

Support study for the Ex-post evaluation of Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences

Background and purpose of the survey

The aim of the evaluation is to **examine to what extent the objectives of Directive 2006/126/EC on driving licences** – i.e. improving road safety in Europe, facilitating greater freedom of movement for EU drivers and reducing the possibility of driving licence fraud – **have been achieved**. The evaluation will examine technical progress as regards vehicles, road use, digitalization and mobility requirements, including those of young people, to assess whether the Directive addresses the current needs and provides flexibility to adapt to and facilitate innovative technical solutions. The study has been commissioned by the European Commission, Directorate-General for Mobility and Transport. The work is performed by COWI, NTUA and Grimaldi.

The purpose of this survey is to collect **detailed data about the implementation of the Driving Licence Directive in the context of the EU Member States** focusing on the implementation of specific provisions and challenges.

The survey targets **non-governmental stakeholders** that have detailed knowledge about the implementation of the Driving Licence Directive, including: driving schools, driving schools associations, road safety and road users associations, transport workers associations, automotive and motorcycle federations, vehicle manufacturer associations, European Disability Forum as well as other relevant stakeholders. A separate survey is launched for national driving licence authorities.

The survey is estimated to take approximately **20-30 minutes to completed**. Please note that it is possible to save your answer and return to the survey at any time.

Data protection

The survey is managed by COWI A/S (contracted by the European Commission) in line with its internal data protection policy which meets the requirements of EU legislation on data protection in particular Regulation (EU) 2018/1725. The survey data is processed through SurveyXact. The personal data collected via the survey will only be accessible to the company implementing the survey (COWI A/S) and the survey tool provider (SurveyXact – by Ramboll Management Consulting A/S).

Questions about the survey

This targeted survey is part of a study to support the Ex-post evaluation of Directive 2006/126/EC of the European Parliament and of the Council of 20 December 2006 on driving licences by the European Commission services. A letter from the European Commission explaining the purpose and scope of this evaluation is attached below.

For questions about the survey, please send an email to: rsae@cowi.com, adil@cowi.com.

Thank you for taking time to respond to this survey!



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MOBILITY AND TRANSPORT

Directorate C - Land
C.2 - Road Safety
Head of unit

Brussels, 15 April 2020
MOVE.DDG2.C.2/FB

TO WHOM IT MAY CONCERN

Subject: Questionnaires and interviews for the support study of the ex-post evaluation of Directive 2006/126/EC on driving licences

Dear Madam, dear Sir,

The Commission is conducting an ex-post evaluation to assess the performance of all the provisions of Directive 2006/126/EC across the EU Member States, as regards the achievement its specific objectives, with the support of an external consultant. The results of the study carried out by the external consultant will serve as support for the staff working document on the ex-post evaluation of the EU driving licence legislation.

To this end, the consultant needs to carry out several consultation activities, such as surveys and interviews, addressed to the different stakeholder groups involved directly or indirectly in the implementation of, or affected by, Directive 2006/126/EC.

We would kindly ask you to help them and provide them with the appropriate contacts and/or competent services. The consultant is aware that these contacts will be used for the purpose of the study only and that contact names shall not be disseminated nor used for other purposes.

The consultant responsible for the study is COWI, supported by experts from the National Technical University of Athens (NTUA), Grimaldi and Ecorys.

Should you have any questions, or need more detailed information about the evaluation, please do not hesitate to contact Mr Luis Escobar Guerrero (luis.escobar-guerrero@ec.europa.eu), who is responsible within my unit for this study.

Thank you very much in advance for your kind cooperation.

Yours faithfully,

(e-signed)

Fotini IOANNIDOU

Commission européenne/Europese Commissie, 1049 Bruxelles/Brussel, BELGIQUE/BELGIË - Tel. +32 229911111

Electronically signed on 16/04/2020 11:00 (UTC+02) in accordance with article 4.2 (Validity of electronic documents) of Commission Decision 2004/563

I am part of ... / I represent:

- Drivers associations
- Drivers school associations
- Road safety and road users' associations / civil society and their members
- European transport workers associations
- International road transport associations
- Automotive and motorcycle federations
- Vehicle manufacturer associations
- European Disability Forum
- Insurance companies

Other, please specify _____

I am from:

- Austria
- Belgium
- Bulgaria
- Croatia
- Cyprus
- Czech Republic
- Denmark
- Estonia
- Finland
- France
- Germany
- Greece
- Hungary
- Ireland
- Italy
- Latvia
- Lithuania
- Luxembourg
- Malta
- Netherlands
- Poland
- Portugal
- Romania
- Slovakia
- Slovenia
- Spain
- Sweden
- Other, please specify _____

How familiar are you with the provisions of the Driving Licence Directive?

- Very familiar, I know the main provisions and the Directive's history
- Familiar, I am aware of novelties introduced with the Third Driving Licence Directive
- A little familiar, I am aware of its existence but am not aware of its content
- Not familiar, I am not aware of the Directive

IMPACTS OF THE PROVISIONS OF THE DRIVING LICENCE DIRECTIVE

To what extent do you agree with the following statements concerning the impact of EU driving licence rules as provided for in the Driving Licence Directive (2006/126/EC)?

	Strongly agree	Agree	Disagree	Strongly disagree	Undecided / Cannot assess
The Driving Licence Directive has contributed to improved road safety (e.g. reduced road accidents).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive has contributed to a reduced number of instances of fraud related to driving licences and driving licence tourism.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive has contributed to reduced administrative fees of replacing and renewing of driving licences issued in another Member State.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive has sufficiently contributed to harmonised driving licence rules and requirements across the EU.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive has contributed to improved driving skills of non-professional drivers.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive has contributed to improved driving skills of professional drivers.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive has led to improved road safety for young and novice drivers.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive has led to improved road safety for older drivers.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

How important are the following provisions of the Driving Licence Directive (2006/126/EC) in improving road safety?

(Select on a scale of 1-5 where 1 - Not important and 5 - Very important)

	5 - Very important	4 - Important	3 - Moderately important	2 - Slightly important	1 - Not important	Do not know / Cannot assess
EU model driving licence	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mutual recognition of driving licences	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Harmonized driving licence categories and vehicle definitions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum age per categories	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum standards for driving examiners including quality assurance and regular periodic training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical examinations for professional drivers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Administrative validity periods	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Training for drivers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Testing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New category for mopeds and progressive access to category A driving licence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mutual assistance and cooperation between the Member States by establishing the EU driving licence network RESPER	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provisions on normal residence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recognition of driving licences issued by third countries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

How important are the following provisions of the Driving Licence Directive (2006/126/EC) in ensuring free movement of EU citizens?

(Select on a scale of 1-5 where 1 - Not important and 5 - Very important)

	5 - Very important	4 - Important	3 - Moderately important	2 - Slightly important	1 - Not important	Do not know / Cannot assess
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EU model driving licence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mutual recognition of driving licences	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Harmonized driving licence categories and vehicle definitions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum age per categories	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum standards for driving examiners including quality assurance and regular periodic training	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Medical examinations for professional drivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Administrative validity periods	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Training for drivers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Testing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
New category for mopeds and progressive access to category A driving licence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mutual assistance and cooperation between the Member States by establishing the EU driving licence network RESPER	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provisions on normal residence	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recognition of driving licences issued by third countries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Have any of the following provisions of the Driving Licence Directive (2006/126/EC) raised issues concerning their interpretation, application and enforcement?

	Yes	No	Do not know / Cannot assess
EU model driving licence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mutual recognition of driving licences	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Harmonized driving licence categories and vehicle definitions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Minimum age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Minimum standards for driving examiners including quality assurance and regular periodic training	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Medical examinations for professional drivers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Administrative validity periods	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Training	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Testing	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
New category for mopeds and progressive access to category A driving licence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mutual assistance and cooperation between the Member States by establishing the EU driving licence network RESPER	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Provisions on normal residence	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Recognition of driving licences issued by third countries	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other (please specify in the following question)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Please elaborate your answer to the previous question and provide concrete examples of shortcomings of specific provisions in the Directive:

The Directive as a whole has brought interesting innovations useful for road safety. The limitation of the directive is that it does not talk about training to obtain a driving license. The problem is that people sign up for driving schools not to learn how to drive responsibly, but just to get their driving licenses. To create responsible drivers it is necessary to change the training and evaluation model. EFA proposes new training models

To what extent do you agree with the following statements concerning the introduction of progressive access to category A driving licences?

	Strongly agree	Agree	Disagree	Strongly disagree	Undecided / Cannot assess
Progressive access to category A driving licences has generally had a positive effect on road safety of EU citizens.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The number of applicants for category A driving licence through direct access has increased in recent years.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The number of applicants for category A driving licence through progressive access has increased in recent years.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Progressive access to category A driving licence has led to improved road safety for young and novice drivers.

Are there any good practices or challenges related to the introduction of progressive access to category A driving licence? Please provide relevant examples.

The number of progressive licenses has not increased, as the exam for the A2 and A license are practically the same, carried out on almost the same bikes. The market forces driving schools to buy similar motorcycles. Students prefer to take the exam only once. EFA has proposed lowering of engine displacement for motorcycles with A2 license (just approved) and extend training to replace the exam

HARMONISATION OF DRIVING LICENCE RULES AND REQUIREMENTS

To what extent do you agree that the current level of EU harmonisation of driving licence rules and requirements is sufficient in the following areas?

	Strongly agree	Agree	Disagree	Strongly disagree	Undecided / Cannot assess
Administrative validity period for driving licence of categories A-B	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Administrative validity period for driving licence of categories C -D	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited administrative validity period for first licence issued to novice drivers (categories A-B)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited administrative validity period for first licence issued to novice drivers (categories C-D)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Limited administrative validity periods for Group 1 and Group 2 drivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Medical checks upon renewal for driving license A-B	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Mandatory medical examinations for categories C-D upon renewal	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Minimum standards for driving examiners including quality assurance and regular periodic training	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Training requirements for learners drivers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Testing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Please elaborate your answer to the previous question and provide examples.

The Directive as a whole has brought interesting innovations useful for road safety. The limitation of the directive is that it does not talk about training to obtain a driving license. The problem is that people sign up for driving schools not to learn how to drive responsibly, but just to get their driving licenses. To create responsible drivers it is necessary to change the training and evaluation model. EFA proposes new training models. As the population ages, driving licenses A and B must be renewed with a medical examination. Above all, the skills of drivers must be updated according to the SAE levels of the vehicles

PROVISIONS ON TRAINING OBLIGATIONS FOR LEARNER DRIVERS

Do you agree with the following statements concerning the training obligations for learner drivers?

	Strongly agree	Agree	Disagree	Strongly disagree	Undecided / Cannot assess
Discrepancies across the EU in training requirements for learner drivers are negatively impacting road safety.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The provisions of the Directive have contributed to raising the skills of novice and young drivers.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The number of unlicensed (and untrained) motorcycle riders has been reduced.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Training requirements should be further harmonized across the EU.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Testing requirements should be further harmonized across the EU.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please elaborate your answer to the previous question and provide examples:

We need to change the current training model for obtaining the driving license. We need to introduce a more empowering system for students and above all an updated training in vehicle technology (electric / hybrid, etc ...). The EFA training model can be a realistic solution

ADMINISTRATIVE BURDEN AND COSTS RELATED TO THE PROVISIONS OF THE DRIVING LICENCE DIRECTIVE

To what extent do you agree with the following statements concerning the administrative burden associated with the EU driving licence model?

	Strongly agree	Agree	Disagree	Strongly disagree	Undecided / Cannot assess
The time for processing driving licences has been reduced since the introduction of the new EU driving licence model.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Requirements for driving licence applications have been simplified for EU citizens due to the introduction of the EU driving licence model.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The practice in some Member States of using the driving licence as an identification document is useful.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please elaborate your answer to the previous question and provide concrete examples:

Certainly the directive has brought benefits, both in terms of time and money

To what extent do you agree with the following statements concerning the impacts of the Directive for EU citizens since it was first time implemented (1983)?

	Strongly agree	Agree	Disagree	Strongly disagree	Undecided / Cannot assess
Procedures regarding first issue of a non-professional driving licence have become less complex and costly.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Procedures regarding exchange of a non-professional driving licence have become less complex and costly.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Procedures regarding renewal of a non-professional driving licence have become less complex and costly.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Procedures regarding replacement of a non-professional driving licence have become less complex and costly.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Procedures regarding first issue of a professional driving licence have become less complex and costly.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Procedures regarding exchange of a professional driving licence have become less complex and costly.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Procedures regarding renewal of a professional driving licence have become less complex and costly.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Procedures regarding replacement of a professional driving licence have become less complex and costly.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please elaborate your answer to the previous question and provide concrete examples:

The costs for non-professional driving licenses have not increased. Costs for professional licenses have increased following the introduction of the CPC. The money invested in quality training is always peanuts compared to the money spent over the life of a driver

To what extent do you agree with the following statements concerning the impacts of the Directive for driving licence authorities since it was first time implemented (1983)?

	Strongly agree	Agree	Disagree	Strongly disagree	Undecided / Cannot assess
The time and administrative burden for issuing (first time) a non-professional driving licence has been reduced.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The time and administrative burden for exchanging a non-professional driving licence has been reduced.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The time and administrative burden for replacing of a non-professional driving licence for citizens has been reduced.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The time and administrative burden for renewing a non-professional	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

driving licence has been reduced.

The time and administrative burden for issuing (first time) a professional driving licence has been reduced.

The time and administrative burden for exchanging a professional driving licence has been reduced.

The time and administrative burden for replacing of a professional driving licence for citizens has been reduced.

The time and administrative burden for renewing a professional driving licence has been reduced.

Please elaborate your answer to the previous question and provide concrete examples:

The times for obtaining licenses have increased over the years, also due to the increase in people holding licenses. Costs have risen for professional driving licenses, especially since the introduction of the CPC

To what extent do you agree with the following statements concerning the introduction of the progressive access to category A driving licence?

Strongly agree Agree Disagree Strongly disagree Undecided / Cannot assess

The administrative burden for driving schools and instructors as a result of introducing progressive access has increased.

Progressive access to category A driving licence has increased the costs for the citizens.

Progressive access to category A driving licence has significantly increased training requirements (hours and costs).

Which difficulties and obstacles do drivers with normal residence in an EU Member State encounter when they wish to exchange/ replace/ renew their driver licence issued in another Member State?

the normal residence

CURRENT AND FUTURE NEEDS RELATED TO DRIVING LICENCE RULES

To what extent do you agree with the following statements on current and future needs in terms of legal, social and technological considerations and developments?

	Strongly agree	Agree	Disagree	Strongly disagree	Undecided / Cannot assess
The Directive addresses the current and future legal implications related to acceptance of the driving licence as an identity card.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Directive addresses the current and future legal implications of the concept of normal residence.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Directive sufficiently addresses the current and future legal implications concerning drivers disqualifications.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Directive addresses the current and future needs to accommodate an ageing population.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The minimum age limits established in the Directive are appropriate for current and future social needs.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Directive sufficiently addresses the current and future needs to support the process of digitalisation of driving licences.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The medical examination requirements for professional drivers are adequate.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The requirements for medical fitness when renewing driving licences are sufficient.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Directive takes into consideration the current and future technological advances such as automated driving.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Directive takes into consideration the current and future technological advances such as intelligent transport systems.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Directive takes into consideration the current and future technological advances such as alternative fuel vehicles.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Directive takes into consideration current and future technological advances such as advanced safety features.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Directive covers the new mobility solutions such as e-scooters and other personal micro mobility solutions.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please elaborate your answer to the previous question and provide concrete examples:

The Directive must be updated to contemporary needs. It must also be updated to the aging and the needs of civil society. The population is aging and must be able to drive the technology-rich electric and hybrid vehicles. All this passes from training. E-scooters and (assisted) bicycles must be regulated, registered and insured. There are too many risks for road users. Training must also be provided for these road users.

OTHER EUROPEAN AND INTERNATIONAL LEGISLATION WITH SIMILAR OBJECTIVES

In your view, are there any inconsistencies or gaps between the Driving Licence Directive and other European and international legislation with similar objectives?

There are discrepancies between the Vienna Convention and Directive 2006/126. The first thing to do should be to form a uniform highway code: same road signs, same rules, same speed.

ADDED VALUE OF THE DRIVING LICENCE DIRECTIVE

To what extent do you agree with the following statements concerning the added value of the Directive?

	Strongly agree	Agree	Disagree	Strongly disagree	Undecided / Cannot assess
The Driving Licence Directive contributed to road safety improvements which could not have been achieved only with action at national or local level.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The number of road accidents resulting in injuries and fatalities would likely have been higher without the Driving Licence Directive.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive contributed to improvements to the free movement of EU citizens which could not have been achieved only with action at national or local level.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive contributed to reduced administrative burden and costs for driving licence authorities which could not have been achieved only with action at national or local level.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive contributed to reduced administrative burden and costs for EU citizens which could not have been achieved only with action at national or local level.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The Driving Licence Directive contributed reduced driving licence fraud and driving licence tourism which could not have been achieved only with action at national or local level.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Please elaborate your answer to the previous question and provide concrete examples:

The issue of converting non-EU driving licenses should be addressed. It is not possible for some countries to convert non-EU driving licenses without training or examination, only because of bilateral agreements. These drivers need special training

Do you have any other additional points that you would like to raise?

The Directive as a whole has brought interesting innovations useful for road safety. The limitation

of the directive is that it does not talk about training to obtain a driving license. The problem is that people sign up for driving schools not to learn how to drive responsibly, but just to get their driving licenses. To create responsible drivers it is necessary to change the training and evaluation model. EFA proposes new training models. We need to change the current training model for obtaining the driving license. We need to introduce a more empowering system for students and above all an updated training in vehicle technology (electric/hybrid, etc ...). The EFA training model can be a realistic solution.

Thank you for your participation!

We kindly thank you for your time in having responded to this survey.

Please press 'finish' to register your responses.

You can print your answers by clicking the 'print' icon.

