



Opportunities for engagement

EU Commission proposes updated requirements for driving licences and better cross-border enforcement

On 1 March, the European Commission presented proposals to modernise driving licence rules, including the introduction of a digital driving licence valid throughout the EU, and new provisions to facilitate the enforcement of traffic rules across borders. The proposal for the revision of the driving licence directive provides for the extension of the permissible weight for the B driving licence to 4.25t and the lowering of the minimum age for truck and bus classes (C,D) to 18 years. Furthermore, a probationary period of at least two years are to apply. Drivers will have to regularly update their driving skills and knowledge. In addition, the Commission plans to introduce a digital driving licence. Effective cross-border enforcement of safety-related traffic regulations is to enable enforcement authorities to access national driving licence registers in the future. The Commission also proposes to expand the scope of traffic offences. The proposal for a directive on driving disqualifications with EU-wide effect is intended to make it possible in future for driving disqualifications to be imposed in all Member States following a serious traffic offence. The proposals will now be considered by the European Parliament and the Council under the ordinary legislative procedure. [Link](#)

FIVA will participate in the feedback period opened by the EU Commission to ensure that the rights of HV users are respected and to ask for further harmonisation of mobility rules at EU level.

Developments

'Fit for 55': Council finally adopts regulation on CO2 emissions for new cars and vans

On 28 March, the Council of the EU finally adopted a regulation setting stricter CO2 emission performance standards for new cars and vans, after some member states lifted their objections to the draft law. The new rules set the following targets: (i) 55% CO2 emission reductions for new cars and 50% for new vans from 2030 to 2034 compared to 2021 levels; (ii) 100% CO2 emission reductions for both new cars and vans from 2035. A regulatory incentive mechanism for zero- and low-emission vehicles will be in place from 2025 until the end of 2029. At the behest of Germany, the regulation now contains a reference to e-fuels, whereby the Commission will make a proposal for registering vehicles running exclusively on CO2-neutral fuels, after 2035, in conformity with EU law. New CO2 standards for new cars do not affect existing historic vehicles. But they feed the debate to limit the use of fossil fuels as well as the role of e-fuels in this process. [Link](#)

Alternative fuels infrastructure: EU Council and Parliament reach provisional agreement

On 28 March, an agreement was reached in the negotiations on the Alternative Fuels Infrastructure Regulation. The proposal seeks to expand the deployment of recharging and alternative refuelling stations for cars and trucks. Electric charging pools for cars with at least a 400 kW output will have to be deployed at least every 60 km along core trans-European network-transport by 2026. The negotiators also agreed to have hydrogen refuelling stations along core Trans-European Transport Network deployed at least every 200 km by 2031. 'Alternative fuels' are defined in the proposal as power sources which serve as a substitute for fossil oil sources which have the potential to contribute to decarbonisation and enhance the environmental performance of the transport sector, including synthetic and paraffinic fuels produced from renewable energy. The regulation is part of the Fit for 55 package. [Link](#)

The FIVA Legislation Commission members are: Lars Genild (Chairman), Giuseppe Dell'Aversano, Loïc Dyval, Wolfgang Eckel, Michail Filippidis, Carla Fiocchi, Peeter Henning, Johann König, Stanislav Minářik, Bob Owen, Bert Pronk and Kurt Sjoberg. Gabriel Lecumberri from EPPA works with the Commission.