

Open public consultation for the Driving licence legislation ex-post evaluation

Fields marked with * are mandatory.

Introduction

The Union rules on driving licences have been progressively established through three Directives with the intention of improving road safety, facilitating the freedom of movement for citizens moving inside the Union and reducing the possibility of fraud.

The first Directive was introduced in December 1980, the second in July 1991 and the third (Directive 2006/126/EC) was adopted in 2006 and became applicable in January 2013.

The new provisions of Directive 2006/126/EC imply, for example, that any European citizen moving to another European Member States does not have to exchange the driving licence as long as it is valid. Moreover, all applicants must prove a high level of driving skills since the Directive sets up high standards for drivers' skills and knowledge. Drivers of buses and trucks have to pass periodic medical examinations every 5 years. Finally, the uniform driving licence model allows for easy recognition of the right to drive across the EU and its anti-forgery measures help guarantee that only the holders of a legitimate driving licence are allowed to drive.

This questionnaire is part of the evaluation process under the Better Regulation Principles. It addresses the general evaluation criteria of relevance, effectiveness, efficiency, EU added value and coherence. Evaluations allow the European Commission to check whether European legislation deliver as intended and remain relevant and fit for purpose. This evaluation is intended to identify potential problems of the Driving Licence Directive and their drivers. It should also provide the evidence the Commission needs to reduce administrative burden and eliminate unnecessary costs without undermining policy objectives. Depending on the results of the evaluation the European Commission may decide to revise the Directive. Please note that throughout this questionnaire, the term Driving Licence Directive, or the Directive, will refer to the third directive adopted in 2006 and which entered into force in 2013.

About you

* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch

- English
- Estonian
- Finnish
- French
- German
- Greek
- Hungarian
- Irish
- Italian
- Latvian
- Lithuanian
- Maltese
- Polish
- Portuguese
- Romanian
- Slovak
- Slovenian
- Spanish
- Swedish

* I am giving my contribution as

- Academic/research institution
- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

* First name

Maria

* Surname

NORDQVIST

* Email (this won't be published)

maria.nordqvist@svmc.se

* Organisation name

255 character(s) maximum

Riksorganisationen Sveriges MotorCyklister, SMC

* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

Transparency register number

255 character(s) maximum

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

Identification number:
331650823587-92

* Country of origin

Please add your country of origin, or that of your organisation.

- | | | | |
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| <input type="radio"/> Afghanistan | <input type="radio"/> Djibouti | <input type="radio"/> Libya | <input type="radio"/> Saint Martin |
| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon |
| <input type="radio"/> Albania | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria | <input type="radio"/> Ecuador | <input type="radio"/> Luxembourg | <input type="radio"/> Samoa |
| <input type="radio"/> American Samoa | <input type="radio"/> Egypt | <input type="radio"/> Macau | <input type="radio"/> San Marino |
| <input type="radio"/> Andorra | <input type="radio"/> El Salvador | <input type="radio"/> Madagascar | <input type="radio"/> São Tomé and Príncipe |

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- Anguilla
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- Antigua and Barbuda
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- Aruba
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- Azerbaijan
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- Bahrain
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- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan
- Bolivia
- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Equatorial Guinea
- Eritrea
- Estonia
- Eswatini
- Ethiopia
- Falkland Islands
- Faroe Islands
- Fiji
- Finland
- France
- French Guiana
- French Polynesia
- French Southern and Antarctic Lands
- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
- Greece
- Greenland
- Grenada
- Guadeloupe
- Guam
- Malawi
- Malaysia
- Maldives
- Mali
- Malta
- Marshall Islands
- Martinique
- Mauritania
- Mauritius
- Mayotte
- Mexico
- Micronesia
- Moldova
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar /Burma
- Namibia
- Nauru
- Nepal
- Saudi Arabia
- Senegal
- Serbia
- Seychelles
- Sierra Leone
- Singapore
- Sint Maarten
- Slovakia
- Slovenia
- Solomon Islands
- Somalia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Sweden
- Switzerland
- Syria

- Botswana
- Bouvet Island
- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Bulgaria
- Burkina Faso
- Burundi
- Cambodia
- Cameroon
- Canada
- Cape Verde
- Cayman Islands
- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Cocos (Keeling) Islands
- Colombia
- Guatemala
- Guernsey
- Guinea
- Guinea-Bissau
- Guyana
- Haiti
- Heard Island and McDonald Islands
- Honduras
- Hong Kong
- Hungary
- Iceland
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Netherlands
- New Caledonia
- New Zealand
- Nicaragua
- Niger
- Nigeria
- Niue
- Norfolk Island
- Northern Mariana Islands
- North Korea
- North Macedonia
- Norway
- Oman
- Pakistan
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
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- Philippines
- Pitcairn Islands
- Taiwan
- Tajikistan
- Tanzania
- Thailand
- The Gambia
- Timor-Leste
- Togo
- Tokelau
- Tonga
- Trinidad and Tobago
- Tunisia
- Turkey
- Turkmenistan
- Turks and Caicos Islands
- Tuvalu
- Uganda
- Ukraine
- United Arab Emirates
- United Kingdom
- United States
- United States Minor Outlying Islands
- Uruguay

- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Croatia
- Cuba
- Curaçao
- Cyprus
- Czechia
- Democratic Republic of the Congo
- Denmark
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- Lebanon
- Lesotho
- Liberia
- Poland
- Portugal
- Puerto Rico
- Qatar
- Réunion
- Romania
- Russia
- Rwanda
- Saint Barthélemy
- Saint Helena Ascension and Tristan da Cunha
- Saint Kitts and Nevis
- Saint Lucia
- US Virgin Islands
- Uzbekistan
- Vanuatu
- Vatican City
- Venezuela
- Vietnam
- Wallis and Futuna
- Western Sahara
- Yemen
- Zambia
- Zimbabwe

* Publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

Anonymous

Only your contribution, country of origin and the respondent type profile that you selected will be published. All other personal details (name, organisation name and size, transparency register number) will not be published.

Public

Your personal details (name, organisation name and size, transparency register number, country of origin) will be published with your contribution.

I agree with the [personal data protection provisions](#)

Relevance

The main objectives of the Driving Licence Directive are to improve road safety, facilitate the free movement of citizens and reduce the risks of fraud. The Driving Licence Directive regulates, amongst other areas, the mutual recognition of driving licences and the principle that each EU citizen holds only one licence. It also regulates minimum standards for examination and medical requirements.

* 1. In your view, to what extent is the Directive a relevant tool to reduce the number of road crashes in the EU?

- To a great extent
- Somewhat
- Very little
- Not at all
- I can't say / no opinion

2. To what extent do you think the Directive is a relevant tool to facilitate the free movement of citizens when they drive across the EU?

	To a great extent	Somewhat	Very little	Not at all	I can't say / no opinion
* When driving non-professionally	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* When driving as a professional (being paid for driving)	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 3. To what extent are the knowledge requirements to obtain a driving licence adapted to new technologies fitted to vehicles?

- To a great extent
- Somewhat
- Very little
- Not at all
- I can't say / no opinion

3.a. Please comment

1500 character(s) maximum

* 4. To what extent are the current categories of driving licence adequate to new vehicle types and technologies?

- To a great extent

- Somewhat
- Very little
- Not at all
- I can't say / no opinion

4.a. Please comment

1500 character(s) maximum

Utöver krav på ABS-bromsar på MC finns inga diskussioner om ny teknik då det gäller A-behörigheterna. Det finns inga krav i A och B-behörigheter om tekniken ADAS i bilar. Tester visar att bilarna inte upptäcker MC och mopeder som kör vid körbanans kant. Självkörande bilar är inte självkörande, vilket förarna måste vara medvetna om liksom att det tar tid att ta över kontrollen av ett fordon som ställts in på självkörande läge. Detta bör självklart ingå som en obligatorisk del i ALLA körkortsbehörigheter.

Specific measures related to drivers' age have been introduced by the Directive to guarantee a high level of road safety. These age specific measures should also fit the drivers' mobility needs. For example, Member States may, for licence holders residing on their territory and having reached the age of 50, reduce the period of validity, increase the frequency of medical checks or/and introduce refresher courses. Regarding motorcycles, a requirement of a minimum two years of experience on category A2 before access to motorcycles of category A, can be set by Member States (graduated access).

5. What is your opinion on the following statements?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
* Periodic fitness checks are important to ensure safety in all licence categories especially after a certain age.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The graduated access system for motorcycle licences is important to ensure road safety.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The Driving Licence Directive does not take into account mobility needs of people younger than 18.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>

5.a. Please comment

1500 character(s) maximum

Regelbundna hälsokontroller över en viss ålder vore bra då många MC-förare dödas och skadas för livet av bilister som inte sett dem/som gör regelvidriga manövrar i trafiken.

Det finns inga bevis för att stegvis access för A-körkortet har någon effekt på trafiksäkerheten. Däremot leder systemet till att man väntar med att ta körkort till 24 år eller äldre och därför inte får någon erfarenhet av att köra en mindre MC vilket kan vara negativt för trafiksäkerheten.

Statistik visar att många, särskilt kvinnor, kuggas redan i det inledande manöverprovet och där avbryts provet. Det gör att en stor del av körkortsutbildningen läggs på fordonskontroll, det vill säga övningar på inhägnat område i låga hastigheter. I SMC:s enkäter framförs att man saknar utbildning i kurvteknik (där 7 av 10 dör på MC). Att repetera provet tre gånger (A1, A2 och A samt ett antal gånger vid underkännande) har ingen bevisad effekt på trafiksäkerheten. Önskvärt är ett system där fokus ligger på utbildning som innehåller riskmedvetenhet, körstrategier, attityder, kurvteknik och körning i trafik.

Ett prov för samtliga A-behörigheter bör vara tillräckligt och innehållet behöver en totalöversyn.

Kraven på provfordon betyder att kvinnor underkänns oftare och bör ses över.

Unga förare under 18 år har i Sverige möjlighet att inom ramen för körkortsdirektivet köra motorcykel, moped och traktor, detta bör vara möjligt i alla MS för att möjliggöra deras transporter.

Driving licences can only be issued to applicants who have successfully passed theoretical, medical and/or practical tests depending on the licence type and issuing country.

6. What is your opinion on the following statements concerning the practical examination requirements?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
* Examination requirements are outdated in relation to vehicle technologies for low and zero emission vehicles, driver assistance systems and automation.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Examination requirements are outdated in relation to new mobility habits.	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Effectiveness

As explained above, the main objectives of the Driving Licence Directive are to improve road safety, facilitate the free movement of citizens and reduce the risks of fraud. The Directive has been in application since 2013. The next questions gather your views on how much the Directive has contributed to improve road safety, facilitate free movement of citizens and prevent driving licence fraud.

* 7. In your view, what was the effect of the Driving Licence Directive on the achievement of road safety objectives and particularly the reduction in the number of road fatalities?

Very positive

- Positive
- Neutral
- Negative
- Very negative
- No opinion

8. What is your opinion on the following statement?

	To a great extent	Somewhat	Very little	Not at all	I can't say / no opinion
* The graduated access system for motorcycle licences has improved road safety.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* Drivers that succeed examination are better qualified than before.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The Driving Licence Directive introduced a mandatory 5-years validity period for the largest vehicle categories (C, CE, C1, CE1, D, DE, D1, DE1, i.e. licences for coaches/buses/trucks) entailing more frequent compliance checks with minimum standards of physical and mental fitness.

9. In your view, what has been the impact on road safety, of introducing a 5-years validity period on the driving licenses of professional drivers?

	Very positive	Positive	Neutral	Negative	Very negative	No opinion
* For professional drivers with only national activities	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* For professional drivers with activities in other Member States	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. Comparing the current situation with the situation between 2000 and 2013, what is your opinion on the following statements?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
* Travelling by road through another Member State is administratively less burdensome for drivers.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* The mutual recognition of driving licences has made it easier for professional drivers to operate in other Member States.	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Member States may already introduce a microchip in the driving licence (EU model) to store additional data (in line with relevant data protection rules). However, new technological solutions regarding vehicles and road use, as well as the digitalisation of administrative processes, are evolving quickly.

* 13. Some Member States use electronic or “digital” European driving licenses while others do not. In your view, does this have an impact on the mutual recognition of driving licenses in Europe?

- I agree
- I don't agree
- I don't know / No opinion

13.a. Please comment

1500 character(s) maximum

En tredjedel av dem som dör på tvåhjulig motorcykel i Sverige har inget giltigt A-körkort. Andelen som skadas svårt på MC är lika hög. Många dödas i bil av bilförare som saknar körkort. Det förekommer utländska förare i tunga fordon i Sverige som inte kan uppvisa giltiga körkort. En möjlighet att minska denna höga andel vore ett elektroniskt chip i ett giltigt körkort som ett krav för att starta ett fordon.

Efficiency

Administrative procedures such as applying for a licence or exchanging a licence can be time consuming and/or involve financial “out-of-pocket” costs for citizens and companies. This may create obstacles to the free movement of people and goods.

14. Have you ever faced any of the problems mentioned below when:

	An administrative burden	High out-of-pocket costs	Both the burden and the costs	None of the burden nor the costs	No opinion
* Applying to obtain a driving licence.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>
* Exchanging your driving licence when changing residence to another country.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Being controlled by police officers while driving in another country.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Mislaying your driving licence in another Member State.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

* Having your licence withdrawn by the authorities of another Member State you are driving through.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Moving outside the European Union with an EU licence.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

14.a. Is there any other situations in which you faced problems relative to your driving licence? You may also comment on your answers to question 14.

1500 character(s) maximum

15. What is your opinion on the following statements regarding professional drivers' licences?

	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	No opinion
* The introduction of the 5-years validity period entails excessive administrative burden.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* The introduction of the 5-years validity period entails high out-of-pocket cost.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Higher minimum age thresholds in some Member States entail difficulties to exercise professional activities.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Differences in minimum age thresholds between Member States entail difficulties for professional drivers or for road haulage firms.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

15.a. Please comment

1500 character(s) maximum

Den sista tiden har media i Sverige uppmärksammat att taxiförare är överrepresenterade då det gäller sexbrott. Trots att man dömts får man fortsätta köra taxi. Det behövs ett bredare innehåll i direktivet som ställer krav på lämplighet hos professionella förare, både de som ansvarar för person- och godstransporter. Det är inte bara trafiksäkerhet som är viktigt utan även passagerarnas säkerhet och trygghet i samband med att man köper en resa.

<https://www.tv4.se/artikel/5a8dIPKFoKudl4ILXxVpmH/granskning-taxifoerare-begar-tiotusentals-brott-varje-ar>

EU added value

The following questions address the contribution of the Driving Licence Directive to reach its objectives (road safety, free movement of citizens and prevention of fraud) in comparison to what Member States could have achieved by adopting national laws.

Before the entry into force of the Directive, driving licences contained different sets of information. The Directive intended to reduce complexity for relevant national authorities. Common standards were designed to limit fraudulent actions, ensure quality of testing and speed up the exchange of information between Member States.

16. In your view, to what extent has the European Union legislation on driving licences improved the following aspects compared to what could have been reasonably expected from Member States acting individually at national level?

	To a great extent	Somewhat	Very little	Not at all	I can't say / no opinion
* Road safety for citizens	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Equal treatment for non-professional drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Equal treatment for professional drivers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Recognition and exchange of licences for professional drivers of buses/coaches/trucks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Freedom of movement for drivers	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Fight against driving licence fraud, for example 'driving licence tourism'	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

16.a. You may comment on your answers to question 16 or mention other aspects where the European Union legislation on driving licences is beneficial compared to what could have been reasonably expected from Member States acting individually at national level.

1500 character(s) maximum

Körkortssystemet har lett till extremt höga kostnader i Sverige för många medborgare som vill köra motorcykel. Systemet har lett till att färre tar A-körkort. Körkortstagarna på MC väljer bort stegvis access och medelåldern för A-kort är 35 år. Det är sannolikt en stor och viktig orsak till att antalet och andelen dödade utan körkort ökar och nu är en tredjedel av samtliga som dör på tvåhjulig MC. Andelen svårt skadade utan körkort är lika hög.

Det finns ingen forskning eller utvärdering som visar att stegvis access ökar trafiksäkerheten. Det finns inget som säger att den som kan leda en MC i en körgård är en säker förare. Det finns inga bevis för att den som gör tre identiska körprov blir en säkrare förare.

Det finns klara bevis för att kvinnor underkänns oftare än män i körprov för MC i Sverige och i andra länder. Kraven på provfordon i direktivet är sannolikt orsaken visar en svensk studie. Trots att kvinnor satsar med på utbildning i trafikskola och privat, trots att kvinnor är äldre än män då de tar MC-körkort och att kvinnor är mindre inblandade i olyckor underkänns kvinnor oftare i körprov. Detta är ett systemfel som EU-kommissionen måste eliminera i kommande direktiv.

Coherence

This section looks at how well different pieces of European legislation work together with the Directive, especially those EU interventions which help achieve its objectives. The following three are considered:

- The Directive on "Cross-border enforcement of traffic rules" sets out rules to reduce the impunity of foreign drivers who commit dangerous traffic offences in another Member State by allowing police authorities in different EU countries to share information to identify offenders. (see [summary](#), see [Directive](#))
- The Directive on "Training and certification of professional drivers" sets out initial qualification and periodic training requirements for professional drivers of trucks, coaches and buses. (no summary available, see [Directive](#))
- The Regulation on "Vehicle type-approval" sets out EU-wide rules on technical requirements and procedures to ensure that new types of motor vehicles and their trailers conform to safety and environmental protection requirements (see [summary](#), see [Regulation](#)).

17. Have you faced any problems in the past because of incoherence between the Driving Licence Directive and the following pieces of legislation?

	Yes	No	No opinion
* Cross-border enforcement of traffic rules	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Training and certification of professional drivers	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>
* Vehicle type-approval	<input type="radio"/>	<input type="radio"/>	<input checked="" type="radio"/>

17.a. Please explain the coherence problems you were faced with.

1500 character(s) maximum

Additional information

18. Please feel free to upload documents, such as additional evidence supporting your responses or a position paper. Please note that the uploaded document will be published alongside your response to the questionnaire which is the essential input to this open public consultation. The document is an optional complement and serves as additional background reading to better understand your position.

The maximum file size is 1 MB

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed

19. Please provide references to any studies or documents that you think are relevant for this consultation, with links for online download where possible.

1500 character(s) maximum

SMC har ett antal år publicerat studier som visar andelen dödade och svårt skadade på MC. Senaste versionen på svenska: https://www.svmc.se/smc_filer/SMC%20centralt/Rapporter/2020/Allvarliga_trafikbrott_7_0.pdf

Rapporten publicerades och presenterades vid If Z-konferensen 2020: https://www.svmc.se/smc_filer/SMC%20centralt/Rapporter/2020/Accidents_Sweden.PDF

Rapport från VTI om mäns och kvinnors möjlighet att genomföra körprov med godkänt resultat: https://www.svmc.se/smc_filer/SMC%20centralt/Rapporter/2016/M%20och%20kvinnors%20m%20b%20j%20l%20i%20g%20h%20e%20t%20a%20t%20t%20g%20e%20n%20o%20m%20f%20r%20a%20k%20o%20r%20p%20r%20o%20v%20f%20o%20r%20m%20c%20k%20o%20r%20t%20p%20d%20f

Slutrapport Transportstyrelsen: Mäns och kvinnors möjlighet att genomföra körprov för MC-körkort med godkänt resultat: https://www.svmc.se/smc_filer/SMC%20centralt/Rapporter/2016/Slutrapport%20M%20och%20kvinnors%20m%20b%20j%20l%20i%20g%20h%20e%20t%20a%20t%20t%20g%20e%20n%20o%20m%20f%20r%20a%20k%20o%20r%20p%20r%20o%20v%20f%20o%20r%20m%20c%20k%20o%20r%20t%20p%20d%20f

Contact

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