

Adina Vălean  
European Commissioner for Transport  
European Commission  
Rue de la Loi 200  
Brussels  
Belgium

8 February 2023

**Subject: Road transport industry priorities for the revision of the Driving Licenses Directive**

Dear Commissioner Vălean,

Through this letter, the undersigned associations representing the road transport industry and users of road transport industry, would like to underscore their key priorities for the upcoming revision of the EU Driving Licenses Directive. In our view, the upcoming revision represents an important opportunity to enhance the existing legislation in support of the EU's environmental, social and digital goals in road transport.

To that end, the signatories highlight three key elements crucial to a successful revision:

**1. EU-wide increase in maximum vehicle weights for B Licenses for alternatively fuelled vehicles**

The existing Directive provides for a derogation enabling holders of a B license to drive alternatively fuelled vehicles up to 4.25 tonnes, due to the excess weight of the propulsion system. However, it is not mandatory for Member States to implement this provision. An EU-wide implementation would promote harmonisation, align with the EU's environmental goals and also alleviate the current labour shortage in the industry. It would also send an important signal to transport operators who are investing heavily in sustainable transport but are lacking business certainty to operate these vehicles in every Member State.

**2. Further digitalising the EU driving license**

Increased digitalisation is rightly recognized by the European Commission as a key objective of the revision. An EU framework for digital driving licenses that harmonises and streamlines the process of applying for and renewing licenses would benefit all operators, most of whom are operating in multiple EU countries. Digitalisation, not only of driving licenses but also of other relevant freight documents, would further benefit control agencies.

**3. Earlier training to enhance driver access to the industry**

The EU should consider permitting earlier driver training from 17 years old, so long as they are accompanied by an experienced trainer. Such an approach could allow young drivers to start their learning earlier and ensure that they are ready to obtain their driving license as soon as they reach the age of 18. Starting earlier under the guidance of an experienced driver can decrease the risk of accidents, and could help young drivers by providing enhanced access at a time when the industry is struggling to attract a new generation of professionals.

We are grateful for the opportunity to share these priorities with you and your team ahead of the revision of this important piece of legislation, which forms a key pillar of the road transport ecosystem in the EU. Should you be interested and available, we would be very happy to discuss these with you in more detail.

We are looking forward to hearing from you and remain at your disposal for any questions you may have.

Kind regards,



Annette Meijer

Chair, European Express Association



Nicolette van der Jagt

Director General, CLECAT



Godfried Smit

Secretary General, European Shipper's Council