

Proposal for Third Directive on Driving Licences FEMA (Federation of European Motorcyclists Associations) Proposed Amendments

Amendment Article 4 Paragraph 3, Letter C, Category A

- The minimum age for category A is fixed at 20 years. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. This requirement as to previous experience may be waived if the candidate is at least 24 years old.

- The minimum age for category A is fixed at 20 years. However, access to the driving of motorcycles of this category shall be subject to a minimum of two years' experience on motorcycles under an A2 licence. This requirement as to previous experience may be waived if the candidate is at least **21 years old**.

Justification

Access age to a motorbike should be seen in the context of access to other categories of vehicles, which is 18 years for a passenger car of any power. 24 years of age is excessive: studies and accident statistics indicate that the age bracket 18-21 is the most vulnerable for any category of motorised vehicle.

Amendment Article 4 Paragraph 6, Category A

6. Member States may raise or lower the minimum age for issuing a driving licence:
(a) for category AM down to 14 years or up to 18 years;
(b) for category B1 up to 18 years;
(c) for category A1 up to 17 or 18 years, if there is a two years difference between the minimum age for category A1 and the minimum age for category A2, and – there is a requirement of a minimum of two years experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be granted, as referred to in Article 4(3)(c)(i);

6. Member States may raise or lower the minimum age for issuing a driving licence:
(a) for category AM down to 14 years **or up to 17 years;**
(b) for category B1 up to 18 years;
(c) for category A1 up to 17 [~~deleted - or 18~~] years, if there is a two years difference between the minimum age for category A1 and the minimum age for category A2, and – there is a requirement of a minimum of two years experience on motorcycles of category A2 before access to the driving of motorcycles for category A can be granted, as referred to in Article 4(3)(c)(i);

Justification

The main aim of the original proposal was the harmonisation across Europe. The above provision is indeed against European harmonization as it distorts the system proposed by the European Commission unjustifiably discriminating European citizens.

However, some Member States expressed the will to maintain their motorcycle access scheme, which will determine a too big disparity amongst citizens across the EU. Hence, taking the

latter into due consideration, is a good compromise to limit the Member States age flexibility for motorcycle access to 1 year only.

Amendment Article 7, Letter C, Category A

- (C) who have, as regards category A2 or category A, on the condition of having acquired a minimum of 2 years' experience on a motorcycle in category A1 or in category A2 respectively, passed a test of skills and behaviour only, or completed a training pursuant to Annex VI;

- (C) who have, as regards category A2 [**category A – deleted -**], on the condition of having acquired a minimum of 2 years' experience on a motorcycle in category A1 [**category A2 – deleted -**], passed a test of skills and behaviour only, or completed a training pursuant to Annex VI;

Justification

Please refer to the next amendment

Amendment Article 7, new Letter C(1), Category A

- (C) (1) who have, as regards category A, on the condition of having acquired a minimum of 2 years' experience on a motorcycle in category A2.

Justification

The proposed “test of skills and behaviour only, or completed a training pursuant to Annex VI” introduces an unacceptable and additional unnecessary barrier to motorcycling, both in terms of time spent and financial outlay. This test or training is not consistent with the logic of the step-up age approach..

Germany abolished such an approach after discovering that the additional practical test did not positively contribute to improved road safety. Road safety has not been impaired as a result.

Amendment Annex II Part B, Category A2

- Category A2:
Motorcycle without sidecar, with a cylinder capacity of at least 400 cm³, and an engine power of at least 25 kW

- Category A2:
Motorcycle without sidecar, with [**a cylinder capacity of at least 400 cm³, and – deleted -**] an engine power of at least 25 kW

Justification

This proposal unjustifiably restricts the vehicle models which can be used for the test. An engine power criteria is sufficient.

In fact, in many Member States, the most common powered two-wheelers are 200-250cc scooters, which can be used with an A2 licence. It would be a real barrier if applicants were

*forced to pass this test on a different type of vehicle (i.e. >400cc motorcycle) instead of **very often their own vehicle**. Further, the possibility of using their own vehicle for the training and for the test reduces costs for the applicant and also increases road safety as the applicant improves its knowledge of the vehicle he will be allowed to use in traffic once the licence is obtained.*

Amendment Annex II Part B, Category A

- Category A

Motorcycle without sidecar, with a cylinder capacity of at least 600 cm³, and an engine power of at least 40 kW

- Category A

Motorcycle without sidecar, with **[a cylinder capacity of at least 600 cm³, and - deleted -] an engine power of at least 35 kW**

Justification

This proposal unjustifiably restricts the vehicle models which can be used for the test.

An engine power criteria is sufficient.