

(English version)

**Question for written answer E-002182/24  
to the Commission  
Thomas Bajada (S&D)  
(19 October 2024)**

*Subject:* EU points-based driving licence system

Several Member States have created points-based driving licence systems to enhance road safety and driving standards. Yet, at EU level, the system remains fractured and heterogeneous, whereby points lost in one Member State would not be reflected in another Member State. Most of the recent Commission proposals on driving permits in the EU have missed the opportunity to tackle this issue.

In this regard:

1. Is the Commission planning to propose an EU points-based driving licence system?
2. On which considerations, political and otherwise, will it base its decision?
3. In the absence of such a system, are there plans to enhance cooperation between Member States on this matter, and if so, how?

Submitted: 19.10.2024

**Answer given by Mr Tzitzikostas on behalf of the European Commission  
(20 December 2024)**

As part of its Road Safety Package, the Commission presented a proposal for a directive on the Union-wide effect of certain driving disqualifications <sup>(1)</sup> in 2023.

The proposal aims to ensure that driving disqualifications imposed for major road-safety-related traffic offences will be effectively enforced across the EU, not only in the Member State of the offence.

The adoption of the directive would be a key milestone for road safety by holding drivers accountable for dangerous driving behaviour across the EU.

The scope of the proposal is limited to the most severe traffic offences, i.e. speeding, drink-driving, driving under the influence of drugs, and conduct infringing road traffic regulations and causing death or serious bodily injury.

The Commission decided not to include disqualifications based on the accumulation or loss of penalty points in its proposal due to the negative result of the cost-benefit analysis carried out in the context of the impact assessment <sup>(2)</sup>.

It showed that this option would lead to much higher enforcement costs for Member State authorities without sufficiently reducing the number of fatalities and serious injuries at EU level.

Since the negotiations on the directive are still ongoing, the Commission does not intend to table another proposal. In its position (adopted in first reading in February 2024), the Parliament emphasised the exclusion of disqualifications based on the accumulation or the loss of penalty points from the scope of the directive <sup>(3)</sup>.

This was confirmed by the newly elected Parliament in its decision of 7 October 2024 to open interinstitutional negotiations. In its General Approach (adopted in December 2024) <sup>(4)</sup>, the Council did not include such driving disqualifications in the scope of the directive either.

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<sup>(1)</sup> COM(2023) 128 final.

<sup>(2)</sup> SWD(2023) 128 final.

<sup>(3)</sup> [https://www.europarl.europa.eu/doceo/document/TA-9-2024-0057\\_EN.html](https://www.europarl.europa.eu/doceo/document/TA-9-2024-0057_EN.html), see Recital 26a.

<sup>(4)</sup> <https://data.consilium.europa.eu/doc/document/ST-16120-2024-INIT/en/pdf>