



SUSTAINABLE & SMART
MOBILITY STRATEGY

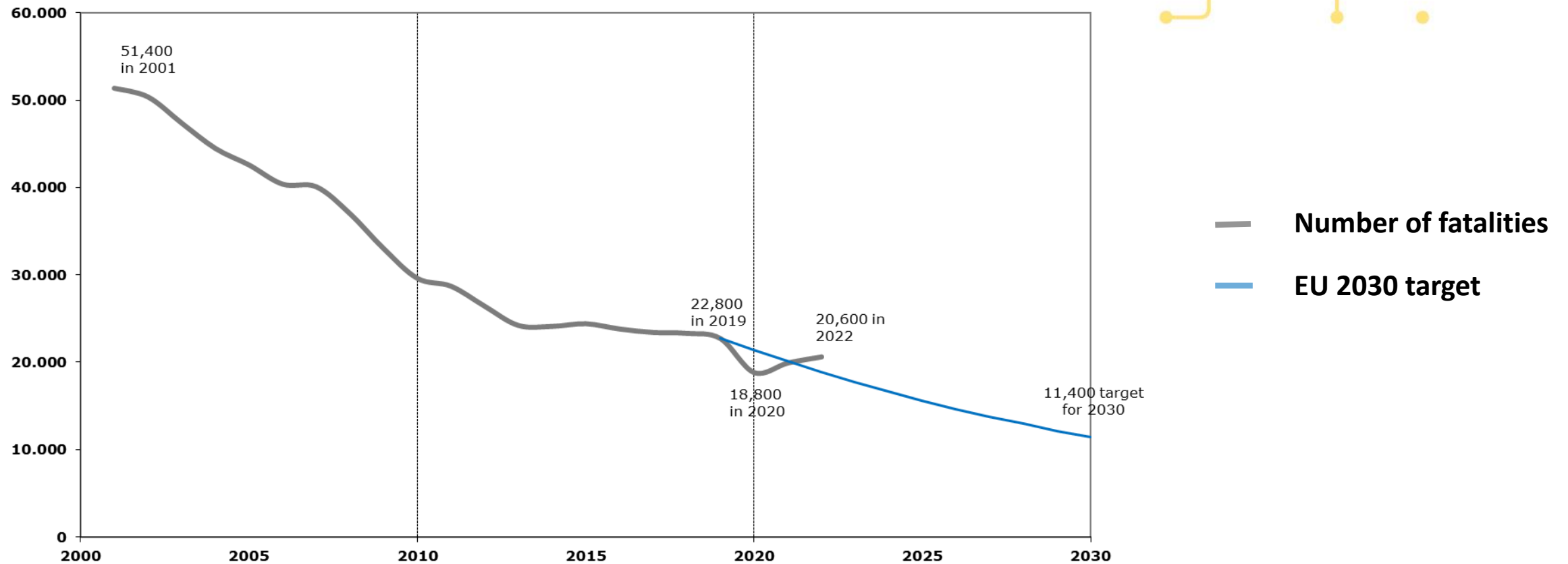
ROAD SAFETY

**EU Road Safety Package
of 1/3/2023**

**Technical Committee on Road Safety
of the Transport Community
Kotor, 23/3/2023**

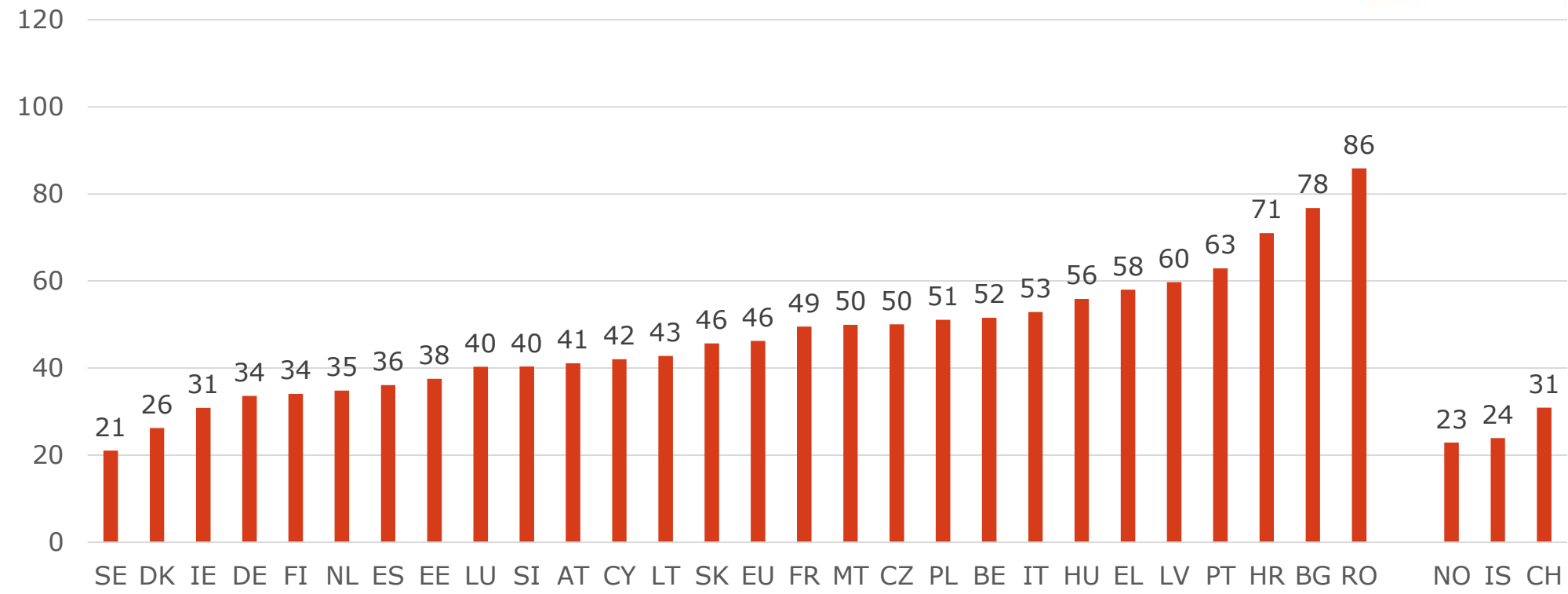
2022 EU ROAD SAFETY STATISTICS

Trend in the number of road traffic fatalities



Source: CARE (EU database on road crashes)

Preliminary number of road fatalities per million inhabitants by country, 2022

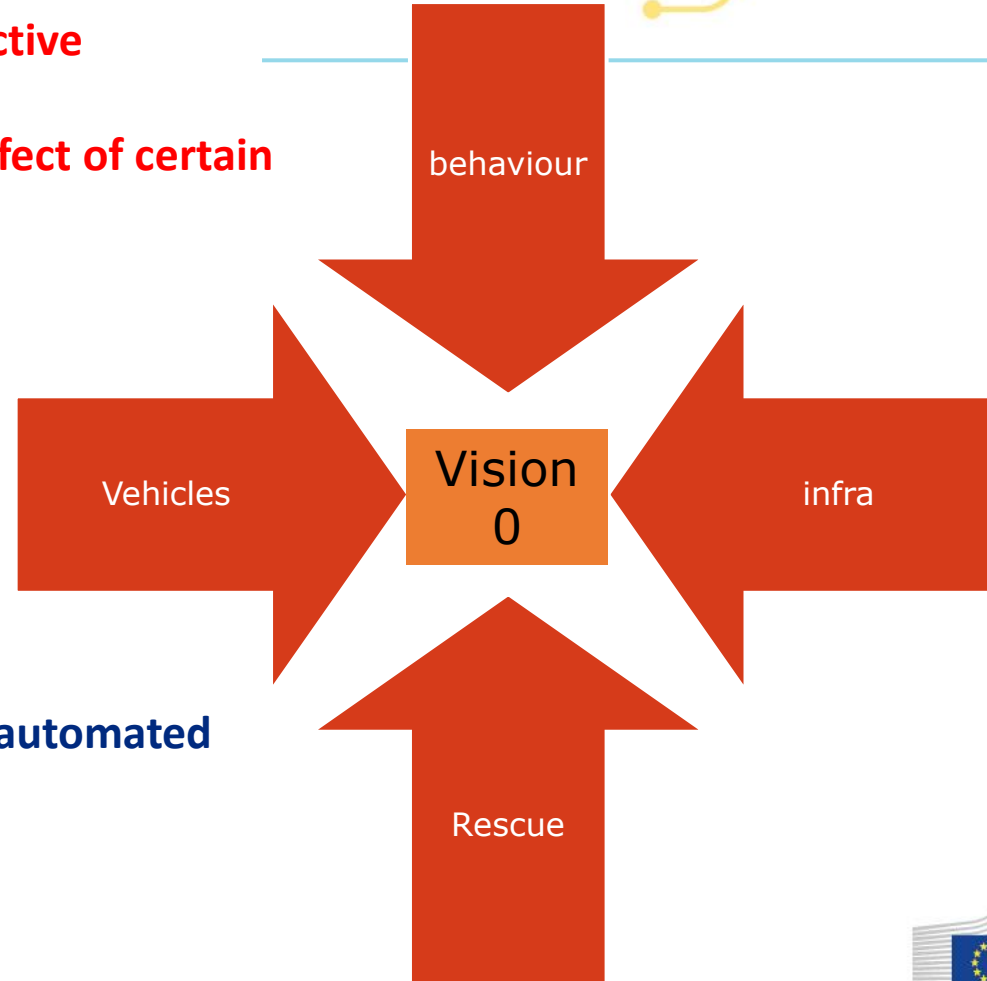


Road fatality rate per million inhabitants

Source: CARE (EU database on road crashes)

Safe System Approach : EU ongoing and forthcoming measures

- Revision of Driving Licence Directive
- Revision of CBE Directive
- New proposal on Union-wide effect of certain driving disqualifications



- Road Infrastructure Safety management
- TEN-T guidelines
- ITS Directive



- General Safety Regulation
- Connected, cooperative and automated mobility
- Automated driving systems
- Roadworthiness testing

- eCall

Road safety package Description

Three legislative proposals adopted on 1st March



Directive on driving
licences



Directive on the Union
wide-effect of certain
driving disqualifications



Amendment to Directive
facilitating cross-border
exchange of information
on road-safety-related
traffic offenses

Cross-border Enforcement

Extended scope

Other road-safety-related traffic offences to be added

(insufficient distance between vehicles, dangerous overtaking/parking, crossing white line(s), driving in the wrong way, emergency corridors, overloaded vehicle)



Better fundamental rights protection

More information for non-residents
Language regime
Alignment with GDPR and LED

Improved investigation

Mutual assistance to identify liable person

Service of documents



Digitalisation

Digitised exchange of information between authorities

CBE portal

Cross-border Enforcement

What will change (1)

1. Road safety

- Cross-border exchange of information on road-safety-related traffic offences will be extended to additional offences to better ensure equal treatment of residents and non-residents, accuracy of existing electronic cross-border investigation will be improved.
- More effective use of vehicle registration data to improve the accuracy of existing information exchange.
- Possibility for enforcement authorities to access not just registers of vehicles, but also other registers, such as national driving licence registers.
- Tailored follow-up cross-border investigation procedures (mutual assistance in the identification of liable person and service of documents). This includes decentralised electronic platform(s) to inter-connect national registers through designated contact points.
- Dedicated IT portal established for communication between governmental authorities/organisations, businesses and citizens.
- Possibility to apply national rules, such as the duty of the vehicle owner/holder to cooperate with authorities in the identification of the liable person.

Cross-border Enforcement

What will change (2)

2. Fundamental rights

- Non-residents offenders retain the right to an effective remedy and a fair trial, to the presumption of innocence, and to defence. This will be ensured by:
 - ✓ verifying the authenticity of information letters and follow-up documents;
 - ✓ setting common time limits for sending information letters and follow-up documents;
 - ✓ establishing mandatory minimum requirements for the information to be shared with presumed liable persons;
 - ✓ having a consistent language regime until the stage of court appeal;
 - ✓ extending the information provided in information letters/penalty notices, e.g. on applicable appeal procedures and methods of fine payment.
- Presumed liable persons will not be required to pay extra legal and administrative expenses related to the administration of the penalties by debt collectors.
- Alignment with the new rules on personal data protection (GDPR, LED – Law Enforcement Directive)

Driving licences

Novice drivers

- Accompanied driving from 17 years
- Risk awareness focus at test
- Language derogation
- Probationary period



Physical and mental fitness

- Mandatory self-assessment
- Less frequent checks for diabetics
- Systematic frequent check only from 70



Vehicles

- New rule for automatic gear
- B-category mass increased to 4.25t
- Removal of staging requirements
- Optional equivalence for A-tractors



Simplification / free movement

- Mobile driving licences
- 15 years validity (A&B cat.)
- Optional QR code on physical licences
- Optional equivalences
- Exchange of foreign licences



Driving licences

What will change (1)

1. Road safety

- Novice drivers become subject to a probation period of at least two years after passing the driving test, and to a zero-tolerance rule on drink-driving.
- Driver testing more focused on risk awareness, to better prepare drivers for new challenges linked to sharing the road with vulnerable road users, such as pedestrians, cyclists and users of micro-mobility devices.
- Medical fitness to drive more targeted, taking into account advances in medical treatment for diseases such as diabetes.
- Medical screening processes will be better aligned through a new online training programme for general practitioners and a platform for exchanging best practices on medical assessments.
- Experienced drivers will be encouraged to update their driving skills and knowledge, for example on advanced vehicle technologies, and on *eco-driving*.

Driving licences

What will change (2)

2. Free movement

- An EU-wide digital driving licence will be introduced, accessible through a mobile phone or other digital device, recognised throughout the EU. It will simplify administrative processes when replacing, renewing or exchanging a driving licence, and it will be possible to perform the complete procedure online.
- Learner drivers will be able to take their test outside of their country of residence, in an EU country in which they do master the language, if the country of residence does not offer that possibility. This will make life easier for mobile citizens within the EU, especially young people, by ensuring they are tested on their driving skills rather than their language knowledge.
- It will be easier to exchange driving licences from approved third countries for EU licences. Drivers from countries that would have been identified as having a high enough standard of road safety will be able to exchange their licences for EU licences without having to repeat training or testing, other requirements will be uniform across the Union.

Driving licences

What will change (3)

2. Free movement - *shortage of drivers*

- Introducing the possibility of accompanied driving for truck drivers from the age of 17 (now the driving licence document can be obtained as of 18) will allow more young people who leave school earlier to enter the profession of truck driver as they will be able to drive the heavy vehicles earlier.
- Establishing a Knowledge Network to allow for an exchange of best practices on the integration of foreign professional drivers into the EU market. The network will include national authorities, centres of excellence, universities, researchers, social partners and other road safety actors.

Driving licences

What will change (4)

3. Green transition

- Upgraded testing rules will take into account changes linked to alternatively fuelled vehicles. They will assess the knowledge and skills related to advanced driving assistance systems and other automated technologies in the vehicle.
- Training will be adapted so that drivers learn how to reduce their emissions (GHG emissions, air and noise pollution, micro-plastics from tyre and road wear), as well as to prepare them to drive zero-emission vehicles.
- The permitted mass of a 'B' category vehicle will increase to allow for heavier, alternatively fuelled vehicles.

4. Fundamental rights

- Alignment with the new rules on personal data protection (GDPR)

Driving disqualifications

Scope

Specific offenses (speeding, driving under the influence and causing deaths or serious injuries) leading to driving disqualifications



Handling of information

Data protection
Communication means
Consultation between MS
Information to the person concerned

Procedural aspects

Transmission
Recognition and execution
Adaptation
Grounds for refusal
Legal remedies



Specific requirements

Costs
Time limits
Statistics
Relationship with other instruments

Driving disqualifications

How it will work

1. Scope

- New rules will be introduced to establish a system granting Union-wide effect of driving disqualifications.
- They will cover severe road traffic offences such as excessive speeding, driving under the influence of alcohol or drugs, and causing death or serious bodily injury because of any traffic offence.

2. Union-wide effect of driving disqualifications

- Setting up an obligation to notify the Member State that issued the driving licence, in case of a severe road-safety related offence that results in a disqualification for at least a month and is committed in another Member State;
- Based on this notification, the Member State that issued the driving licence will provide a Union-wide effect by applying the rules it would apply in similar domestic cases (e.g. withdrawal or suspension of the driving licence).

Driving disqualifications

How it will work

3. Fundamental rights

- The territorial extension of a driving disqualification will be carried out in full respect of the driver's fundamental rights, including their right to appeal against the decision.
- Alignment with the new rules on personal data protection (GDPR, LED – Law Enforcement Directive)

4. Safeguard mechanisms used by Member States

- specialized provision aiming to guarantee adequate legal remedies in both the Member State where the offence was committed and in the one that provides for the Union-wide effect of the driving disqualification.
- specific grounds for exemptions that the executing Member State must, or in some cases optionally can, invoke when it considers that the decision is not compatible with fundamental principles of MS juridical order or would put at stake the fundamental rights of the offender.
- proportionality established through a number of ways, for example the duration of the driving disqualification has to amount to at least a month in order for the Directive to apply.
- time limits foreseen to take the measures granting the Union-wide effect, which contributes to legal clarity.