles included in cat. A1	Tricycles or quadricycles included in cat. A	Min. age tricycles with cat. A if A2 for min. 2y	Min. age tricycles with cat. A – direct access	Tricycles included in cat. B	Min. age tricycles ≤ 15 kW with cat. B	Min. age tricycles > 15 kW with cat. B
	before	before	after	after	after	after	after
Austria	No A1	Both	21	21	Yes	21	21
Belgium	No A1	No	22	25	No	Not applicable	Not applicable
Bulgaria	No A1	No reply	No reply	No reply	No reply	No reply	No reply
Croatia	Tricycles	No	21	21	No	Not applicable	Not applicable
Cyprus	Tricycles	Tricycles	22	22	No	Not applicable	Not applicable
Czech Republic	Tricycles	No reply	No reply	No reply	No reply	No reply	No reply
Denmark	No reply	No reply	21	21	Yes	18	21
Estonia	No reply	No reply	No reply	No reply	No	Not applicable	Not applicable
Finland	Both	Tricycles	21	24	No	Not applicable	Not applicable
France	No	No	21	Not applicable	No	Not applicable	Not applicable
Germany	No	No	21	21	Yes	18 (accompanied driving: 17)	21
Greece	Tricycles	No	22	24	No reply	No reply	No reply
Hungary	No	No	21	24	No	Not applicable	Not applicable
Ireland	No	No	No reply	No reply	No	Not applicable	Not applicable
Latvia	No	No	21	21	Yes	18	21
Lithuania	No	No	21	21	No	Not applicable	Not applicable
Luxembourg	No	No	21	Not applicable	No	Not applicable	Not applicable
Malta	No A1	Both	21	21	No reply	No reply	No reply
Netherlands	No A1	No	21	21 ²⁷	No	Not applicable	Not applicable
Poland	Both	Both	21	21	No reply	No reply	No reply
Portugal	No A1	Tricycles	No reply	21	No reply	No reply	No reply
Slovakia	No	No	21	24	No	Not applicable	Not applicable
Slovenia	Tricycles	Tricycles	21	24	Yes	18	18 ²⁸
Spain	No	Both	21	Not applicable	Yes	No reply	21
Sweden	Both	Both	18 for < 15 kW	21	Yes	18	21
United Kingdom	No	No	21	24	Yes	21	21

²⁶ France, however, replied that there is no such exemption.

²⁷ Use of licence restricted until 24 to A1 tricycles.

²⁸ Not possible according to the 3rd DLD and deemed to be a false answer.

Categories C1/C1E/C/CE

Countries included: *Austria, Belgium, Croatia (implementation facts only), Cyprus, Denmark, Estonia, Finland, France, Germany, Greece (implementation facts only), Hungary, Ireland, Latvia, Lithuania, Luxembourg, the Netherlands, Slovakia, Slovenia, Spain, Sweden, United Kingdom*

The following table shows the minimum age rules for categories C1/C1E/C/CE.

Table 5.10: Minimum age for categories C1/C1E/C/CE

Country	Min. age cat. C1	Min age cat. C1+E	Min. age cat. C1	Min. age cat. C1E	Min. age cat. C	Min. age cat. C+E	Min. age cat. C	Min. age cat. CE	Min. age for cat. C fire service & public order	Min. age for cat. C road tests for repair, maintenance
	before	before	after	after	before	before	after	after	after	after
Austria	18	18	18	18	18	18	21	21	18	18
Belgium	18	18	18	18	21	21	21	21	No	No
Croatia	18	19	18	18	19	20	21	21	18 ²⁹	18 ³⁰
Cyprus	18	18	18	18	18	18	21	21	No	No
Denmark	No reply	No reply	18	18	No reply	No reply	21	21	18	18
Estonia	18	18	18	18	21	21	21	21	No	No
Finland	18	18	18	18	18	18	18 with CPC ³¹	18 with CPC	No	No
France	No C1	No C1+E	18	18	18	18	21	21	No	No
Germany	18	18	18	18	18	18	21	21	18 ³²	18 ³³
Greece	No reply	No reply	No reply	No reply	21	21	No reply	No reply	No reply	No reply
Hungary	18	18	18	18	18	18	21	21	No	No
Ireland	18	18	18	18	18	18	18 with CPC	18 with CPC	No	No
Latvia	18	19	18	18	21	22	21	21	No	No
Lithuania	18	18	18	18	21	21	21	21	No	No
Luxembourg	18	18	18	18	21	21	21	21	No	No
Netherlands	No C1	No C1+E	18	18	18	18	21	21	No	No
Slovakia	18	18	18	18	18	18	21	21	No	No
Slovenia	No C1	No C1+E	18	18	18	18	21	21	18 ³⁴	No
Spain	18	18	18	18	21	21	21	21	No	No
Sweden	No C1	No C1+E	18	18	18	18	21	21	No	No
United Kingdom	18	18	18	18	No reply	21	21	21	No	No

²⁹ For vehicles used by police and fire service.

³⁰ For vehicles for road tests for repair or maintenance purposes.

³¹ Certificate of professional competence according to Directive 2003/59/EC.

³² For driving emergency vehicles belonging to the fire brigade, the police forces, the emergency services recognized under federal state legislation, the Technical Disaster Relief Agency and other units of the disaster control services provided that these vehicles are used for emergency operations or for practice and training journeys ordered by the driver's line manager.

³³ For driving vehicles that are being taken to commercial vehicle garages for repair or servicing purposes where they will be submitted to on-road testing on the order of a line manager.

³⁴ Military vehicles.

Categories D1/D1E/D/DE

Countries included: Austria, Belgium, Croatia (implementation facts only), Cyprus, Denmark, Estonia, Finland, France, Germany, Greece (implementation facts only), Hungary, Ireland, Latvia, Lithuania, Luxembourg, the Netherlands, Slovakia, Slovenia, Spain, Sweden, United Kingdom

Table 5.11: Minimum age for categories D1/D1E/D/DE

Country	Min. age cat. D1	Min. age cat. D1+E	Min. age cat. D1	Min. age cat. D1E	Min. age cat. D	Min. age cat. D+E	Min. age cat. D	Min. age cat. DE	Min. age cat. D fire service, maintaining public order	Min. age cat. D road tests for repair, maintenance
	before	before	after	after	before	before	after	after	after	after
Austria	No D1	No D1E	21	21	21	21	24	24	21	21
Belgium	18 ³⁵	18	21	21	21	21	24	24	No	No
Croatia	No D1	No D1E	21	21	21	21	24	24	21 ³⁶	21 ³⁷
Cyprus	21	21	21	21	21	21	24	24	No	No
Denmark	No reply	No reply	21	21	No reply	No reply	24	24	21	21
Estonia	21	21	21	21	21	21	24	24	No	No
Finland	21	21	21	21	18 with CPC ³⁸	18 with CPC	18 with CPC	18 with CPC	No	No
France	No D1	No D1E	21	21	21	21	24	24	No	No
Germany	21	21	21	21	21	21	24	24	21 ³⁹	21 ⁴⁰
Greece	Cat. existed	No reply	No reply	No reply	21	21	24	24	No reply	No reply
Hungary	21	21	21	21	21	21	24	24	No	No
Ireland	21	21	21	21	21	21	21 with CPC	21 with CPC	No	No
Latvia	21	22	21	21	21	22	24	24	No	No
Lithuania	21	21	21	21	23	23	24	24	No	No
Luxembourg	21	21	21	21	21	21	24	24	No	No
Netherlands	No D1	No D1E	21	21	21	21	24	24	No	No
Slovakia	21	21	21	21	21	21	24	24	No	No
Slovenia	No D1	No D1E	21	21	21	21	24	24	21 ⁴¹	No
Spain	21	21	21	21	21	21	24	24	No	No
Sweden	No D1	No D1E	21	21	21	21	24	24	No	No
United Kingdom	21 ⁴² or	21 ⁴³	21	21	18 ⁴⁴	18 ⁴⁴	18 ⁴⁵	18 ⁴⁵	21	21

³⁵ Probably refers to the minimum age with a CPC (certificate of professional competence).

³⁶ For vehicles used by the fire service or for maintaining public order.

³⁷ For vehicles undergoing road tests for repair or maintenance purposes.

³⁸ Certificate of professional competence according to Directive 2003/59/EC.

³⁹ For emergency vehicles belonging to the fire brigade, the police forces, the emergency services recognized under federal state legislation, the Technical Disaster Relief Agency and other units of the disaster control services provided that these vehicles are used for emergency operations or for practice and training journeys ordered by the driver's line manager.

⁴⁰ For driving vehicles that are being taken to commercial vehicle garages for repair or servicing purposes where they will be submitted to on-road testing on the order of a line manager.

⁴¹ Military vehicles.

⁴² 18 if driving on a regular service not exceeding 50 kilometres from the base.

⁴³ 18 if driving on a regular service not exceeding 50 kilometres from the base.

⁴⁴ Subject to restrictions - driving only on national territory and on regular routes.

⁴⁵ Subject to requirements of Driver CPC (Certificate of professional competence) where restrictions apply regarding driving only on national territory or regular routes until age 21.

National categories & codes

Countries included: *Austria, Belgium, Croatia (implementation facts only), Cyprus, Denmark, Estonia, Finland, France, Germany, Greece (implementation facts only), Hungary, Ireland, Latvia, Lithuania, Luxembourg, the Netherlands, Slovakia, Slovenia, Spain, Sweden, United Kingdom*

The following table provides an overview of the national categories and codes that exist in the Member States.

Table 5.12: National categories and codes

Country	National driving licence categories	National codes
Austria	F: universal category for agricultural tractors and other special vehicles	111 A1 with B 120 (planned): Licence B valid for electric vehicles up to 4250 kg
Belgium	G: agricultural vehicles	372 (A1 with B) 373 (tricycle with B)
Croatia	G, H	None
Cyprus	ΣΤ: Tractor H: Tractor with tracks Z: Roller Θ: Heavy duty vehicles IB: Electric Vehicles	None
Denmark	Agricultural vehicles/power equipment and small two-wheelers	175 200
Estonia	T: tractor, mobile machinery and machine train.	101: Provisional driving licence (novice driver) 102: Only for performance of duties during military service 103: Trolleybus only 104: Wheeled tractor 105: Motorcycle with an engine power of up to 25 kW or effective power of up to 0.16 kW/kg. 106: Category D bus only on domestic line services < 50 km
Finland	T: tractors LT: fast tractors	AM120 two-wheeled moped AM121 light quadricycle
France	None	101: cat. C limited to 7 500 kg till 21 years 102: cat. CE limited to 7 500 kg till 21 years 103: Limited to domestic line services < 50 km/h for cat. D holders below 23 completing their initial training as vocational training 109: AM limited to quadricycles
Germany	T: Tractors with a maximum design speed not exceeding 60 km/h and self-propelled machines or self-propelled mixer wagons with a maximum design speed not exceeding 40 km/h, which in both cases are designed to be used for agricultural or forestry purposes and are actually used for such purposes (both types of vehicle may be combined with trailers) L: Tractors designed to be used for agricultural or forestry purposes and actually used for such purposes, with a maximum design speed not exceeding 40 km/h, and combinations formed from these vehicles and trailers if they are driven at a speed not exceeding 25 km/h, plus self-propelled machines, self-propelled mixer wagons and floor conveyors (e.g. fork-lift trucks and the like) with a maximum design speed not exceeding 25 km/h, and combinations formed from these vehicles and trailers Several other vehicles do not require a driving licence but do require a test certificate. ⁴⁶	171 C1 also valid for D vehicles of max. 7 500 kg without passengers 172 C also valid for D vehicles without passengers 174, 175: modify cat. L 176 Until holder reaches age 18 valid only in Germany and within state recognised vocational training 177 Restrictions, incidental provisions and additional information in accordance with the driving licence appendix to be carried 178 D or D1: only line regular services 179 D1 only for journeys on which mainly members of the holder's family are carried 181 Cat. T valid only for category S vehicles (AM since 19/01/2013) 182 D1, D1E, D and DE: Until holder reaches age 18 valid only in Germany and within or after state recognised vocational training 184 Until holder reaches age 18 valid only for B (and, if applicable, BE and Code 96) when accompanied by specified person 185 C and CE: Until holder reaches age 21 valid only in Germany and within or after state recognised vocational training 186 D1 and D1E: Until holder reaches age 21 valid only in Germany and within or after state recognised vocational training 187 D and DE: Until holder reaches age 24 valid only in Germany and within or after state recognised vocational training or line services < 50 km/h or on journeys without passengers 188 (C) and 189 (D): Until holder reaches age 21 (D: 24) valid only in Germany and for driving only emergency vehicles belonging to the fire brigade, the police forces, the emergency services recognized under federal state legislation, the Technical Disaster Relief Agency and other units of the disaster control services

⁴⁶ (1) Two-wheeled motorized cycles – Including those without pedals – if their design ensures that their maximum speed on level ground does not exceed 25 km/h (motor-assisted bicycles); however, special seats for the carriage of children under seven years of age may be fitted; (2) mobility aids; (3) category L1e-B two-wheel motor vehicles and category L2e-P and L2e-U three-wheel motor vehicles as defined in Regulation (EU) No 168/2013 if their design ensures that their maximum speed on level ground is limited to 25 km/h.

Country	National driving licence categories	National codes
		<p>provided that these vehicles are used for emergency operations or for practice and training journeys ordered by the driver's line manager.</p> <p>190 (C) and 191 (D): Until holder reaches age 21 (D: 24), valid only in Germany and only for driving vehicles that are being taken to commercial vehicle garages for repair or servicing purposes where they will be submitted to on-road testing on the order of a line manager.</p> <p>192 Holder is entitled to drive motor vehicles referred to in the Fourth Regulation on Exemptions from the Provisions of Driver Licensing Regulations</p> <p>193 D and DE: Until holder reaches age 23 valid only on line services < 50 km/h after initial qualification training according to the Professional Drivers' Qualification Act.</p> <p>194 B: Holder may drive A1 tricycles until age 21 and all cat. A tricycles after 21 (in Germany only)</p>
Greece	None	No reply
Hungary	<p>K: garden tractor, animal dragged vehicle</p> <p>T: agricultural tractor with two heavy trailers, slow vehicle with trailer, moped</p> <p>TR: trolleybus + all the above</p> <p>V: garden tractor, animal dragged vehicle</p>	<p>104 Not allowed to transport a group of passengers</p> <p>105 Not allowed to drive vehicles with distinctive sign</p> <p>181 Novice driver</p> <p>182 limited category "A"</p> <p>183 driving ban for international category</p> <p>184 driving ban for specific type of vehicles</p> <p>185, 186, 187: modify categories K and T</p> <p>270 Buses operated by the Hungarian Defence Forces, after reaching the age of 21 years valid for other buses</p>
Ireland	W: work vehicles and land tractors	101, 78, 73, 30, 45
Latvia	TRAM and TROL (trolleybus).	None
Lithuania	TR1, TR2, SZ and SM: agricultural vehicles (separate document, not included in the driving licence)	None
Luxembourg	F: tractors and self-propelled machines up to 12 000 kg	None
Netherlands	T: agricultural tractors and vehicles with limited speed with a certain size and specific purpose and any attached trailers.	<p>100 and 101: private use of car</p> <p>105: exception for passenger transport under the supervision of someone else</p>
Slovakia	T: Agricultural tractors and forestry tractors, as well as other special motor vehicles, incl. trailer	None
Slovenia	<p>F: tractors with or without trailers</p> <p>G: working machines and two-wheel tractors (cultivators)</p>	<p>110: exchange of foreign driving license to diplomatic staff</p> <p>210: right to drive military C and CE vehicles</p> <p>211: right to drive military D and DE vehicles</p> <p>220: novice driver</p>
Spain	agricultural vehicles, disabilities drivers	None
Sweden	Special driving permits for tractors, mopeds and terrain vehicles.	<p>100: Trial period</p> <p>101: Driving in a non-professional capacity</p> <p>102: Only allowed to operate vehicles with min. 3 wheels</p> <p>103: Not valid for professional transport of passengers</p> <p>108: Transporting passengers by bus allowed from age 20. Also allowed from age 18 if vehicle is operated without passengers or used for line services < 50 km/h, where the line is no longer than 50 km</p> <p>109: Transporting passengers by bus allowed from age 23. Also allowed from age 21 if vehicle is used for line services < 50 km/h.</p>
United Kingdom	<p>Q: 2-wheeled vehicles with an engine size not more than 50cc if powered by an internal combustion engine and a maximum design speed of no more than 25km/h (15.5mph)</p> <p>P: 2-wheeled vehicles with a maximum design speed of over 45km/h (28mph) but not more than 50km/h (31mph). Its engine size must not be more than 50cc if powered by an internal combustion engine.</p>	<p>101: not for hire or reward</p> <p>102: drawbar trailers only</p> <p>103: subject to certificate of competence</p> <p>105: vehicle not more than 5.5 metres long</p> <p>106: restricted to vehicles with automatic transmissions</p> <p>107: not more than 8,250 kilograms</p> <p>108: subject to minimum age requirements</p> <p>110: limited to transporting persons with restricted mobility</p> <p>111: limited to 16 passenger seats</p> <p>113: limited to 16 passenger seats except for automatics</p> <p>114: with any special controls required for safe driving</p> <p>118: start date is for earliest entitlement</p> <p>119: weight limit for vehicle does not apply</p> <p>122: valid on successful completion: Basic Moped Training Course</p> <p>125 – tricycles only (for licences issued before 29 June 2014)</p>

Annex 6: Survey results on driving examiners

Table 6.1: Knowledge and understanding of driving and assessment: 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.

Country	Do you think these competences are sufficient?	Are these competences implemented in your Member State?	How are these competences required by a driving examiner assessed and checked in your Member State?
Austria	Yes	Fully	In the education of new driving examiners, the given subject are part of the Curriculum, when working as driving examiners the experts are continuously evaluated by Driving Examiners Auditors (as given in the RL 126/2006/EG), those are certificated by the ARSO. The so determined weak spots of the experts are improved within further education with main emphasis on the results of the Audits and statistical analysis
Belgium	Yes	Partially or differently: hazard perception is not included in the training of the examiners yet. Once the test is implemented in the examinations of the candidate, it's possible that this will be included in the training of the examiner as well.	there is a basic training implemented for all candidates who want to become a certified examiner. This training includes multiple courses, theoretical and practical, covering all above subjects. f.e. - Requirements and evaluation of the driving test (vademecum/syllabus); theory + practical course (assessment). - highway code: theory course - traffic legislation: theory course about the legal Royal decisions and other legal documents - defensive driving practical course.
Bulgaria	Yes	Fully	Due to article 153a, paragraph 1, points 1,2 from Road traffic law
Denmark	Yes	Partially or differently	
Finland	Yes	Fully	All those topics Included in driving instructors education driving exam competence based qualification exam and driving examiner education.
France	Yes	Fully	At least annually by the superior of each examiner and by the five-year audit conducted by the delegates of the national audit and quality Half-day per examiner.
Germany	No, In addition to the above-mentioned technical and professional knowledge, knowledge of the examination design, test execution and psychological knowledge (test psychology) are required.	Fully	All the necessary competences of the examiner are checked and evaluated in the final examination to the examiner before he can work independently. Also, the auditor's activity is constantly monitored by audits.
Ireland	Yes	Fully	Entrance assessment, initial training program to include assessment of competence and final sign off. on-going quality assurance and periodic training and up-skilling to include a State academic qualification in assessment and evaluation methods

Country	Do you think these competences are sufficient?	Are these competences implemented in your Member State?	How are these competences required by a driving examiner assessed and checked in your Member State?
Latvia	Yes	Fully	There is a system of initial and periodic training, as well as periodic assessment in place.
Lithuania	Yes	Fully	partially by theory test, partially by supervision and competences assessment of examiner in practical test
Luxembourg	Yes	Fully	The competences are assessed and checked based on: 1) Ongoing customer satisfaction survey 2) Formal annual performance evaluation of all driving examiners
Netherlands	Yes	Fully	By training and tests. Supervision by the trainers of the Dutch driver testing authority CBR.
Norway	Yes	Fully	Through a comprehensive education and a theoretical and practical test
Poland	Yes	Fully	By national commission. Theory and practical test.
Portugal	Yes	Fully	The legislation relating to examiners is not yet published, but the project of legislation includes all the subjects above mentioned:
Slovakia	Yes	Fully	1. training 2. tests - theory test focused on all competencies prescribed by Directive and national law - practical test - driving - practical test focused on conduct of driving test
Slovenia	Yes	Fully	Initial qualification, periodically education and training, regularly supervision.
Spain	Yes	Fully	With an initial training course to become an examiner
Sweden	Yes	Fully	Mandatory education for driving examiners, both theory and practical. Checked by several tests during the education.
United Kingdom	Yes	Fully	Examiner recruitment process includes computer based Situational Judgement Tests, behaviour assessments, high standard practical driving assessment, Theory & Hazard Perception Test and a practical assessment of their assessment skills. Examiner training includes Pass/Fail assessments at each stage. Overall, the training is 5 weeks (externally accredited to BTEC level 3 which is equivalent to level 4 on the European Qualifications Framework). Thereafter, periodic training includes a combination of any of the above. Meets all of the requirements of the 3rd Directive.

Table 6.2: Assessment skills: ability to observe accurately, monitor, and evaluate overall candidate performance: 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.

Country	Do you think these competences are sufficient?	Are these competences implemented in your Member State?	How are these competences required by a driving examiner assessed and checked in your Member State?
Austria	Yes	Fully	by the further education the driving Examiners are instructed in the given themes, Bases of the themes are determined by feedback and further statistical Analysis. The feedback of all stakeholders of the Austrian "System Driving Licence" are either directly to the ARSO by Mail, personal or phone or at the semiannual Meeting.
Belgium	Yes	Fully	To cover above competences, the ability to observe is trained during the basic practical training. Also, during this practical training, candidates need to show that they can assimilate information during the examination. In order to perform a correct assessment, looking ahead is essential. Providing constructive feedback to the candidate is trained during role-play and during the practical training together with other examiners in the training centers. Therefor an internship in the examination center, performing over 100 hours of real tests under the supervision of another certified examiner, is mandatory.
Bulgaria	Yes	Fully	Due to monitoring once in five years in accordance with article 29a
Denmark	Yes	Fully	
Finland	Yes	Fully	We have a competence based qualification exam where competences are checked. Exam is done in practical exercise mostly.
France	Yes	Fully	
Germany	No, Knowledge for a professional set-up of the examination and for the professional test execution. Psychological knowledge of test execution and candidate motivation. Personal suitability for the action of the examiner.	Fully	All the necessary competences of the examiner are checked and evaluated in the final examination to the examiner before he can work independently. Also the activity of the reviewer is constantly supervised with audits.
Ireland	Yes	Fully	Following initial training there is on-going quality assurance and periodic training to maintain standards.
Latvia	Yes	Fully	There is a system of initial and periodic training, as well as periodic assessment in place.
Lithuania	Yes	Fully	by supervision and competences assessment of examiner in practical test
Luxembourg	Yes	Fully	The competences are assessed and checked based on: 1) Ongoing customer satisfaction survey 2) Formal annual performance evaluation of all driving examiners by their superior 3) Examiners are assessed by an independent expert.
Netherlands	Yes	Fully	By training and tests. Supervision by the trainers of the Dutch driver testing authority CBR.
Norway	Yes	Fully	Through a comprehensive education and a theoretical and practical test

Country	Do you think these competences are sufficient?	Are these competences implemented in your Member State?	How are these competences required by a driving examiner assessed and checked in your Member State?
Poland	Yes	Fully	
Portugal	Yes	Fully	The assessment skills are developed and evaluate during the training course.
Slovakia	Yes	Fully	1. training 2. tests: - theoretical test - practical test on conduct of practical driving test
Slovenia	Yes	Fully	Initial qualification, periodically education and training, regularly supervision and coaching for those who have specific problems (problems are mostly connected with poor communication and rhetorical skills).
Spain	Yes	Fully	With the mentioned course and tests
Sweden	Yes	Fully	Mandatory education for driving examiners, both theory and practical. Checked by several tests during the education.
United Kingdom	Yes	Fully	Examiner recruitment process includes computer based Situational Judgement Tests, behaviour assessments, high standard practical driving assessment, Theory & Hazard Perception Test and a practical assessment of their assessment skills. Examiner training includes Pass/Fail assessments at each stage. Overall, the training is 5 weeks (externally accredited to BTEC level 3 which is equivalent to level 4 on the European Qualifications Framework). Thereafter, periodic training includes a combination of any of the above. Meets all of the requirements of the 3rd Directive.

Table 6.3: Personal driving skills and quality of service: 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. 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.

Country	Do you think these competences are sufficient?	Are these competences implemented in your Member State?
Austria	Yes	Fully
Belgium	Yes	Fully
Bulgaria	Yes	Fully
Denmark	Yes	The period of implementation of the practical training is not yet expired.
Finland	Yes	Fully
France	Yes	All of these skills are required and taken into account during initial training. They are not all evaluated and taken up during continuing education. The continuous training of inspectors focuses on heavy categories. It would be necessary to emphasize continuing training in the light category.
Germany	No, Not only is your own competence to drive a vehicle on a consistently high standard is important, this high level must be equal to all inspectors as much as possible and must not depend on your own special interests and notions.	Fully
Ireland	Yes	Fully
Latvia	Yes	Fully
Lithuania	Yes	Fully
Luxembourg	Yes	Fully
Netherlands	Yes	Fully
Norway	Yes	Fully
Poland	Yes	Fully
Portugal	Yes	Fully
Slovakia	Yes	Fully
Slovenia	Yes	Be able to drive to a consistently high standard that type of motor vehicle, 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, 1. All driving examiner has a driving licence for the category or categories for which they are authorised to conduct driving test. After certain time they lose significant part of their skills in the categories they do not drive vehicles regularly. Communication and rhetorical skills are the examiners' weakest point. Current amount of periodical training (few hours every year) seems to be insufficient. These skills are some of the most demanding to improve and to achieve a higher level.

Country	Do you think these competences are sufficient?	Are these competences implemented in your Member State?
Spain	Yes	Fully
Sweden	Yes	Fully
United Kingdom	Yes	Fully

Table 6.4: Knowledge about vehicle technique and physics: knowledge about vehicle technique such as steering, tyres, brakes, lights, especially for motorcycles and heavy vehicles, loading safety, knowledge about vehicle physics such as speed, friction, dynamics, energy. Driving in a fuel efficient and environmentally friendly way

Country	Do you think these competences are sufficient?	Are these competences implemented in your Member State?	Which specific topic has not been implemented or implemented in a different way?
Austria	Yes	Fully	
Belgium	Yes	Partially or differently	The courses (programs) specifically for category A, C and D are not validated yet by the authorities.
Bulgaria	Yes	Fully	
Denmark	Yes	Partially or differently	The period of implementation of some of the practical training is not yet expired.
Finland	Yes	Fully	
France	Yes	Fully	
Germany	No, Not only the expertise is relevant and important, but also the application of this expertise.	Fully	
Ireland	Yes	Fully	
Latvia	Yes	Fully	
Lithuania	Yes	Fully	
Luxembourg	Yes	Fully	
Netherlands	No, Knowledge of modern driver assistant systems	Fully	
Norway	Yes	Partially or differently	
Poland	Yes	Fully	
Portugal	Yes	Fully	
Slovakia	Yes	Fully	
Slovenia	Yes	Partially or differently	1 Loading safety, 2 knowledge about vehicle physics such as speed, friction, dynamics, energy. Before implementing the education and training program for new examiners these topics were not a part of the qualification test. Consequently, all examiners do not have knowledge from these topics.
Spain	Yes	Fully	
Sweden	Yes	Fully	
United Kingdom	Yes	Fully	

Table 6.5: General requirements of Annex IV of the 3rd DLD by a driving examiner

Country	Do you think these requirements for Category B are sufficient?	Are these requirements for Category B implemented in your Member State?	Do you think these requirements for all other Categories are sufficient?	Are these requirements for all other Categories implemented in your Member State?
Austria	Yes	Fully	Yes	Fully
Belgium	Yes	Fully	Yes	Fully
Bulgaria	Yes	Fully	Yes	Fully
Denmark	Yes	Fully	Yes	Fully
Finland	Yes	Fully	Yes	Fully
France	Yes	Partially or differently	Yes	Fully
Germany	Yes	Fully	Yes	Fully
Ireland	Yes	Fully	Yes	Fully
Latvia	Yes	Fully	Yes	Fully
Lithuania	Yes	Fully	Yes	Fully
Luxembourg	Yes	Fully	Yes	Fully
Netherlands	No Requested level of education results in difficulties with selecting and hiring new examiners.	Fully	No	Fully
Norway	Yes	Age, the examiner must be at least 25	Yes	Fully
Poland	Yes	Fully	Yes	Fully
Portugal	No The candidate must do a medical evaluation and also psychological evaluation if he intends to evaluate candidates of C and D categories.	Fully	Yes	Fully
Slovakia	Yes	Fully	Yes	Fully
Slovenia	Yes	Fully	Yes	Fully
Spain	Yes	Fully	Yes	Fully
Sweden	Yes	Fully	Yes	Fully
United Kingdom	Yes	Fully	Yes	Fully

Table 6.6: Initial qualification requirements of Annex IV of the 3rd DLD: training and examination

Country	How does your Member State comply with these initial qualification requirements?	Are these examination requirements implemented in your Member State?	How does your Member State comply with these examination requirements?
Austria	After the complete theoretical Education an ongoing Driving examiner has to hospitate an already certified driving Examiner to get practical experience for about two weeks. To get another authorization for further licence categories an driving Examiner has to do further theoretical and practical education as given in the Austrian law.	Fully	Austria is fully behind the Statement above.
Belgium	In the Royal Decision of 23/03/1998, article 26bis Å§1, the 4 programs are defined. As stated before, validation of the content of the programs A, C and D by authorities is still required. Only program cat. B is validated currently.	Fully	A program has been developed for cat. B and validated by the authorities. In this program, the minimum examination requirements for a candidate examiner is defined. During the final oral examinations of the candidate examiners, the authorities are present to validate the procedure of certification.
Bulgaria	Article 4, paragraph 1,2 from Ordinance â„– 3/2011	Fully	Article 4, paragraph 1,2 from Ordinance â„– 3/2011
Denmark	By introducing basic education (B) and three supplementary programs (A), (C1,D1,C and D) and (E)	Fully	
Finland	We have a competence based qualification exam where competences are checked. Exam is done in practical exercise mostly.	Fully	We have a competence based qualification exam where competences are checked. Exam is done in practical exercise mostly.
France	The training is given by a school (INSERR) which meets a specification set by the competent ministry in terms of license.	Fully	
Germany	Training programs for theoretical and practical knowledge and skills are coordinated and uniform throughout Germany. They are based on the Federal Law on the Motor Vehicles Act as well as on the implementing regulations.	Fully	After the training programs, a theoretical and practical examination takes place with regard to all the provided contents before a handsome examination commission. They are based on the Federal Law on the Motor Vehicles Act as well as on the implementing regulations.
Ireland		Fully	Entrance assessment, on-going and end of initial training assessment. Periodic training and assessment plus regular quality assurance audits
Latvia	Initial training is organized by testing authority.	Fully	Examinations are carried out by testing authority.
Lithuania	training programme are related to authorization to conduct driving tests for more than one driving licence category.	Fully	partially by theory test, partially by supervision and competences assessment of examiner in mock practical test
Luxembourg	The initial qualification aiming to obtain the ministerial approval as examiner contains a compulsory initial training organized by the Ministry having the Vocational training in his attributions. At the end of training, a theoretical and practical examination is validated by a certificate.	Fully	
Netherlands	By providing a training and test program.	Fully	By conducting theoretical and practical tests
Norway		Fully	
Poland	Initial training is organized by national examination centre. Before start training all things are checked, and there are is program with obligatory consulting exams. After there are national exam.	Fully	National commission
Portugal	In Portugal we have different training programs for different categories of driving licenses.	Fully	The candidate must obtain success during the evaluations.

Slovakia	initial training is compulsory Category C(CE) programme authorizes to conduct driving test for AM, B1, B (BE), C, (C1E) Category D (DE) program authorizes to conduct driving test for AM, B1, B (BE), D1 (D1E), D (DE)	Fully	all these conditions are subject to testing (see answers before)
Slovenia	Every new examiner must satisfactorily complete education and training program, separately for each category he or she will conduct driving tests.	Fully	Every new examiner must pass the test (separately for each category he or she will conduct.) Test includes a computer based theory test, an oral theory test and a test of practical skills (conducting a real or simulated driving test).
Spain	including the requirements in the training courses for becoming examiners.	Fully	with the control of the centres that make the training process (didactic materials, candidate records...)
Sweden		Fully	
United Kingdom	Undergo a five-week training which includes various modules and an assessment at the end of each module.	Fully	Examiner recruitment process includes computer based Situational Judgement Tests, behaviour assessments, high standard practical driving assessment, Theory & Hazard Perception Test and a practical assessment of their assessment skills. Examiner training includes Pass/Fail assessments at each stage. Overall, the training is 5 weeks (externally accredited to BTEC level 3 which is equivalent to level 4 on the European Qualifications Framework). Thereafter, periodic training includes a combination of any of the above. Meets all of the requirements of the 3rd Directive.

Table 6.7: Quality assurance requirements of Annex IV of the 3rd DLD regarding driving examiners

Country	Do you think these quality assurance requirements are sufficient?	Are these quality assurance requirements implemented in your Member State?	How are these quality assurance requirements implemented in your Member State?
Austria	Yes	Fully	In Austria the use of Driving examination Audits is at first a tool to evaluate the work of the Driving Examiners, second a tool for spotting themes for further education and third a part of the feedback to the ARSO. The statistical reports and Analysis are used for further scientific work and for reporting to the Minister.
Belgium	Yes		The independent companies responsible to conduct the driving license examinations are informed about the requirements in order to maintain their quality label. However, the follow-up of this quality assurance is done by the companies and is supervised by the authorities.
Bulgaria	Yes	Fully	Due to monitoring once in five years in accordance with article 29a
Denmark	Yes	Fully	not applicable
Finland	Yes	Fully	Quality assurance is outsourced partially to service provider. We supervise service provider and we have our own quality checks and monitoring the data from exams. Our special audit group takes care that each examiner is observed conducting tests once every 5 years, for a minimum period cumulatively of at least half a day
France	Yes	Fully	The reviewers are assessed annually by their superiors (annual quality audit), who summarize an annual synthesis of controls for delegation to road safety re. The superior expresses the training needs he has found in the department. It is the auditing unit of the Delegation for Road Safety that makes this assessment.
Germany	Yes	Fully	Integration of the requirements in Annex. 1 to the KfSachvV, annual review within the framework of the on-site assessment by the BAST
Ireland	Yes	Fully	Quality assurance supervisors regularly assess the work of examiners at work
Latvia	Yes	Fully	
Lithuania	Yes	Fully	by supervision at work yearly at least half a day, periodical training. the supervision requirement in relation to tests for one category satisfies the requirement for more than one category
Luxembourg	Yes	Fully	The competences are assessed and checked based on: 1) Ongoing customer satisfaction survey 2) Formal annual performance evaluation of all driving examiners by their superior 3) Examiners are assessed by an independent expert.
Netherlands	Yes	Fully	By annual review and supervision of examiners. Examiners are being observed while conducting tests every five years by the trainers of the Dutch driving test authority CBR; when necessary this can be followed by corrective action (before 2018).
Norway	Yes	Fully	
Poland	Yes	Fully	There are supervisor examiner in the each examination centre. Examiner must attend to yearly training connected with evaluation by supervisor.
Portugal	Yes	Partially or differently	These quality assurance requirements are included in the legislation, but not yet implemented.
Slovakia	Yes	Fully	in accordance with Directive - all these provisions have been transposed into national legislation and are contained in the driving examiners training programs.
Slovenia	Yes	Partially or differently	One examiner accompanies other who conduct a driving test (regularly) Periodical review of the outcomes of the driving tests that they have conducted Additional education, training, coaching. A complex resuming and assessment of one's work at the end of each year.

Country	Do you think these quality assurance requirements are sufficient?	Are these quality assurance requirements implemented in your Member State?	How are these quality assurance requirements implemented in your Member State?
Spain	Yes	Fully	Setting a protocol for the yearly and five-year supervision
Sweden	Yes	Fully	Fully. It's the Swedish Transport Agency that conducts the supervision of examiners.
United Kingdom	Yes	Fully	Examiners are supervised at least 4 times per annum by their line management (Quality Control) who observe their day to day duties which is necessary for completion of their Annual Appraisal document. They are also subject to periodic Quality Assurance visits carried out by an independent team established for the purpose of considering the results of their tests. Examining; Examiners are subject to periodic Quality Assurance visits where their tests are observed by an independent team established for this purpose and also supervised at least 4 times per annum by their line management (Quality Control).

Table 6.8: Periodic training requirements of Annex IV of the 3rd DLD regarding driving examiners

Country	Do you think these periodic training requirements are sufficient?	Are these periodic training requirements implemented in your Member State?	How are these periodic training requirements implemented in your Member State?
Austria	Yes	Fully	These qualifications are evaluated in the driving examiner Audits and developed and maintained as part of the "System Driving Licence" and further education.
Belgium	Yes	Fully	The independent companies responsible to conduct driving license tests, need to do the follow-up of each of their certified examiners in order to fulfil these requirements. If they notice a malfunctioning by their examiners, or the examiner hasn't performed any test within the legal requirements (24-months), they need to take appropriate measures. External audits are on periodic base performed by the local authorities to ensure the quality of the test centres.
Bulgaria	Yes	Fully	Due to article 153a, paragraph 1, points 1,2 from Road traffic law
Denmark	Yes	Fully	By doing the mandatory training.
Finland	Yes	Fully	Service provider takes care of that. It is included in contract. Education plan is accepted by Trafi.
France	Yes	Partially or differently	These trainings are made by the Delegation to road safety with the INSERR, prime contractor.
Germany	Yes	Fully	4 days in 2 years Further education of the knowledge and skills through lectures, specialist talks and e-learning5 days of practical driving in 5 years. Each participant, who takes practical examinations in the A-, B-, C- or D â € "classes, has 5 days of further training in practical life in the vehicle types A, B / BE, C / CE and D in 5 years Driving.
Ireland	Yes	Fully	Primarily through structured training courses
Latvia			
Lithuania	Yes	Fully	four days periodic training in every two years to maintain and develop examining competences; one day periodic training in every year to develop and maintain practical driving skills
Luxembourg	Yes	Fully	
Netherlands	Yes	Fully	Examiners receive annual training
Norway			
Poland	Yes	Fully	There are supervisor examiner in the each examination centre. Examiner must attend to yearly training connected with evaluation of his work by supervisor.
Portugal	Yes	Not at all, These quality assurance requirements are included in the legislation, but not yet implemented.	These quality assurance requirements are included in the legislation, but not yet implemented. The decree-law already published, needs the publication of a regulation.
Slovakia	Yes	Fully	
Slovenia	No, An amount of minimum periodic training of at least five days should be increased.	Fully	For the examiners is organized additional education and training which exceed minimum requirements above.

Country	Do you think these periodic training requirements are sufficient?	Are these periodic training requirements implemented in your Member State?	How are these periodic training requirements implemented in your Member State?
Spain	Yes	Fully	planning the periodic training in this time for all the examiners and with statistics, supervision...
Sweden	Yes	Fully	
United Kingdom	Yes	Fully	Examining: Quality Control / Quality Assurance as stated above, as well as technical updates, staff conferences and educational learning periods. Driving skills: 5 day residential training course at DVSA training establishment every five years.

Table 6.9: General opinion regarding the requirements of Annex IV of the 3rd DLD regarding driving examiners

Country	How strongly do you agree that the implementation of the harmonized rules regarding the driving examiners improved road safety?	How strongly do you agree that the requirements regarding the driving examiners were different in your Member State, as a total, before the implementation of the Directive 2006/126/EG?
Austria	Strongly agree	Agree
Belgium	No opinion	Agree
Bulgaria	Agree	Agree
Denmark	Agree	No opinion
Finland	Agree	No opinion
France	No opinion	No opinion
Germany	No opinion	No opinion
Ireland	Agree	Agree
Latvia	No opinion	No opinion
Lithuania	Agree	Agree
Luxembourg	No opinion	No opinion
Netherlands	No opinion	Disagree
Norway	No opinion	No opinion
Poland	Strongly agree	No opinion
Portugal	No opinion	No opinion
Slovakia	Agree	Agree
Slovenia	Agree	Agree
Spain	Strongly agree	Agree
Sweden	Agree	Strongly disagree

Annex 7: Results RESPER survey launched by European Commission – DG-MOVE

Table 7.1: Overview of survey respondents

Country	Organisation	Nr. of answers
Austria	Bundesrechenzentrum GmbH	1
Belgium	Federale Overheidsdienst Mobiliteit en Vervoer	1
Bulgaria	National Police Chief Directorate	1
Czech Republic	the Ministry of Transport	1
Denmark	The Danish National Police	1
Estonia	Estonian Road Administration	1
Finland	Finnish Transport Safety Agency	1
France	Ministère de l'intérieur - Délégation à la sécurité et à la circulation routières	1
Germany	Kraftfahrt-Bundesamt	1
Greece	Hellenic Ministry of Infrastructure, Transport and Networks	1
Hungary	COAEPS	1
Ireland	Road Safety Authority	1
Italy	Ministero delle Infrastrutture e dei Trasporti	1
Latvia	Road Traffic Safety Directorate	1
Lithuania	State Enterprise REGITRA	1
Luxembourg	Société Nationale de Circulation Automobile (SNCA)	1
Malta	Transport Malta	1
Netherlands	RDW in its role as Nominated Party for the EUCARIS Secretariat and as Nominated Party for EUCARIS Operations	1
Romania	Ministry of Internal Affairs - Driving Licensing and Vehicles Registration Directorate	1
Slovakia	Department of Documents and Registers of the Headquarters of the Police Force, Ministry of Interior of the Slovak Republic	1
Slovenia	Ministry of Infrastructure	1
Spain	Dirección General de Tráfico	1
Sweden	Swedish Transport Agency	1
United Kingdom	Driver and Vehicle Licencing Agency (DVLA)	1

Table 7.2: Overview the system used to connect to RESPER

Country	Connection through Eucaris?
Austria	No
Belgium	Yes
Bulgaria	Yes
Czech Republic	Yes
Denmark	Yes
Estonia	Yes
Finland	Yes
France	No
Germany	Yes
Greece	No
Hungary	Yes
Ireland	Yes
Italy	Yes
Latvia	Yes
Lithuania	Yes
Luxembourg	Yes
Malta	Yes
Netherlands	Yes
Romania	Yes
Slovakia	Yes
Slovenia	Yes
Spain	No
Sweden	Yes
United Kingdom	Yes

Table 7.3: Overview of the Member States' knowledge of the Business Common Rules

Country	Aware of Common rules document?	Follow the recommendations in the document?
Austria	Yes	Partially
Belgium	No	
Bulgaria	Yes	Yes
Czech Republic	No	
Denmark	Yes	Partially
Estonia		
Finland	Yes	Yes
France	Yes	Yes
Germany	Yes	Partially
Greece	Yes	Yes
Hungary	No	
Ireland	Yes	Partially
Italy	Yes	Partially
Latvia	Yes	Partially
Lithuania	Yes	Partially
Luxembourg	Yes	Yes
Malta	Yes	Yes
Netherlands		
Romania	Yes	Yes
Slovakia	No	
Slovenia	Yes	Yes
Spain	No	
Sweden	Yes	Yes
United Kingdom	Yes	No

Table 7.4: Overview of the Member States' point of view regarding the revision of the Business Common Rules document

Country	Document needs to be reviewed?
Austria	Yes, different usage of driving licence status and their meaning in the member states
Belgium	
Bulgaria	Yes, additional instructions have to be described in the cases when some MS did not comply requirements given in the "Common rules concerning the interconnection of national electronic registers on driving licenses".
Czech Republic	
Denmark	Don't know
Estonia	
Finland	No
France	No
Germany	Don't know
Greece	No
Hungary	
Ireland	Yes, clearer understanding in document of day to day operations of RESPER by all countries
Italy	<p>Yes, Documentation does not specify what the MS has to do if something goes wrong. Some examples:</p> <ol style="list-style-type: none"> 1. If a MS sends a wrong notification on a DL, how is it possible to delete this notification? 2. Some MS did not store all the DL in their digital database. How do we manage such test cases? 3. When more than one Exchange or InExchange notifications are sent for the same DL, what should we do? <p>Italy returns OK only for the first notification. At that stage the DL is exchanged and any further InExchange notifications are responded NotOK.</p>
Latvia	Don't know
Lithuania	Don't know
Luxembourg	No
Malta	No
Netherlands	
Romania	Don't know
Slovakia	
Slovenia	Don't know
Spain	
Sweden	Yes, more in general now that all MS are connected. It is important that all MS use the system in a similar way and interpret the information in a similar way.
United Kingdom	Yes, Now the system is in use and Member States have a clearer idea of how it works in practice it would be useful to review the document. Different Member States have different interpretation of how it should be used.

Table 7.5: Overview of the way the interface of the RESPER system is developed in the different Member States

Country	Interface of RESPER system developed according to the document?
Austria	Yes
Belgium	
Bulgaria	Yes
Czech Republic	
Denmark	Yes
Estonia	
Finland	Yes
France	Yes
Germany	Yes
Greece	Yes
Hungary	
Ireland	Don't know
Italy	Yes
Latvia	Yes
Lithuania	No
Luxembourg	Yes
Malta	Yes
Netherlands	
Romania	Yes
Slovakia	
Slovenia	Yes
Spain	
Sweden	
United Kingdom	No

Table 7.6: Overview of the average number of monthly sent and received requests through RESPER for the different RESPER services

Country	Sent SDLN requests	Sent GDLD requests	NDLS requests				Secure Messages	
			Own Member State initiates service		Other Member States initiate service		Sent	Received
			Sent	Received	Sent	Received		
Austria								
Belgium	600	600	0	0		0	15	
Bulgaria	1800	640	332	132	1932	132	30	16
Czech Republic	100	1035	2	2	574	556	2	2
Denmark	650	50	0				5	5
Estonia	40	40						
Finland	500		350			120	3	5
France	1200	1500	1000	1	441	441		
Germany	37651		0	0	1100	146	52	48
Greece	13000	100	100	70	270	120		3
Hungary	160	40	0	0	1300	120		10
Ireland	230	230	0	0	250	100	10	15
Italy	0	400	20	20	3300	3300	4	20
Latvia	200	200	0	300	100	0		0
Lithuania	30000	500	30	30	800	800	1	4
Luxembourg	250	250	0	0	15	15	0	1
Malta	100	100	6	20	25	6	1	1
Netherlands								
Romania	10350	913	675	3000	2960	2960	100	50
Slovakia	253		0	0	0	145	2	2
Slovenia	50	49	4	4	12	12	4	5
Spain	2000	2000			8000			
Sweden	500	500	1000	550	550		50	5
United Kingdom	15000	15000	15000	6000	3000	2500		

Table 7.7: Overview of how satisfied the Member States are with the SDLN service in RESPER

Country	Do you think that the SDLN service fulfils your needs?
Austria	Yes
Belgium	Yes
Bulgaria	Yes
Czech Republic	Yes
Denmark	No, It isn't possible to search surnames with hyphen, which is common in Denmark. Some persons can't be found in SDLN, but only GDLD, even though the name is spelled exactly the same way, as we can see it is, when we have the result from GDLD.
Estonia	
Finland	No, SDLN service fulfils our needs partly. Sometimes we do not receive a proper response from certain countries so we have to repeat a SDLN request several times to receive a proper response. Also the timeout value could be a little bit shorter than it is today.
France	Yes
Germany	No, the input should be for every country the same (gender, hyphen between two first names) Please note that the figures for SDLN also contain the figures for GDLD. We are not able to distinguish between both working processes.
Greece	No, by including father's name.
Hungary	Yes
Ireland	Yes
Italy	Yes
Latvia	Yes
Lithuania	Yes
Luxembourg	No, Not all services are provided. Most common answers: server error, not found
Malta	Yes
Netherlands	
Romania	No, There are numerous cases when the service returns Timeout/Server error for several days in a row. Additionally, when having to wait for 48 hrs for the complete SDLN result this prolongs the issuing process for weeks. Moreover, the way the search is conducted was not implemented in a harmonized manner by all MS and therefore there have been a lot of cases in which a DL is not found.
Slovakia	Yes
Slovenia	Yes
Spain	Yes
Sweden	Yes
United Kingdom	No

Table 7.8: Overview of the way in which Member States send SDLN requests

Country	In which way do you send SDLN requests?
Austria	One
Belgium	One
Bulgaria	One or several or all Member states. The application could not provide complete search in all MS and message for error is displayed. Using SDLN requests to one by one or several MS cost an additional time.
Czech Republic	One or several Member States. It depends on specific case (of Czech DL applicant) - if there is a must to check his/her history in more states we do it.
Denmark	One or several or all Member States. One: Mostly used to request the issuing Member State. Several: If we have information, that the person has had normal residence in more than one country. All: If we have information, that the person has had normal residence in more than one country.
Estonia	All
Finland	One or all Member States. First we send a SDLN to all countries. If a hit is found then during the application process a new SDLN can be sent to that country where a driving licence was found.
France	One or several Member States in case of reasonable doubt.
Germany	One or several or all Member States. In the case a person might have different driving licences or was living in certain countries before moving to Germany with an unclear licence history.
Greece	All
Hungary	One or several or all Member States. one: we know that the driver has a specific license, we just need to verify its authenticity and validity several and all: we only know the details of the person, but there is a suspicion that he/she has more than one license.
Ireland	One or several or all Member States depending on what the information provided by the applicant - ex if the individual specifies a specific country and makes reference to another licence issued
Italy	One or all Member States. We send requests to a single MS in the Exchange DL process. We send requests to all MS in the First DL issue process.
Latvia	One
Lithuania	One or all Member States. We use "one" when GDLG gives no results
Luxembourg	Several
Malta	One or all Member States in order to check if applicant has more than one valid EU driving licence
Netherlands	
Romania	All
Slovakia	All
Slovenia	One
Spain	All
Sweden	One, several or all Member States. In a case of an exchange of a driving licence we only send a SDLN request to one country. But we also have the possibility to make a SDLN request if we suspect that there can be another DL issued in another MS. We then send the SDLN request to several or all countries. We also perform random checks to eliminate the risk that one person holds more than one EU driving licence. This process is initiated when a Swedish driving licence is being produced, based on the reasonable grounds.
United Kingdom	One

Table 7.9: Overview of issues with Member States not responding to SDLN requests

Country	Issues with Member States not responding?
Austria	Don't know
Belgium	Yes. France, Luxemburg: often no reply
Bulgaria	Yes. We cannot receive answers of our SDLN requests from Spain, Greece, Austria, Belgium, France.
Czech Republic	Yes. Sometimes it's difficult to reach (via RESPER) information from countries connected by hub (e.g.: Spain, France, Austria, Hungary) - EUCARIS shows us "timeout" if we try to check something. Then it's necessary to ask via mail.
Denmark	Yes. Old German and French driving licences don't give any search results in the RESPER system.
Estonia	
Finland	Yes. For some unknown reason Finland cannot get proper responses from Belgium, Greece and Hungary. From Belgium the response is always an error message and from Greece and Hungary the response is "Timeout" for most of the requests. We think that we know what is the reason for an issue with Belgium and we have been in contact with their authorities to fix this issue.
France	No
Germany	Yes. Sending a SDLN request to Greece ends mostly always with a "time out" and you have to do another step with "View DLSearch Complete Results" together with the RESPER Business Case Id
Greece	Yes. We are receiving a significant amount of timeout to SDLN requests from BE, DK, FR, PL, SL (as of 1st May 2016 onwards where the majority of the countries have been connected)
Hungary	No
Ireland	Yes. Greece - timeout
Italy	No
Latvia	Yes. Greece is not answering on SDLN requests - results with EUCARIS timeout. Spain is often not answering or gives response "timeout".
Lithuania	Yes. GR - time out after 48 hours
Luxembourg	No
Malta	No
Netherlands	
Romania	Yes. The Kingdom of Spain - all SDLN interrogations are returning systematically the result Timeout. GB - If I conduct the search for example for STATE EMILIAN instead of STATE EMILIAN-GEORGE (how it is in RESPER GB) the result is Not found.
Slovakia	Yes
Slovenia	Don't know
Spain	Yes. We are having problems with the hub. We do not always get a response from the hub to our requests.
Sweden	No
United Kingdom	Yes. Various issues such as Not Found, Server Errors, Time outs. There is an issue with Poland which relates to no response being received to follow up requests for information.

Table 7.10: Overview of how satisfied the Member States are with the GDL service in RESPER

Country	Do you think that the GDL service fulfils your needs?
Austria	Yes
Belgium	Yes
Bulgaria	Yes
Czech Republic	Yes
Denmark	No. When the driving licence number consist of digits, hyphens and/or spaces we haven't yet found out what the best practice is or whether there is a certain procedure depending on the issuing member state.
Estonia	
Finland	No. In most of the cases GDL fulfils our needs. However in a case of a hit some countries show driving licence information in a different way than information has been printed on a physical driving licence (e.g. the date of issue can be the date when a right to drive was given, not the date when the physical driving licence was issued. However the latter date is shown on a driving licence).
France	Yes
Germany	No. It is too complicated. To do a search with only the driving licence number should be enough as the licence number is unique in every country. If not it should be possible to get more than 1 found and I can then choose from the list. When I have a forged document I cannot use the SDLN and the date of issue and the issuing authority are not real but I need an answer if the licence number exists at all (issued for whom?) or was never issued. In Bulgaria e.g. I can use the licence number but my necessary input of date of issue and issuing authority will be ignored and I will receive an answer for the licence number. In Poland e.g. this never works even with authentic driving licences as every input must be exact the same as in the database.
Greece	Yes
Hungary	Yes
Ireland	Yes
Italy	Yes
Latvia	Yes
Lithuania	Yes
Luxembourg	Yes
Malta	Yes
Netherlands	
Romania	Yes
Slovakia	Yes
Slovenia	Yes
Spain	Yes
Sweden	Yes
United Kingdom	No. For consistency could "issuing authorities" be removed and only "country" details input. Most licensing authorities are long and case sensitive i.e. some must be input as all capitals and others all in lower case If licensing authority is misspelt a not found result is returned. With Greece 00 has to be put at the beginning of each DL number.

Table 7.11: Overview of how the GDL services is applied by each Member State

Country	Do you use the GDL requests in any other process?
Austria	No
Belgium	No
Bulgaria	No
Czech Republic	Yes. Mainly for exchanging DLs, but sometimes we use as way how to check that the DL is invalid/valid (and which categories)
Denmark	No
Estonia	
Finland	No
France	No
Germany	Yes, for the exchange of driving licence
Greece	No
Hungary	No
Ireland	No
Italy	No
Latvia	No
Lithuania	No
Luxembourg	No
Malta	Yes, for the exchange of driving licence
Netherlands	
Romania	No
Slovakia	Yes, when we register the traffic offence of the foreigner (into our internal database).
Slovenia	No
Spain	No
Sweden	<p>Yes. In the random check previously mentioned, if the information received from the SDLN request is not enough.</p> <p>Applications for private driving instructors – You can be approved as a private instructor if you are a holder of an EEC-DL. If the applicant is the holder of a DL issued in a country connected to RESPER, we use RESPER to see if the DL is valid and for which categories.</p> <p>When the DL is under investigation following a road traffic offence, disease etc. - If the holder's DL is issued in a country connected to RESPER, but the holder has his/her normal residence in Sweden and the traffic offence results in a disqualification of the DL, we make a "forced" exchange and in that case we perform a RESPER check.</p>
United Kingdom	No

Table 7.12: Overview of issues with Member States not responding to GDLN requests

Country	Issues with Member States?
Austria	Don't know
Belgium	Yes. France, Luxemburg: often no reply
Bulgaria	Yes. Sometimes Spain does not reply on our GDLN requests.
Czech Republic	Yes. As has been already mentioned - sometimes it's difficult to reach (via RESPER) information from countries connected by hub (e.g.: Spain, France, Austria, Hungary) - EUCARIS shows us "timeout" if we try to check something. Then it's necessary to ask via mail.
Denmark	Don't know
Estonia	
Finland	Yes. For some unknown reason Finland cannot get proper responses from Belgium, Greece and Hungary. From Belgium the response is always an error message and from Greece and Hungary the response is "Timeout" for most of the requests. We think that we know what is the reason for an issue with Belgium and we have been in contact with their authorities to fix this issue.
France	Yes. Several Member States do not distinguish between the document number and the administrative / personal number. Their SDLN and GDLN queries are therefore not treatable. Therefore we have to complete their query by email while RESPER could fulfil this function.
Germany	Yes. Lithuania, Poland Hungary and other are expecting national characters for the input. If only one character is different the answer is not found. Putting in national characters should not be mandatory!
Greece	No
Hungary	No
Ireland	No
Italy	Yes. Some MS return a DL detail that verifies all search input data: DLNumber, IssueDate, IssueAuthority. Sometimes the IssueAuthority and IssueDate do not match with the data printed on the DL and the service returns "Not found". It would be better to check only "DLNumber", which is what we do. In case of old DLs stored without issue date, Italy returns by default "31/12/9999".
Latvia	Yes. Spain, see the answer in previous section.
Lithuania	No
Luxembourg	Yes. PL and BE don't give any information as they don't consider RESPER as reliable.
Malta	No
Netherlands	
Romania	Yes. There are numerous cases lately in which the Kingdom of Spain returns the result Server error
Slovakia	Yes. Greece
Slovenia	Don't know
Spain	No
Sweden	No
United Kingdom	Yes

Table 7.13: Overview of how satisfied the Member States are with the NDLS service in RESPER

Country	Do you think that the NDLS service fulfils your needs?
Austria	Yes
Belgium	
Belgium	
Bulgaria	Yes
Czech Republic	Don't know
Denmark	Don't know
Estonia	
Finland	Yes
France	No, Notifications of driving restrictions go beyond the current need and require legal reflection to be operational. France does not oppose it but needs a precise legal framework.
Germany	Yes
Greece	Yes
Hungary	No, every MS should be using it the same way, or shouldn't use at all.
Ireland	
Italy	Don't know
Latvia	Don't know
Latvia	Yes
Lithuania	Yes
Luxembourg	No, The limited possibilities to respond should be improved by additional tools thus being able to give a more detailed feedback.
Malta	Yes
Netherlands	
Romania	Yes
Slovak Republic	Don't know
Slovenia	Don't know
Spain	Yes
Sweden	Yes
United Kingdom	No, Generates admin burden in dealing with OK/NOT OK messages. Also different Member States are using it in different ways there is no consistency.

Table 7.14: Overview of issues with Member States not responding to NDLS requests

Country	Do you have any issues with any specific Member State (i.e. a Member State not replying)?
Austria	Don't know
Belgium	
Bulgaria	Yes, PL, EST, D, LT, LV, H
Czech Republic	No
Denmark	Don't know
Estonia	
Finland	Don't know
France	Yes. Some Member States, notably using Eucaris, do not comply with the latest version of the .xml messaging guide and the business process guide (in exchange / exchanged) specifications.
Germany	No
Greece	Yes. Some MS do not reply to NDLS requests, either due to technical issues or because they have implemented Resper in such a way so as they do not need a NDLS request when exchanging foreign DLs and they have advised us to proceed with the exchange upon receiving the GDL response (HU).
Hungary	Yes. Romania: they send notifications in every license case, and although this information does not get through automatically into our register, and we do not change the status of the license based on their notification either, we still have to send a response to every notification they send before they proceed with the exchange, because they do not exchange without it. But the notifications shouldn't be used like that. Sending notification in every case is unnecessary: if the data of the license are ok, and it is valid, it can be exchanged without any notifications since we don't change the status of our licenses until we don't get the exchanged licenses by post
Ireland	
Italy	Don't know
Latvia	Don't know
Lithuania	No
Luxembourg	No
Malta	No
Netherlands	
Romania	Yes
Slovakia	Don't know
Slovenia	Don't know
Spain	No
Sweden	Yes. Poland and Germany are countries that never replies at all.
United Kingdom	Yes

Table 7.15: Overview of the implementation and use of secure messages

Country	Have you implemented the secure messages service in your system?	Do you use the Secure Messages service to communicate with other Member States?	Do you respond to the Secure Messages requests made by other Member States?
Austria	Yes	No, No specific use case is available in the driving licence application so far	Yes
Belgium	Yes	Yes	Yes
Bulgaria	Yes	Yes	Yes
Czech Republic	Yes	Yes	Yes
Denmark	Yes	No, Partly not using the service. It isn't fully implemented, but we send about 5 per month. We answer the ones we receive and send a few ourselves.	Yes
Estonia			
Finland	Yes	No, In the beginning we tried to use Secure Messages but we noticed that we couldn't get responses. Therefore we use email.	Yes
France	No, will be implemented in September	No, will be implemented in September	No, will be implemented in September
Germany	Yes	Yes	Yes
Greece	No, We are accepting incoming Secure Messages, but we have not implemented yet their management. Instead, we are reviewing the incoming secure messages received and handle them accordingly by other means of communications (email, forward to relevant authorities, fax etc.)	No, We are accepting incoming Secure Messages, but we have not implemented yet their management. Instead, we are reviewing the incoming secure messages received and handle them accordingly by other means of communications (email, forward to relevant authorities, fax etc.)	
Hungary	Yes	Yes	Yes
Ireland	Yes	Yes	Yes
Italy	Yes	Yes	Yes
Latvia	No	No	No
Lithuania	Yes	Yes	Yes
Luxembourg	Yes	No, No particular reason, it has just not been used yet.	No, We didn't know that we had access to this service.
Malta	Yes	Yes	Yes
Netherlands			
Romania	Yes	Yes	Yes
Slovakia	Yes	Don't know	No
Slovenia	Yes	Yes	Yes
Spain	No, We wanted to implement the main services before.	No	Don't know
Sweden	Yes	Yes	Yes
United Kingdom	No, Due to security reasons. Awaiting update in EUCARIS 7.	No, Due to security reasons. Awaiting update in EUCARIS 7	No, Due to security reasons. Awaiting update in EUCARIS 7

Table 7.16: Overview of how satisfied the Member States are with the secure messages service in RESPER

Country	Do you think that the Secure Messages fulfil your needs?
Austria	Don't know
Belgium	Yes
Bulgaria	Yes
Czech Republic	Yes
Denmark	Yes
Estonia	
Finland	No, Most of the countries do not reply to Secure Messages
France	Yes
Germany	Yes
Greece	Yes
Hungary	Yes
Ireland	No, There is no email trail - all messages relating to single licences are separate
Italy	No, It would be helpful to create a multi-language table with the few frequent problems.
Latvia	Don't know
Lithuania	Don't know
Luxembourg	Yes
Malta	Yes
Netherlands	
Romania	No, All MS should use this functionality, especially that it provides secure exchange of information.
Slovakia	Don't know
Slovenia	Yes
Spain	Don't know
Sweden	No, Since not all countries are using the service, and we don't know which ones, we often tend to communicate via e-mail instead. But it would be good if everyone would use it.
United Kingdom	

Table 7.17: Overview of issues with Member States not responding to secure messages

Country	Do you have any issues with any specific Member State (i.e. a Member State not replying)?
Austria	Don't know
Belgium	Yes, France, Luxemburg: no reply.
Bulgaria	Yes, MS not replying: A, CY, E, EST, GR, I, PL, SLO.
Czech Republic	No
Denmark	Yes, As we haven't fully implemented the service other Member States have issues with us. And it is a problem, that not all Member States have implemented the service. It is really good and easy to use.
Estonia	
Finland	Yes, We haven't sent so many Secure Mails but we can see that Sweden and Germany has replied to our requests.
France	No
Germany	No
Greece	
Hungary	No
Ireland	Yes, Poland, Italy and Bulgaria have not responded to queries
Italy	Don't know
Latvia	No
Lithuania	No
Luxembourg	No
Malta	No
Netherlands	
Romania	Yes, GB did not activate the secure message options and except for a few MS like Germany, Ireland, Bulgaria and Hungary the other MS connected to RESPER do not reply.
Slovakia	Don't know
Slovenia	Don't know
Spain	Don't know
Sweden	Don't know
United Kingdom	

Table 7.18: Overview of the use of the different driving licence statuses

Country	Do you use the status and additional status combinations as described above?
Austria	Yes
Belgium	No. Belgium is still working on the automatisisation of processing status data.
Bulgaria	No. We use the status and additional status combinations but the values of additional status code are in accordance with "EUCARIS XML Message Specification RESPER"- 1 to 10. We do not know if EUCARIS transform this values internally.
Czech Republic	Yes
Denmark	No. We don't use Suspended, Confiscated, In Exchange and Exchanged. Can't register the status in our system.
Estonia	
Finland	Yes
France	Yes
Germany	Yes
Greece	Yes
Hungary	Yes
Ireland	Yes
Italy	Yes
Latvia	Yes
Lithuania	Yes
Luxembourg	No. For the moment we don't use the system, we are checking how to implement it in our exchange process.
Malta	Yes
Netherlands	
Romania	Yes
Slovakia	Yes
Slovenia	Yes
Spain	No. We only take into account statuses related to exchange actions. The other one don't change the Spanish driving licence status
Sweden	<p>No. There seems to be different perceptions if "InExchange" shall be a valid or Invalid status. We Believe that it shall be "valid" and we also received a confirmation on this from the EU-Commission:</p> <p>"After having consulted with the colleagues in charge of the policy (unit Road Safety), I can confirm that the InExchange status is a Valid status, as the driving licence is still valid for driving." Luisa GUEDES IT Project Manager. (E-mail 19th November 2014).</p> <p>The reason for this is that we Believe that it is important for the person applying for an Exchange to be able to drive during the time it takes to process the application.</p>
United Kingdom	No. For completion.

Annex 8: Results RESPER survey launched by Consortium

Table 8.1: Overview of survey respondents

Country	Organisation	Nr. of answers
Austria	BRZ (Bundesrechenzentrum G.m.b.H)	1
Belgium	Federale Overheidsdienst Mobiliteit en Vervoer	2
Bulgaria	General Directorate National Police within Ministry of Interior	1
Cyprus	Road Transport Department	1
Denmark	Danish National Police	1
Estonia	Road Administration	1
Finland	Finnish Transport Safety Agency	1
France	Ministère de l'intérieur – Délégation à la sécurité et à la circulation routières	1
Germany	Kraftfahrt-Bundesamt	1
Greece	Hellenic Ministry of Infrastructure and Transport	1
Hungary	Ministry of Interior	1
Ireland	Road Safety Authority	1
Latvia	Road Traffic Safety Directorate	1
Lithuania	State Enterprise REGITRA	1
Luxembourg	Société Nationale de Circulation Automobile (SNCA)	1
Malta	Authority for Transport in Malta	1
Netherlands	RDW (Dutch registration authority, and Dutch national contact point)	1
Portugal	Institute for Mobility and Transport	1
Republic of Croatia	Ministry of Interior	1
Slovakia	Ministry of Interior	1
Slovenia	Ministry of Infrastructure	1
Spain	Directorate-General of Traffic (DGT)	1
Sweden	Swedish Transport Agency	1
United Kingdom	Driver & Vehicle Licensing Agency (DVLA)	1

Table 8.2: Overview of RESPER characteristics

Country	RESPER is used by ...	Advantages	Disadvantages
Austria	National authorities	SDLN - Check if driver has already a licence in other EU Member State GDLD - Get detailed info of existing licence (for exchange etc..) NDLS - Notify MS about foreign licence status	There should be a uniform definition regarding the validity or invalidity of a driving licence. This is currently especially a problem for defining invalidity since a driving licence can be regarded as invalid for different reasons.
Belgium	National authorities	1. Administrative simplification: online validity checks for the exchange of EU driving licences. 2. Speedy exchange of information: RESPER works faster than snail mail. 3. Quality of data: RESPER forces Member States to maintain the quality of the data they share via RESPER.	1. The data doesn't always correspond with the information on the driving licence. 2. The data isn't harmonised. 3. Not all Member States use RESPER.
Belgium	National authorities	Ability to check whether a driving licence is valid in order to exchange it; reliability of the data; availability of all European data in one single database	- not every country is connected - often not available - it's not Always clear why a permit is not valid
Bulgaria	National authorities	on-line checks, security messages channel, quick way of sending notifications	Practically different time limit of receiving answer of notifications, limited using of security messages option from MS, lack of current information if one or more services is/are timely unreachable
Croatia	Local authorities	Get information fast No need to send information requests on paper Correct information	Didn't notice any
Cyprus	National authorities	Direct Access to information Easily Solving Issues with Law enforcement fast moving of information	Not very good software interface Server errors Load of Work in different days
Denmark	National authorities	Fast answer	Not sure whether the information in RESPER is correct. Cannot always find the driving licence in RESPER, because the driving licence is issued a long time ago.
Estonia	National authorities	Possibility to get a quick answer to the query.	1. When some countries have often statuses "Timeout" (GR) or "ServerError" (IRL). Don't know more disadvantages at this time.
Finland	National authorities	1) It is quick to check the status and validity of a DL which has been issued in another EU country. 2) It is easy to check the status and validity of a DL which has been issued in another EU country. 3) Decrease of a number of manual (by email, fax, regular mail..) checks.	1) Sometimes some countries do not response to a request or a response will be received too late (response time is over 20 seconds). On the business process it is essential that a response will be received in in tens of seconds. 2) In some cases it is difficult to determine how the number a driving licence (point 5. on the front side of a DL) should be written in case of a search DL by numbers• . Some countries have spaces or other non-number (like slash, backslash) printed on a physical DL but those characters may not be used when executing a search DL by number request. 3) DL directive restricts the use of RESPER. RESPER would be much more useful if also enforcers had an access to RESPER.
France	Local authorities	Fast; reliable	The codes and sub-codes are sometimes difficult to interpret
Germany	Local authorities	Information exchange online in short time Additional requests by secure e-mail All EU-countries connected (only one exception)	Request with driving-licence-number often too complicated (additional entries needed) Additional information needed: e.g. reason for withdrawal Use of RESPER restricted (only for administrative authorities, not for police and judicial authorities)
Greece	Local authorities	- Speedy process - Direct exchange of information bypassing other means of communications (e.g. standard mail) and diplomatic/consular routes	- The EUCARIS platform via which the vast majority of MS are connecting to RESPER has not implemented the alternative time-out periods (past 30 sec) for GDLD requests and as a result there are receiving a significant amount of time-outs. - The NYSIIS alg
Hungary	National authorities	you can get quick information helps preventing DL frauds helps the drivers to replace their lost DL-s without bureaucratic measurements	sometimes not enough data the MSs use it different ways connection problems

Country	RESPER is used by ...	Advantages	Disadvantages
Ireland	National authorities	Able to check the validity of an EU licence Assists in fraud prevention Direct access to other driving authorities	Not all countries using it Different interpretations of business rules Not all countries respond to secure messages
Latvia	National authorities	Quick information exchange Information accuracy Information security	Not all Member States are connected
Lithuania	National authorities	Possibility to check driving licence data online. Possibility to send notification about driving licence status modification and get information about driving licence status modification. Possibility to exchange information with other countries safely.	There is no invalidation reason if a driving licence is invalid and information exchange is needed. Some member states do not reply to secure messages.
Luxembourg	National authorities	easy to use if found, useful information on the driving license	- no regular answers - often result of research is "not found" even though we have the original driving license - not all countries are yet available on the RESPER - information is not yet reliable (discrepancy with the original driving license)
Malta	National authorities	The notifications on the driving licence The restrictions on the driving licence The information on the driving licence is obtained faster.	all European countries should be included.
Netherlands	National authorities	1. Speed. It is a lot faster than the old route of verifying driving licenses via mail or letter 2. Secure message. Facilitating swift follow up questioning. 3. The possibility for Member States do implement individual reasonable grounds and thus enabling a manageable workload.	1. Unfortunately currently only limited for driving license exchange and not available for enforcement. 2. Not all Member States use secure messages. Some countries (e.g. Poland and Romania) never respond. This leads to uncertainties and delays in the exchange process. 3. There are some minor practical issues. If the exchange is not successful it is not possible to remove the in exchange notification.
Portugal	We are in the last phase to implement RESPER	Safety to obtain data easily confirmation of data Up to date data One driver - one driving license Confirmation of the driving license is a fraud	We don't t have the experience, yet
Slovakia	National authorities	good for issue, exchange and renewal procedures	forbidden for use in road safety enforcement
Slovenia	National authorities	Faster data exchange. Less administrative burden. Up-to-date data.	No all data included which are needed for exchange. There is no data concerning transfer of normal residence.
Spain	National authorities	Less administrative work; quick exchange of information	Sometimes slow reaction times; incomplete information; unanswered requests
Sweden	National authorities	Quick responses about enquiries Quick information about exchanged Swedish driving licences Secure message facility when it can be used	Responses on notifications can be unclear when receiving a NOTOK response. This can often be sorted out via the Secure message facility but since it is not being used by all Member states, it can take time to resolve. There are various interpretations on the Common Rules of RESPER. It can lead to misunderstandings and difficulties. Another disadvantage is that the system cannot be used for enforcers on the road.
United Kingdom	National authorities	Fraud prevention, licence tourism and up to date driving licence data	Intermittent system issues (e.g. timeout and server errors). Interpretation of the RESPER specifications by each Member State has caused some problems e.g. Definition of driving licence status

Table 8.3: Overview of the effects of RESPER on 'the one person one licence' principle

Country	Did RESPER facilitate the application of the one person one licence principle?
Austria	Yes, it facilitated the application of the one person one licence principle.
Belgium	Don't know
Belgium	Yes, it facilitated the application of the one person one licence principle because RESPER allows queries on one person for all connected Member States.
Bulgaria	Yes, it facilitated the application of the one person one licence principle. It is a very useful tool.
Croatia	Yes, it facilitated the application of the one person one licence principle because nobody can get two driving licences.
Cyprus	Yes, it facilitated the application of the one person one licence principle.
Denmark	Don't know
Estonia	Yes, it facilitated the application of the one person one licence principle.
Finland	Yes, it facilitated the application of the one person one licence principle because It is easy to check that a driver has only one driving licence. We have found cases where a driver has tried to exchange an older driving licence in a case where he also has in his possession a newer DL.
France	Yes, it facilitated the application of the one person one licence principle.
Germany	Yes, it facilitated the application of the one person one licence principle. Since the connection of Germany to RESPER the number of requests has multiplied by 40. There are a lot more checks than previous. Before RESPER about 50.000, after RESPER about 2.000.000 requests a year
Greece	Yes, it facilitated the application of the one person one licence principle because the SDLN service provides a prompt response whether a person holds a DL in another MS.
Hungary	Yes, it facilitated the application of the one person one licence principle because we can check if a person holds multiple licenses easily without having to write many inquiries.
Ireland	Yes, it facilitated the application of the one person one licence principle.
Latvia	Yes, it facilitated the application of the one person one licence principle.
Lithuania	Yes, it facilitated the application of the one person one licence principle.
Luxembourg	No, it had no effect because RESPER has not changed our procedure because the information is not yet totally reliable.
Malta	Yes, it facilitated the application of the one person one licence principle because the exchange of driving licence information is processed faster.
Netherlands	Yes, it facilitated the application of the one person one licence principle.
Portugal	Not yet connected to RESPER
Slovakia	Yes, it facilitated the application of the one person one licence principle.
Slovenia	Yes, it facilitated the application of the one person one licence principle because the enquiry is possible in all EU countries at once.
Spain	Yes, it facilitated the application of the one person one licence principle because all member states can be contacted simultaneously.
Sweden	Yes, it facilitated the application of the one person one licence principle because it is easier to detect if one person has more than one licence.
United Kingdom	Don't know

Table 8.4: Overview of the effects of RESPER on driving licence fraud

Country	Did RESPER influence the combat against driving licence fraud?
Austria	Yes, it facilitated the combat against driving licence fraud.
Belgium	Yes, it facilitated the combat against driving licence fraud because the information in RESPER helps detecting driving licence fraud.
Belgium	Yes, it facilitated the combat against driving licence fraud.
Bulgaria	Yes, it facilitated the combat against driving licence fraud.
Croatia	Yes, it facilitated the combat against driving licence fraud because the authenticity of the driving licence can be checked in real time.
Cyprus	Yes, it facilitated the combat against driving licence fraud.
Denmark	Don't know
Estonia	Yes, it facilitated the combat against driving licence fraud.
Finland	Yes, it facilitated the combat against driving licence fraud because we have found driving licences whose data was changed and these cases were found by comparing a driving licence with the data retrieved from RESPER
France	Yes, it facilitated the combat against driving licence fraud.
Germany	Yes, it facilitated the combat against driving licence fraud because the number of detected fake driving licences has doubled in Germany since connection to RESPER.
Greece	Yes, it facilitated the combat against driving licence fraud because the GDL service provides information solely on legitimate DLs and their holders' data.
Hungary	Yes, it facilitated the combat against driving licence fraud because we can check very easy and quickly if the license is authentic and valid.
Ireland	Yes, it facilitated the combat against driving licence fraud.
Latvia	Yes, it facilitated the combat against driving licence fraud.
Lithuania	Yes, it facilitated the combat against driving licence fraud because it is possible to verify driving licence data.
Luxembourg	No, it had no effect on the combat against driving licence fraud because RESPER has not changed our procedure because the information is not yet totally reliable.
Malta	Yes, it facilitated the combat against driving licence fraud because you can insert a restriction on the RESPER system.
Netherlands	Yes, it facilitated the combat against driving licence fraud because the swifter checks in RESPER lead to swifter action. The checks are limited to driving licence exchange.
Portugal	Not yet connected to RESPER
Slovakia	Yes, it facilitated the combat against driving licence fraud.
Slovenia	Yes, it facilitated the combat against driving licence fraud because it is faster possible to prove the authenticity of the driving licence.
Spain	Yes, it facilitated the combat against driving licence fraud cause all member states can be contacted simultaneously.
Sweden	No, it had no effect on the combat against driving licence fraud. Before RESPER we already had a routine to always check with the issuing authority about the validity of the Driving licence.
United Kingdom	Don't know

Table 8.5: Overview of the effects of RESPER on driving licence fraud in specific situations

Has RESPER efficiently contributed to the identification of fraudulent driving licence requests?			
Country	Requests for obtaining a driving licence for vehicle categories for which drivers are not qualified and/or authorised to drive	Requests of drivers holding a licence issued in another Member State than the one where s/he is currently having her/his normal residence that is not valid (anymore)	Other, please specify:
Austria	Yes	Yes	Don't know
Belgium	No	Don't know	Don't know
Belgium	Yes	Yes	Don't know
Bulgaria	Yes	Yes	Don't know
Croatia	No	Yes	Don't know
Cyprus	Yes	Yes	Don't know
Denmark	Don't know	Don't know	Don't know
Estonia	Yes	Yes	Don't know
Finland	Yes	Yes	Yes; counterfeited driving licences have been identified
France	don't know	Yes	Don't know
Germany	Yes	Yes	Don't know
Greece	Don't know	Yes	Don't know
Hungary	Yes	Yes	Yes; for identifying requests for exchanging fake licenses
Ireland	Yes	Yes	Don't know
Latvia	No	Yes	Don't know
Lithuania	Yes	Yes	Don't know
Luxembourg	No	No	No
Malta	Yes	Yes	Yes, for identifying invalid driving licences
Netherlands	Yes	Don't know	Yes; for identifying revoked or withdrawn licenses
Portugal	Not yet connected to RESPER		
Slovakia	Yes	Yes	Don't know
Slovenia	Yes	Yes	Don't know
Spain	Don't know	Don't know	Don't know
Sweden	No; we already had a routine in place.	Yes; with RESPER we can be notified about that a person can be the holder of more than one licence.	Don't know
United Kingdom	Yes	Yes	Don't know

Table 8.6: Overview of the effects of RESPER on the update and verification of driving licence information

Country	Did RESPER facilitate the update of driving licence information?	Did RESPER facilitate the verification of driving licence information?
Austria	Yes, it facilitated the update of driving licence information because of up to date information	Yes, it facilitated the verification of driving licence information because of up to date information.
Belgium	No, it had no effect on the update of driving licence information. The information on driving licences issued by other Member States cannot be altered via RESPER. The information on Belgian driving licences is not updated via RESPER.	Yes, it facilitated the verification of driving licence information. Driving licence information can be verified faster and more easily.
Belgium	Yes, it complicated the update of driving licence information.	Yes, it facilitated the verification of driving licence information especially for the exchange of driving licences.
Bulgaria	Yes, it facilitated the update of driving licence information. RESPER is a faster way to be updated on the status of DL	Yes, it facilitated the verification of driving licence information.
Croatia	Don't know	Yes, it facilitated the verification of driving licence information.
Cyprus	Yes, it facilitated the update of driving licence information.	Yes, it facilitated the verification of driving licence information. Please specify:
Denmark	Don't know	Don't know
Estonia	Don't know	Yes, it facilitated the verification of driving licence information.
Finland	No, it had no effect on the update of driving licence information. If a DL was exchanged only the status of the previous DL was updated. Information of issued foreign DL is not recorded.	Yes, it facilitated the verification of driving licence information. Verifying DL information is more convenient than it used to be before RESPER.
France	Yes, it facilitated the update of driving licence information.	Yes, it facilitated the verification of driving licence information.
Germany	Yes, it facilitated the update of driving licence information. Since implementation of RESPER we have multiple numbers of requests. Information is available in short time. So driving licence data can be updated immediately on a large scale.	Yes, it facilitated the verification of driving licence information. Since implementation of RESPER we have multiple numbers of requests. Information is available in short time. So driving licence data can be updated immediately on a large scale.
Greece	No, it had no effect on the update of driving licence information. The data exchanged via RESPER are solely for informational use.	Yes, it facilitated the verification of driving licence information. The GDL process provides the appropriate cross checking information with DL document.
Hungary	No, it had no effect on the update of driving licence information.	Yes, it facilitated the verification of driving licence information.
Ireland	No, it had no effect on the update of driving licence information.	Yes, it facilitated the verification of driving licence information.
Latvia	No, it had no effect on the update of driving licence information.	Yes, it facilitated the verification of driving licence information. Please specify:
Lithuania	Yes, it facilitated the update of driving licence information.	Yes, it facilitated the verification of driving licence information because it is possible to check driving licence data.
Luxembourg	No, it had no effect on the update of driving licence information. RESPER is not used for validation of information as not reliable	Yes, it complicated the verification of driving licence information. RESPER is not used for verification of information as not reliable. Therefore we perform an additional check on RESPER.
Malta	Yes, it facilitated the update of driving licence information because the information can be updated instantly.	Yes, it facilitated the verification of driving licence information because you can instantly verify the information.
Netherlands	Yes, it facilitated the update of driving licence information. Especially when a member state of exchange sent the information in exchange and exchanged.	Yes, it facilitated the verification of driving licence information because secure e-mail makes it easier to get information. Unfortunately not all MS use secure e-mail or answer the questions.
Portugal	Not yet connected to RESPER	
Slovakia	Yes, it facilitated the update of driving licence information.	Yes, it facilitated the verification of driving licence information. Please specify:
Slovenia	Yes, it facilitated the update of driving licence information because of faster data exchange.	Yes, it facilitated the verification of driving licence information because of faster data exchange.
Spain	Yes, it facilitated the update of driving licence information because of faster inquiries with RESPER	Yes, it facilitated the verification of driving licence information because of faster inquiries with RESPER.
Sweden	Yes, it facilitated the update of driving licence information. For example when we have exchanged a driving licence, carried out an enforced exchange, suspending a driving licence.	Yes, it facilitated the verification of driving licence information. The procedure is much more efficient with RESPER.
United Kingdom	Yes, it facilitated the update of driving licence information. Yes, for the majority of occasions it has. However, on some occasions Member States have interpreted the specifications for RESPER differently, which complicates the issue.	Yes, it facilitated the verification of driving licence information. Yes, for the majority of occasions it has. However, on some occasions Member States have interpreted the specifications for RESPER differently, which complicates the issue.

Table 8.7: Overview of the procedure to check the validity of an applicants' request in different situations (Before RESPER)

Country	Issuing of first driving licence	Replacement of lost/stolen driving licence	Exchange of driving licence	Renewal of driving licence
Austria	Contacting foreign MS (email, phone, letter)			
Belgium	Local check		Check a posteriori	Local check
Belgium	No check	No check if Belgian licence or if EU licence had been registered by local municipality. Otherwise check with issuing authorities of other Member State.	No check if exchanged licence was still valid and not lost/stolen. Otherwise check with issuing authority of other Member State.	No check if Belgian licence or if EU licence was still valid and not lost/stolen. Otherwise check with issuing authorities of other Member State.
Bulgaria	Official letter to MS only in case of suspicion			
Croatia	We were checking through national contact point by e-mail			
Cyprus	Letter / email	Letter / email	-	-
Denmark	Don't know			
Estonia	Don't know			
Finland	An applicant had to assure in written that he doesn't have a DL	Extract from driving licence register (in case of a foreign DL)	Inspection of DL	
France	Contacting foreign MS (email, phone, letter)	Request certificate issued by the foreign MS	Request certificate issued by the foreign MS	Request certificate issued by the foreign MS
Germany	In Germany there are about 600 local driving licence authorities that are in charge of driving licence matters. They can make requests in other countries depending on their assessment. That refers to all administrative matters in this chapter. Before RESPER they did it by paperwork via Kraftfahrt-Bundesamt. Now most local authorities are connected to RESPER via Kraftfahrt-Bundesamt and make a lot more requests than previous			
Greece	Applicant's solemn declaration	Standard mail to issuing MS		
Hungary	If there was a suspicion that the applicant already has a (withdrawn) license in another MS while applying for driving exams, the local transport authority could send a request through the NCP to the competent authority of the other MS	The local administration authority made a request to the NCP, which sent an inquiry to the other MS's competent authority		
Ireland	E-mail and letters			
Latvia	Written request			
Lithuania	Driver had to confirm that he / she does not have another driving licence.	Driver had to confirm that he / she does not have another driving licence. If a person had a driving licence, an inquiry was sent to issuing authority.	Check on Eucaris or an inquiry sent to the issuing authority.	
Luxembourg	The application for exchange has to include the following documents: Filled in and signed request; One recent photo; A recent medical certificate; Recent certificate relating the criminal record of the country they lived in for the last 5 years. Recent certificate relating the criminal record of Luxembourg, Tax; Readable certified copy of both sides of the actual driving licence; Recent certificate of residence ; Readable copy of an ID-card or passport	The application for exchange has to include the following documents: Filled in and signed request; One recent photo; A recent medical certificate; Recent certificate relating the criminal record of the country they lived in for the last 5 years. Recent certificate relating the criminal record of Luxembourg, Tax; Readable certified copy of both sides of the actual driving licence; Recent certificate of residence; Readable copy of an ID-card or passport; a certificate of authenticity of the driving licence provided by the emitting authorities	The application for exchange has to include the following documents: Filled in and signed request; One recent photo; A recent medical certificate; Recent certificate relating the criminal record of the country they lived in for the last 5 years. Recent certificate relating the criminal record of Luxembourg, Tax; Readable certified copy of both sides of the actual driving licence; Recent certificate of residence; Readable copy of an ID-card or passport; a certificate of authenticity of the driving licence provided by the emitting authorities	
Malta	An email was sent to the concerned authority	We cannot issue a driving licence card of another authority		
Netherlands	Don't know	Don't know	We checked if the licence is a genuine / valid document. Also a check was made via EUCARIS.	Don't know
Portugal	Not yet connected to RESPER			
Slovakia	Written inquiry			
Slovenia	Enquiry only in case of suspicion that a person has a driver's licence	Written request in country that issue the driving licence.		
Spain	In writing			
Sweden	The applicant was asked whether he or she was a holder of another EU/EEA licence.	We always contacted the issuing authority for verification. this was done regardless of the reason for the exchange, for example a replacement, renewal or whatever other reason.		
United Kingdom	Checks on application and ID by trained staff to ensure that all documentation is in order before issuing driving licence		Initial checks on application, driving licence, ID and any other supporting documentation and then if any concerns around validity of licence we would contact Member State	Checks on application and ID by trained staff to ensure that all documentation is in order before issuing driving licence

Table 8.8: Overview of the procedure to check the validity of an applicants' request in different situations (After RESPER)

Country	Issuing of first driving licence	Replacement of lost/stolen driving licence	Exchange of driving licence	Renewal of driving licence
Austria	SDLN Request, evaluating response by national license authority	GDLN Request, evaluating response by national license authority	GDLN Request, evaluating response by national license authority	NDLS Request, evaluating response by national license authority
Belgium	Local check	Local check	check first, act then	Local check
Belgium	No check.	No check for Belgian licence. For EU licence, check in RESPER or, if no information found, check with issuing authority of other Member State.	Check in RESPER or, if no information found, check with issuing authority of other Member State.	No check for Belgian licence. For EU licence, check in RESPER or, if no information found, check with issuing authority of other Member State.
Bulgaria	Check in RESPER			
Croatia	Use of RESPER			
Cyprus	Check through RESPER	Check through RESPER and Email / Letter	Check through RESPER	Check through RESPER
Denmark	Letter of consent from the applicant	Check in RESPER	Check in RESPER	Depends on the case. If the applicant has lived in another member state, we check in RESPER
Estonia	We don't check issued licences via RESPER	We will check issued licence status	We will check issued licence status	We will check issued licence status
Finland	An applicant had to assure in written that he doesn't have a DL, occasional RESPER checks	Extract from driving licence register (in case of a foreign DL), RESPER check	Inspection of DL, RESPER check	Inspection of DL, RESPER check
France	Check in RESPER			
Germany	In Germany there are about 600 local driving licence authorities that are in charge of driving licence matters. They can make requests in other countries depending on their assessment. That refers to all administrative matters in this chapter. Before RESPER they did it by paperwork via Kraftfahrt-Bundesamt. Now most local authorities are connected to RESPER via Kraftfahrt-Bundesamt and make a lot more requests than previous			
Greece	SDLN requests and relevant responses	GDLN requests and relevant responses	GDLN requests and relevant responses	GDLN requests and relevant responses
Hungary	The same, only the NCP doesn't have to send an inquiry to the other MS but can check the license via RESPER			
Ireland	Check RESPER and secure messages			
Latvia	RESPER request, written request if information not found or unclear			
Lithuania	A check on RESPER is performed and driver has to confirm that he / she does not have another driving licence.			
Luxembourg	Same as before adding check on RESPER before any further action			
Malta	Check with RESPER system if another licence is issued in another authority	Check with RESPER system if there are any restriction on the driving licence	Check categories and restrictions from RESPER system	We cannot renew a driving licence from another authority
Netherlands	Don't know	Don't know	Little effect on one license principle, however a lot of effect on swift exchange. We only check RESPER at the moment for exchange of EU driving licences. The difference with the old situation is that more countries can be checked in RESPER	Don't know
Portugal	Not yet connected to RESPER			
Slovakia	Use of RESPER			
Slovenia	Enquiry through RESPER only in case of suspicion that a person has a driver's licence	Enquiry through RESPER.		
Spain	Check RESPER and secure messages			
Sweden	We perform random checks and we always check the validity via RESPER when we have reason to suspect that a person is already the holder of a driving licence in another country.	Random checks based on the reasonable grounds.	We always check the validity via RESPER if the person applies for an exchange.	Random checks based on the reasonable grounds.
United Kingdom	Initial checks on application, driving licence, ID and any other supporting documentation and then if any concerns around validity of licence we would contact Member State	Checks on application and ID by trained staff to ensure that all documentation is in order before issuing driving licence. If reasonable grounds to suspect another licence is held a check would be made on RESPER.	Initial checks on application, driving licence and any other supporting documentation and then a check is made on RESPER	Checks on application and ID by trained staff to ensure that all documentation is in order before issuing driving licence. If reasonable grounds to suspect another licence is held a check would be made on RESPER.

Table 8.9: Overview of the effects of RESPER on freedom of movement

Country	Did RESPER facilitate freedom of movement for EU citizens?	Did RESPER facilitate freedom of movement for EU citizens?		Will RESPER facilitate freedom of movement for EU citizens?
		Drivers from other EU Member States move to your Member State	Citizens from your Member State move to another EU Member State	
Austria	Yes, freedom of movement for EU citizens was always given by law before RESPER...	Don't know	Don't know	Don't know
Belgium	Don't know	No	No	Don't know
Belgium	Yes, because the administrative simplification (speed, less red tape) entailed by RESPER allows a more speedily exchange or replacement of EU driving licences.	Yes	Don't know	Yes, as more Member States use RESPER in a harmonised manner, the administrative simplification (speed, less red tape) entailed by RESPER should allow a more speedily exchange or replacement of EU driving licences in all Member States.
Bulgaria	Don't know	Don't know	Don't know	Don't know
Croatia	Don't know	Yes	Yes	Yes, administrative checks are going faster than before so the driving can be obtained faster
Cyprus	Yes	Don't know	Don't know	Don't know
Denmark	Don't know	Don't know	Don't know	Don't know
Estonia	Yes, because it takes less time to check DL status	Yes	Yes	Yes, it takes less time to check DL status.
Finland	No, RESPER didn't have any influence on the freedom of movement point of view.	No	No	No, RESPER does not have any influence on the freedom of movement point of view.
France	Don't know	Don't know	Don't know	Don't know
Germany	Don't know	Don't know	Don't know	Don't know
Greece	Yes, Through the quick exchange of DLs in another MS	Yes	Yes	Yes, through the quick exchange of DLs in another MS
Hungary	Don't know	Don't know	Don't know	Don't know
Ireland	Don't know	Don't know	Don't know	Don't know
Latvia	Yes, because of simplified and faster licence exchange/renewal.	Yes	Yes	Yes, because of easier licence exchange/renewal
Lithuania	Yes, because it is possible to faster exchange driving licences	Yes	Yes	Don't know
Luxembourg	Don't know	Don't know	Don't know	Don't know
Malta	Yes, it facilitated the freedom of movement	Yes	Yes	Yes, it will facilitate the freedom of movement
Netherlands	No, there are no changes	No	No	No, it only facilitates swift exchange.
Portugal	Not yet connected to RESPER			
Slovakia	Yes, because of recognition of driving licences	Yes	Don't know	Don't know
Slovenia	Yes because of faster reply from other EU member states in case of exchange/renewal or issuing of driving licence.	Yes	Yes	No, without changes there will be no improvement in facilitating the freedom of movement.
Spain	Yes, it provides the administrative act for citizens	Yes	Yes	Don't know
Sweden	Yes, because the exchange procedure with RESPER is now faster and more efficient.	Yes	Yes	Yes, we believe that more citizens are prone to Exchange their licence which might facilitate their everyday life.
United Kingdom	Don't know	Don't know	Don't know	Don't know

Table 8.10: Overview of the effects of RESPER on administrative burden for national authorities

Did RESPER influence the administrative burdens for national authorities in case of:					
Country	First issuing	Renewal	Exchange	Replacement	Reporting of confiscated DL
Austria	Reduce	Reduce	Reduce	Reduce	Reduce
Belgium	No effect	No effect	Reduce	No effect	No effect
Belgium	No effect	Reduce	Reduce	No effect	Don't know
Bulgaria	Increase	Increase	Increase	Increase	No effect
Croatia	No effect	No effect	Reduce	No effect	Reduce
Cyprus	Increase	Increase	Increase	Increase	Increase
Denmark	Don't know	Don't know	Don't know	Don't know	Don't know
Estonia	Reduce	Reduce	Reduce	Reduce	don't know
Finland	No effect	Reduce	Reduce	Reduce	No effect
France	Don't know	Don't know	Don't know	Don't know	Don't know
Germany	Reduce	Reduce	Reduce	Reduce	Reduce
Greece	Don't know	Don't know	Don't know	Don't know	Don't know
Hungary	No effect	Reduce	Reduce	No effect	Reduce
Ireland	Reduce	Reduce	Reduce	Reduce	Reduce
Latvia	Reduce	Reduce	Reduce	Reduce	Reduce
Lithuania	No effect	No effect	Reduce	No effect	No effect
Luxembourg	Increase	Increase	Increase	Increase	Increase
Malta	No effect	No effect	No effect	No effect	No effect
Netherlands	Don't know	Don't know	Reduce	Don't know	Don't know
Portugal	Not yet connected to RESPER				
Slovakia	Reduce	Reduce	Reduce	Reduce	Reduce
Slovenia	Reduce	Reduce	Reduce	Reduce	No effect
Spain	Don't know	Don't know	Don't know	Don't know	Don't know
Sweden	No effect	No effect	No effect	No effect	No effect
United Kingdom	No effect	No effect	Increase	No effect	No effect

Table 8.11: Overview of the effects of RESPER on the costs for national authorities

Did RESPER influence the costs for national authorities in case of:					
Country	First issuing	Renewal	Exchange	Replacement	Reporting of confiscated DL
Austria	Reduce	Reduce	Reduce	Reduce	Reduce
Belgium	No effect	No effect	Increase	No effect	No effect
Belgium	No effect	Reduce	Reduce	No effect	Don't know
Bulgaria	Increase	Increase	Increase	Increase	No effect
Croatia	No effect	No effect	No effect	No effect	No effect
Cyprus	No effect	Reduce	Reduce	No effect	No effect
Denmark	Don't know	Don't know	Don't know	Don't know	Don't know
Estonia	Don't know	Don't know	Don't know	Don't know	Don't know
Finland	No effect	No effect	No effect	No effect	Don't know
France	Don't know	Reduce	Reduce	Don't know	Don't know
Germany	Reduce	Reduce	Reduce	Reduce	Reduce
Greece	Don't know	Don't know	Don't know	Don't know	Don't know
Hungary	No effect	Increase	Increase	No effect	No effect
Ireland	Reduce	Reduce	Reduce	Reduce	Reduce
Latvia	Reduce	Reduce	Reduce	Reduce	Reduce
Lithuania	No effect	Reduce	Reduce	Reduce	No effect
Luxembourg	Increase	Increase	Increase	Increase	Increase
Malta	No effect	No effect	No effect	No effect	No effect
Netherlands	Don't know	Don't know	Don't know	Don't know	Don't know
Portugal	Not yet connected to RESPER				
Slovakia	Don't know	Don't know	Don't know	Don't know	Don't know
Slovenia	Reduce	Reduce	Reduce	Reduce	No effect
Spain	Don't know	Don't know	Don't know	Don't know	Don't know
Sweden	No effect	No effect	Don't know	No effect	No effect
United Kingdom	No effect	No effect	Increase	No effect	No effect

Table 8.12: Overview of cost to use and connect to RESPER (for national authorities)

Country	Acceptance procedure		Maintenance costs	
	Eucaris user	Non-Eucaris user	Eucaris user	Non-Eucaris user
Austria	0	To be evaluated	0	To be evaluated
Belgium	Don't know	Don't know	Don't know	Don't know
Belgium	Later	/	Later	/
Bulgaria	Don't know	We use EUCARIS	Don't know	We use EUCARIS
Croatia	€15 000	0	€ 1 200	0
Cyprus	Don't know	Don't know	Don't know	Don't know
Denmark	Don't know	Don't know	Don't know	Don't know
Estonia	Don't know	Don't know	Don't know	Don't know
Finland	425,000 €	N/A	10,000 €	N/A
France	Not applicable	Inexpensive internal development	Not applicable	Low, because of internal development
Germany	Don't know	Don't know	Don't know	Don't know
Greece	no a EUCARIS user	Don't know	no a EUCARIS user	Don't know
Hungary	Don't know	Don't know	Don't know	Don't know
Ireland	Don't know	Don't know	Don't know	Don't know
Latvia	Don't know	0	Don't know	0
Lithuania	Don't know	Don't know	Don't know	Don't know
Luxembourg	app. 50.000 €	Don't know	approx. 600 €/Year	Don't know
Malta	Don't know	Don't know	Don't know	Don't know
Netherlands	NA	RESPER (EUCARIS component): Total € 19.000.	NA	(National component), unknown.
Portugal	Not yet connected to RESPER			
Slovakia	Don't know	Don't know	Don't know	Don't know
Slovenia	€ 180,000	0	€ 10,000	0
Spain	Don't know	Don't know	Don't know	Don't know
Sweden	1,3 million euros (approx.)	0	700 000 euros (so far, approx.)	0
United Kingdom	Don't know	Don't know	Don't know	Don't know

Table 8.13: Overview of the effects of RESPER on administrative burden for citizens

Did RESPER influence the administrative burdens for citizens in case of:					
Country	First issuing	Renewal	Exchange	Replacement	Reporting of confiscated DL
Austria	Reduce	Reduce	Reduce	Reduce	Reduce
Belgium	No effect	No effect	Reduce	No effect	No effect
Belgium	No effect	Reduce	Reduce	No effect	No effect
Bulgaria	No effect	No effect	No effect	No effect	No effect
Croatia	Increase	Increase	Increase	Increase	Increase
Cyprus	No effect	Reduce	Reduce	No effect	Don't know
Denmark	Don't know	Don't know	Don't know	Don't know	Don't know
Estonia	No effect	Reduce	No effect	No effect	No effect
Finland	No effect	No effect	No effect	No effect	Don't know
France	Don't know	Reduce	Reduce	Don't know	Don't know
Germany	Reduce	Reduce	Reduce	Reduce	No effect
Greece	Increase	Reduce	Reduce	Reduce	No effect
Hungary	No effect	Reduce	Reduce	No effect	No effect
Ireland	No effect	No effect	No effect	No effect	No effect
Latvia	Reduce	Reduce	Reduce	Reduce	Reduce
Lithuania	No effect	No effect	No effect	No effect	No effect
Luxembourg	No effect	No effect	No effect	No effect	No effect
Malta	No effect	No effect	No effect	No effect	No effect
Netherlands	No effect	No effect	No effect	No effect	No effect
Portugal	Not yet connected to RESPER				
Slovakia	Reduce	Reduce	Reduce	Reduce	Reduce
Slovenia	Reduce	Reduce	Reduce	Reduce	Reduce
Spain	Reduce	Reduce	Reduce	Reduce	Reduce
Sweden	No effect	No effect	No effect	No effect	No effect
United Kingdom	No effect	No effect	No effect	No effect	No effect

Table 8.14: Overview of information that a citizens needs to provide besides the information accessed through RESPER

Does the citizen still needs to provide information that is not enclosed in RESPER?					
Country	First issuing	Renewal	Exchange	Replacement	Reporting of confiscated DL
Austria	Yes				
Belgium	No				
Belgium	No				
Bulgaria	Yes; Evidence concerning normal residence			No	
Croatia	No				
Cyprus	No				
Denmark	Don't know				
Estonia	Yes; Information about permanent residence, medical inspection document.			Don't know	
Finland	No	Yes; Extract of driver information (issued by the original DL authority).	Yes, physical driving licence		Don't know
France	No				
Germany	No			Yes, the reason why the licence was confiscated and for how long	
Greece	Don't know				
Hungary	No				
Ireland	Yes; provide a licence or letter of entitlement				
Latvia	No				
Lithuania	No				
Luxembourg	Yes; All information needs to be provided (see question related to the procedure)				
Malta	Yes; if there are any medical conditions	Yes		No	
Netherlands	Yes; Citizens still need to provide a photograph and signature for their new driving license.		Yes	Yes	Yes
Portugal	Not yet connected to RESPER				
Slovakia	No				
Slovenia	Yes; Evidence concerning normal residence				
Spain	No				
Sweden	No			No	
United Kingdom	Yes; provide proof of identity				

Table 8.15: Overview of the effects of RESPER on the costs for citizens

Did RESPER influence the costs for citizens in case of:					
Country	First issuing	Renewal	Exchange	Replacement	Reporting of confiscated DL
Austria	Don't know	Don't know	Don't know	Don't know	Don't know
Belgium	No effect	No effect	No effect	No effect	No effect
Belgium	No effect	No effect	No effect	No effect	No effect
Bulgaria	No effect	No effect	No effect	No effect	No effect
Croatia	No effect	No effect	No effect	No effect	No effect
Cyprus	Don't know	Reduce	Reduce	Reduce	Reduce
Denmark	Don't know	Don't know	Don't know	Don't know	Don't know
Estonia	No effect	No effect	No effect	No effect	No effect
Finland	No effect	No effect	No effect	No effect	Don't know
France	Don't know	Don't know	Don't know	Don't know	Don't know
Germany	Don't know	Don't know	Don't know	Don't know	Don't know
Greece	Don't know	Don't know	Don't know	Don't know	Don't know
Hungary	No effect	No effect	No effect	No effect	No effect
Ireland	No effect	No effect	No effect	No effect	No effect
Latvia	No effect	No effect	No effect	No effect	No effect
Lithuania	No effect	No effect	No effect	No effect	No effect
Luxembourg	No effect	No effect	No effect	No effect	No effect
Malta	No effect	No effect	No effect	No effect	No effect
Netherlands	No effect	No effect	No effect	No effect	No effect
Portugal	Not yet connected to RESPER				
Slovakia	Reduce	Reduce	Reduce	Reduce	Reduce
Slovenia	Reduce	Reduce	Reduce	Reduce	Reduce
Spain	Don't know	Don't know	Don't know	Don't know	Don't know
Sweden	No effect	No effect	No effect	No effect	No effect
United Kingdom	No effect	No effect	No effect	No effect	No effect

Table 8.16: Overview of future measures for improvement in the area of enforcement

Country	Use RESPER for enforcement purposes?	Which information should be added?
Austria	Don't know	
Belgium	Don't know	
Belgium	Yes	The validity of EU licences could be checked during road checks. False documents could be more easily identified and their holders prosecuted.
Bulgaria	Yes	Photo of driver , dates of DL status changes
Croatia	Yes	
Cyprus	Yes	
Denmark	Yes	A check in RESPER would be fast for the operative Police, if they have a suspicion that the driving licence is invalid.
Estonia	Yes	Driving licence validity information and information of issued categories.
Finland	Yes	Same information as today and a facial photo for recognition of a driver
France	Yes	Information concerning the (in)validity of the different licence categories that a person holds
Germany	Yes	All information in RESPER should be made available to police and judicial authorities because there is an urgent need to get the data online immediately to check or verify driving licence data in traffic controls or legal procedures concerning road traffic. Germany has already reported this matter to the EU-Commission. At the moment a lot of requests have to be done by time-consuming and expensive paperwork.
Greece	Don't know	
Hungary	Yes	Data of driving ban, penalty points
Ireland	Yes	Licence details including validity and disqualification detail
Latvia	Yes	Licence status, disqualification information.
Lithuania	Don't know	
Luxembourg	Don't know	
Malta	Yes	If there are any medical conditions
Netherlands	Yes	The Netherlands are very much in favour of enabling enforcers access to RESPER as this will ensure equal treatment of all EU citizens. I.e. currently the validity of driving license issued by another Member State cannot be checked by law enforcers. The same should apply for professional drivers cards. Currently sometimes cards are issued against fake driving licenses.
Portugal	Not yet connected to RESPER	
Slovakia	Yes	A photo of DL holder
Slovenia	Yes	The authenticity and validity of driving licence and categories.
Spain	Don't know	
Sweden	Yes	The same information that is now available for administrative purposes.
United Kingdom	Don't know	

Table 8.17: Overview of future measures for improvement regarding the exchange of driving licence information

Country	Use RESPER to exchange driving licence information as an alternative to physical driving licences?	Which information should be added?	Why not?
Austria	Don't know		
Belgium	Don't know		
Belgium	Yes	The information exchanged via RESPER can be used to replace lost/stolen licences.	
Bulgaria	Don't know		
Croatia	No		The applicant should represent a physical driving licence for exchange.
Cyprus	No		Physical has to be present for now. With better infrastructure in all Member state that it could be insert in ID's
Denmark	Don't know		
Estonia	Yes	If police uses RESPER "on the street", they can always be sure that driving licence is valid and not revoked.	
Finland	Yes	RESPER is an existing connection between member states, information of driving licences is up-to-date, possibilities to use forged physical driving licences decrease	
France	No		In case RESPER is temporally unavailable it is desirable to still have the physical driving licence
Germany	Yes	At the moment all driving licence documents have to be sent back to the issuing country after exchange. In nearly all cases this document will not be needed in future because the applicant got a new document. So from our point of view it would be sufficient to exchange only the date (status of driving licence: exchanged, country of exchange, date of exchange) not the documents.	
Greece	Don't know		
Hungary	No		No guarantee that there would be sufficient connection in every part of Europe without the photo, you cannot be sure about the identity of the driver
Ireland	No		Because our front offices do not have access to RESPER
Latvia	Yes	To reduce amount of paperwork.	
Lithuania	Don't know		
Luxembourg	Don't know		
Malta	No		The physical driving licence should always be issued, since it is an official document
Netherlands	Yes	In the future the national registration will become more important than the physical licence, which registration will be shown in the mobile DL. Currently the quality of the national registrations is not sufficient to enable this. For the current situation it must be stressed that it should not be allowed to exchange a license on the basis of a copy and a RESPER check. Unfortunately often fake licenses are exchanged this way. It is still necessary for an expert to check the physical document (to check the security features).	
Portugal	Not yet connected to RESPER		
Slovakia	Don't know		
Slovenia	No		Enforcement does not have always and everywhere access to the database.
Spain	Don't know		
Sweden	Yes	If you would be able to enclose the driving licence photo in RESPER it could be used for this purpose.	
United Kingdom	Yes	Allows Member States to confirm entitlement to drive where the physical licence is not present i.e. Driving licence lost/stolen	

Table 8.18: Overview of future measures for improvement regarding the exchange of information on 3rd country licences

Country	Use RESPER to exchange information on 3rd country licences presented for driving licence exchange?	Which information should be added?	Why not?
Austria	Don't know		
Belgium	Don't know		
Belgium	No		3rd country licences are not harmonised. It is impossible to exchange information on such licences, since there are too many variables.
Bulgaria	Don't know		
Croatia	Yes		
Cyprus	Yes	Categories and if its valid for exchange	
Denmark	Don't know		
Estonia	Yes	DL validity, dates, categories, permanent residence state.	
Finland	No		Registration of foreign DL in national DL registers would be too complicated
France	Don't know		
Germany	Yes	Same data as within EU	
Greece	Don't know		
Hungary	Yes	The same as for EU member states.	
Ireland	Yes	Validity and eligibility information important plus detail on where passed test	
Latvia	Don't know		
Lithuania	Don't know		
Luxembourg	Don't know		
Malta	Yes	The same as for EU member states.	
Netherlands	No		<p>The data quality of other countries are usually not up to scratch. Also data protection is an issue. Thirdly categories are not always comparable with the EU categories (a lot of counties have not implemented the categories established in the UN Treaties on international traffic). Finally the costs of setting up such a system would not out way the benefits. Please specify which information concerning the exchange of 3rd country licences should be made available in RESPER. There sometimes is a difference between what other MS mention in RESPER and on the licence. For example: - Sometimes exchange against a licence from a third country (code 70) is not mentioned in RESPER, but is mentioned on the licence. Sometimes countries mention national categories. This is an omission. It would be more beneficial to establish a global list of contact points (like was established in the driving license committee) within the UN, resulting in the possibility to ask questions via e-mail.</p>
Portugal		Not yet connected to RESPER	
Slovakia	No		Acceptance of decision made by another MS
Slovenia	Yes	The same as for EU member states.	
Spain	Don't know		
Sweden	Yes	Since it's optional to Exchange driving licences from 3rd countries, it can be of use for some MS. And if we were to Exchange driving licences from more 3rd countries in the future, the possibility to use RESPER would already be in Place.	
United Kingdom	Yes	The country of origin from which the licence was exchanged.	

Table 8.19: Overview of future measures for improvement regarding the exchange of road safety related information

Country	Use RESPER to exchange other road safety related information ?	Which information should be added?	Why not?
Austria	Don't know		
Belgium	Don't know		
Belgium	Yes	The information regarding the CPC (Directive 2003/59/EC): initial qualification and periodic training.	
Bulgaria	Yes	All details about refusal of issuing of DL in other MS	
Croatia	No		This system should be limited for driving license information.
Cyprus	No		
Denmark	Don't know		
Estonia	Don't know		
Finland	Don't know		
France	No		This system should be limited for driving license information.
Germany	Don't know		
Greece	Don't know		
Hungary	Yes	Penalty points	
Ireland	Yes	Any information available re disqualifications is important	
Latvia	Don't know		
Lithuania	Don't know		
Luxembourg	Don't know		
Malta	Yes	The contraventions and penalty fines	
Netherlands	No		This system should be limited for driving license information. There already exists a successful system for the exchange of other road safety information (EUCARIS), why change a winning formula.
Portugal	Not yet connected to RESPER		
Slovakia	Yes	report of road rules violations, sanctions	
Slovenia	Yes	Information concerning driving bans.	
Spain	Don't know		
Sweden	Yes	First and foremost for authorities who sees the need for whatever reason to improve road safety.	
United Kingdom	Don't know		

Table 8.20: Overview of future measures for improvement regarding the exchange of information on professional drivers' training (Directive 2003/59/EG)

Country	Use RESPER to exchange information on professional drivers' training (Directive 2003/59/EG) ?	Which information should be added?	Why not?
Austria	Don't know		
Belgium	Don't know		
Belgium	Yes	Initial qualification and periodic training.	
Bulgaria	Don't know		
Croatia	Yes	Driving licence info	
Cyprus	Yes		
Denmark	Don't know		
Estonia	Yes	Training dates, duration, results.	
Finland	Yes	Information concerning issued driver qualification cards	
France	No		This system should be limited for driving license information.
Germany	Yes	All information in RESPER should be made available to authorities in this area of responsibility	
Greece	Don't know		
Hungary	Yes	Data of the CPC	
Ireland	Yes	Availability of entitlement detail	
Latvia	Yes	Information of qualification cards	
Lithuania	Don't know		
Luxembourg	Don't know		
Malta	Yes	Same information as the other drivers	
Netherlands	Yes	<p>There are two types of countries:</p> <ul style="list-style-type: none"> -countries who mention professional training on the driving license, these countries want to exchange via RESPER. -there also are countries who have a separate drivers card to prove professional training. <p>There currently are developments to obligate the drivers card.</p> <p>In the opinion of the Netherlands this is a step backward.</p>	
Portugal		Not yet connected to RESPER	
Slovakia	Yes	Don't know	
Slovenia	Yes	Information concerning CPC and annual training.	
Spain	Don't know		
Sweden	Yes	The same information as for example Exchange of driving licences.	
United Kingdom	Don't know		

Table 8.21: Overview of general future measures for improvement

Country	Should the information the MS exchange through RESPER be presented in a more uniform way?	Why not?	Which information is currently still missing in RESPER and should be added in the future?
Austria	Yes		
Belgium	Yes		
Belgium	Yes		According to article 11.5 of the Directive, Member States are to refuse to issue a driving licence to an applicant whose driving licence is restricted, suspended or withdrawn in another Member State. RESPER should offer the necessary information to apply this provision.
Bulgaria	Yes		Reason and date of changing of DL status to "invalid"
Croatia	Don't know		CPC
Cyprus	Yes		
Denmark	Yes		
Estonia	Yes		Information about permanent residence place.
Finland	Don't know		Facial photo of holder of DL to check the identity of a driver
France	Yes		
Germany	Yes		The reason for restrictions to driving licences (e.g. alcohol - per mil, drugs) and conditions for renewal of a driving licence (e.g. medical or psychological examinations or tests) List of national codes and their meaning for all participating countries List of third countries whose driving licences can be exchanged without theoretical and/or practical test for all participating countries
Greece	Yes		Don't know
Hungary	Yes		The more specified reason of the invalidation/withdrawal, and the exact date of it Restriction codes Comment possibility while responding notifications
Ireland	Yes		All information
Latvia	Yes		Disqualification reasons and periods, code 95.
Lithuania	Yes		No information is missing.
Luxembourg	Yes		
Malta	No	There are different reasons for invalidity	Medical reasons should be more specified
Netherlands	Yes		1. Use for enforcers 2. Exchange of digital high quality photographs (for identification purposes) 3. Exchanging of data for the purpose of mobile driving licenses (Keys of certificates, black lists etc.) A working group (proposal on the Driving License Committee meeting on April 24 th) could facilitate a more homogenous use of the system. However, uniformity in invalidity (and penalties) will take decades.
Portugal			Not yet connected to RESPER
Slovakia	Yes		Photo, reasons for invalidity
Slovenia	Yes		Information concerning normal residence.
Spain	Yes		Restriction codes
Sweden	Yes		For the current purposes we don't see that any information is missing. But for future purposes some information could be added, such as driving licence photos.
United Kingdom	Yes		Some Member States do not show country code or invalidation reasons e.g. expired, disqualified.

Annex 9: Concrete actions

The necessary requirements to achieve the recommendations are indicated in terms of:

- The type of required action (i.e. legislative, monitoring, research, promotion)
- The responsible actor (i.e. actor which needs to undertake action in terms of EU - national authorities - research – industry)

The European Commission has a range of regulatory and non-regulatory policy instruments at their disposal. These different types of policy instruments can also be combined to reach the objectives of a certain intervention (European Commission, 2015)⁴⁷:

- Legally binding rules;
- 'Soft' regulation;
- Education and information;
- Economic instruments.

The legislative instruments consist of legally binding rules and soft regulation instruments. Legally binding rules (regulations, directives and decisions) have a strong impact, when they are fully adopted, since they prescribe the required behaviour of organizations or individuals. However, these instruments need several years to prepare and implement, while 'soft' regulation or non-binding instruments can be implemented more rapidly. These instruments are more flexible and thus provide more autonomy for the Member States and other key stakeholders. It is, however, crucial that the involved actors support these 'soft' regulation instruments in order to be effective. These 'soft' regulation instruments include a range of policy instruments, such as recommendations, technical standards, "pure" voluntary bottom-up initiatives (self-regulation) to legislation-induced co-regulatory actions (European Commission, 2015)⁴⁷.

Instruments within the field of 'education and information' are used to reach EU objectives by informing citizens, consumers, producers and other actors. This type of policy instrument includes information and publicity campaigns, training, guidelines, disclosure requirements, and/or the introduction of standardised testing or rating systems (European Commission, 2015)⁴⁷. These instruments can be used to enhance public support for legislative and soft-regulation instruments. Furthermore, these are cost-effective and flexible instruments that can be easily adjusted to changing situations. Finally, economic instruments are used to enforce compliance to EU-legislation. These instruments include sanctions (i.e. taxes, fines and penalties), subsidies and incentives and legal actions (European Commission, 2015)⁴⁷.

Table 8.1 provides an overview of the most appropriate policy actions for the formulated recommendations within the application areas of the Directive.

⁴⁷ European Commission. (2015). The choice of policy instruments. Retrieved from http://ec.europa.eu/smart-regulation/guidelines/tool_15_en.htm

Table 9.1: Concrete policy actions for the identified recommendations

Recommendations	Application area	Type of action				Responsible actor		
		Legislative	Monitoring	Research	Promotion	EU	National authorities	Industry
Work on the interoperability of non-physical driving licences	Union model licence	X		X		X		X
Implement a common standard on verification of applicants' identities	Union model licence	X				X	X	
Extend the new union model driving licence to also be an ID for travelling	Union model licence	X			X	X	X	
Intensify work of counter-falsification technologies (including false identities)	Union model licence			X	X	X	X	X
Explore further harmonisation of administrative validity periods of driving licences	Validity periods	X		X		X		
Explore possibilities to further facilitate freedom of movement of citizens	Validity periods	X		X		X		
Work on a uniform procedure to check normal residence	Validity periods	X		X		X	X	
Explore opportunities to lower administrative burden and costs for citizens upon driving licence renewal	Validity periods			X		X	X	
Explore more uniform renewal procedures (medical checks, etc.)	Medical checks	X		X		X	X	X
Link driving licence renewal medical checks with national health system	Medical checks	X			x		X	
Standards on Alcohol and Drugs and Medicinal Products (Annex III) could be more precise	Medical checks	X				X		
Develop faster, more reliable, maybe cheaper periodical medical checks with alternative methods	Medical checks			X	X	X	X	X
Keep the category system as well as the licence code system as simple as possible.	Categories	X	X			X	X	
Explore whether and how the graduated access system for motorcycles could be improved and made more attractive without making it more complicated	Categories	X		X		X	X	
Remove obstacles to the deployment of electric vehicles, vehicles with alternative propulsions and vehicles with advanced driver assistance systems	Categories	X				X	X	
Make sure that all definitions are clear and correspond to practical needs and the vehicle market. Re-assess the equivalences between the categories	Categories	X	X			X		
Explore the introduction of additional requirements for obtaining a licence and consider modifications to the test requirements	Categories	X		X		X	X	
Knowledge of modern driver assistant systems by driving examiners and inclusion of (semi-) autonomous driving in the examination procedure	Examiners	X		X		X		X
Psychological knowledge of test execution and candidate motivation by driving examiners	Examiners		X			X	X	
Stricter higher educational level requirements for driving examiners	Examiners	X					X	
Improve harmonised high quality periodic training of driving examiners	Examiners	X	X			X		
Improve the technical issues of RESPER	RESPER			X		X	X	X
Strengthen the use and extend the functionality of RESPER	RESPER	X	X		X	X	X	
Encourage Member States to follow the recommendations presented in the Business Common rules document in order to ensure a uniform information exchange through RESPER	RESPER	X	X			X	X	
Explore opportunities to further lower administrative burden and costs for national authorities	RESPER			X		X	X	
Explore opportunities to lower the administrative burden and costs for citizens	RESPER			X			X	
Promote better knowledge exchange and mutual recognition between the Member States	All		X		X	X	X	
Monitor current and future challenges of the implementation of the Directive	All		X			X		

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