

## Measure 53: Harmonisation of driving licensing systems

### First page:

<p><i>Policy package:</i></p> <p><b>ID:</b> Road Safety, quality and environment</p>
<p><i>Measure 53:</i> <i>Driving licenses: harmonisation of driving licensing systems and introduction of electronic driving licenses</i></p>
<p><i>What is the problem being addressed ?</i></p> <p>Driving licence legislation facilitates people's freedom of movement and permits targeted improvements in driver behaviour, in particular through the driving tests to obtain a driving licence, the minimum requirements for which have been made much more stringent adopting the Directive mentioned below. However, given that there are currently some 80 different models of driving licenses in use in the EU, a recent Commission proposal seeks to harmonise driver licensing systems. This should reduce the possibilities for fraud, guaranteeing the free movement of citizens and contributing to road safety. The requirement to surrender driving licenses for new ones as well as the issue of mandatory eyesight tests are suggested as a minimum requirement for the renewal of car and motorcycle licenses by people of over 45 years of age.</p> <p>The Commission will also take action to set minimum requirements as regards physical and mental fitness to drive and harmonise ways to enable the competent authorities to apply tolerances or restrictions to drivers under-going long term treatment which may impair their driving ability.</p>
<p><i>Measure's costs and/or benefits:</i></p> <p>The costs will concern mainly the realisation of the communication network to handle the electronic driving licences, but they should be offset by the efficiency gains.</p>
<p><i>Legislative implementation at the EU level:</i></p> <p>Commission Directive 2000/56/EC of 14 September 2000 amending Council Directive 91/439/EEC on driving licenses.</p>
<p><i>What are the objectives ?</i></p> <p>According to data mentioned in COM (2003) 311, in Spain and the Netherlands, medical checks show that one driver in ten aged 50, and one driver in six aged 70, drives with their eyesight not properly corrected. Harmonisation of minimum physical requirements for holding the driving licence will contribute to reduce such unsafe behaviours and will improve road safety.</p> <p>In addition, the measure envisages also the creation of a computerised communication network between authorities responsible for national driving licence registers – with the introduction of electronic driving licences – which should help to reduce the possibility of fraud. Indeed, the lack of monitoring of driver licensing is clearly leading to different types of individual fraud, in particular involving demands for duplicates and repeating the driving test in another Member State, as well as organised fraud, especially involving the counterfeiting or copying of models of driving licence which are very old but are still in circulation and are unprotected. The most frequent perpetrators of fraud are also the drivers who commit most driving offences. Therefore, the main aim of electronic driving licences is to stop these bad practices and their harmful consequences.</p>
<p><i>Interactions with other WP measures:</i></p> <p>There is an interaction with the measure on the initial and continuous training of commercial drivers (Measure 3). At present no more than 10% of commercial drivers have received training beyond what is required for obtaining their driving licenses. In this situation, there is a proposal to introduce a “uniform attestation” for lorry drivers. These attestations would provide official confirmation that the driver of a heavy goods vehicle is lawfully entitled to drive the vehicle under the rules and regulations of an EU Member State. The aim is to counteract distortions of competition and improve road safety by combating improper use of cheap labour in the industry. The first category of drivers required to carry the attestation would be those from non-EU countries working for the EU-based firms, since non-EU drivers form the bulk of the problem. Hence, restricting the regulation's scope to them would minimise the administrative burden on employers.</p>

**Second page:**

*Output indicators:*

A key output indicator, whenever the measure will be in place, will be the diffusion of electronic driving licenses in the Member States.

*Outcome indicators: intermediate impacts on transport markets*

A significant impact is expected from the introduction of uniform attestation for lorry drivers which, if implemented, will reduce the possibilities of improper use of cheap labour and the consequent distortion in competition.

*Outcome indicators: final impacts on transport users and non users*

Ensuring the safety of all road users is a key objective of driver licensing in Europe.  
Another relevant outcome, associated to the introduction of the electronic driving licenses, will be the improved efficiency of public administration through the modernisation of public registers and motorisations services boosted by the need of implementing the communication network.