

OVERVIEW – May 2023

Driving alternatively fuelled vehicles for the transport of goods weighting up to 4.250 kg with a category B licence

Implementation of [article 6, 4. \(c\) of directive 2006/126/EC as modified by directive 2018/645/EC](#)

EU27	allowing/intending to allow	COMMENTS
AUSTRIA	YES	<p>In Austria, category B licence allows driving of motor vehicles up to 4,250 kg, provided that:</p> <ul style="list-style-type: none"> • they are electrically driven; • they are used for the commercial transport of goods; • no trailers are towed with this vehicle and • the driver has completed five sessions of additional training and has Code 120 entered on their licence. <p>https://www.oesterreich.gv.at/en/themen/dokumente_und_recht/fuehrerschein/6/Seite.040150.html</p>
BELGIUM	YES	<p>A draft royal decree is being prepared to set up a test phase of +/- 3 years. This pilot project would only concern N1 “zero emission” (electric and fuel cell) vehicles without trailer. The draft royal decree should be signed and awaiting publication soon.</p> <ul style="list-style-type: none"> - Scope: <ul style="list-style-type: none"> o N2 not exceeding 4.250 kg; Zero emission; Without a trailer o The mass in excess of 3 500 kg is due exclusively to the excess of mass of the propulsion system in relation to the propulsion system of a vehicle of the same dimensions, which is equipped with a conventional internal combustion engine with positive ignition or compression ignition, and provided that the cargo capacity is not increased in relation to the same vehicle. - Holders : <ul style="list-style-type: none"> o of a category B driving licence which was issued at least two years before

		<ul style="list-style-type: none"> ○ drivers employed or used by a company established in Belgium whose purpose is the transport of goods by road and logistics and which participates in the pilot project set up by this stopped. - No derogation from the provisions relating to the tachograph and the speed limiter.
BULGARIA	NO	It is not a political priority.
CROATIA	NOT YET	At the moment, the Ministry of Interior is not considering implementing article 6, 4. (c) but the Croatian Chamber of Economy continues advocating in favour of amending the national legislation.
CYPRUS	NO	Cyprus authorities are not considering implementing article 6 (4) at the moment. Such vehicles have not penetrated the Cypriot market yet.
CZECH REPUBLIC	YES	Czech Republic authorities proposed the implementation of Article 6, 4. (c). into the Road Traffic Act No. 361/2000 Coll. The Czech Ministry of Transport prepared the draft proposal in 3Q/2022. This law's whole package of amendments, including Article 6. 4. (c) implementation, should be approved later this year (2023).
DENMARK	YES	<p>Denmark has already implemented regulation that allows driving alternatively fuelled vehicles (typically BEVs) with a total weight of up to 4,250 kg on a category B license, provided that the extra weight exceeding 3,500 kg is a consequence of the alternative driveline.</p> <p>The possibility is limited to drivers who have held a category B license for at least 2 years.</p> <p>The rules have been in effect since 1 July 2020.</p> <p>NB:</p> <p>In the opinion of the Danish Car Importers Association, the challenge remains that the increased total mass is only allowed “<i>provided that the mass in excess of 3 500 kg is due exclusively to the excess of mass of the propulsion system in relation to the propulsion system of a vehicle of the same dimensions, which is equipped with a conventional internal combustion engine</i>”.</p> <p>Unfortunately, it is difficult (impossible) to determine the “exceeding” mass on a battery electric (BEV) N2 with no conventional equivalent. Dialogue with the Danish authorities about how to interpret this detail. Only solution would most likely be to change the Directive by deleting the paragraph quoted above.</p>

ESTONIA	NA	NA
FINLAND	NOT YET	Situation is a pending matter in Finland. Ministry is unofficially supporting implementing the article 6(4) in Finnish legislation, but no formal decision has been made. Due to the parliamentary election the decisions will be made later in 2023.
FRANCE	YES	<p>The technical regulation on weight and dimensions (article R.312-4 of the “code de la route”) allows an extra weight of up to 1,000 kg for wood gas, compressed gas or electric powered vehicles or vehicles with alternative propulsion systems, provided that the extra weight exceeding 3,500 kg is due exclusively to the extra weight of the alternative propulsion system.</p> <p>French driving license legislation restricts driving with a B license to the vehicles under 3,500 kg (GCWR maximum of 4,250 kg with a trailer), but the technical regulation (see above) allows to drive electric vehicles up to 4,500 kg with a category B driving licence. Thus, the French authorities consider it is not necessary to transpose the European directive in the French driving license legislation.</p>
GERMANY	YES	Article 6, 4. (c) has been already implemented in Germany. It applies to all drivers who have had the category B license for at least two years.
GREECE	NO	Greek authorities are not considering implementing article 6, 4. (c) now. Such vehicles have not penetrated the Greek market yet.
HUNGARY	YES	<p>Alternative fuel vehicles with a total weight of over 3.5 tons but not exceeding 4,250 kg can also be driven with a "B" category driver's license (valid for at least two years and not a beginner) if:</p> <ul style="list-style-type: none"> a) the weight above 3500 kg is the result of the excess weight of the drive system compared to the drive system of a vehicle with a conventional internal combustion engine of the same size b) the carrying capacity is not greater compared to the same non-alternative fuel vehicle.
IRELAND	YES	Since 1 November 2020, the legislation was enacted, to provide that a person who holds a category B driving licence, for at least two years, can drive an alternatively fuelled vehicle, e.g., powered by electricity, natural gas, biogas or hydrogen, or a combination of hydrogen and electricity, used for the transportation of goods and is not towing a trailer, where the weight is more than 3,500 kg, up to a maximum of 4,250 kg.

ITALY	YES	<p>The Government (with the “DL Infrastrutture” published in June 2022) has introduced in the "Road Code" (art.116) this extension of use B licence to alternatively fuelled vehicles up to 4.250 kg:</p> <ul style="list-style-type: none"> • only if the increase of mass is due to weight of power train; • the driving license must have been obtained for at least two years <p>ANFIA is working to obtain this exception also for Special Vehicles.</p>
LATVIA	NOT YET	<p>The Road Transport and Registration Department (issuer of driving licenses) is in favor of the changes and sees no problem in implementing article 6, 4. (c). Also, the Transport Ministry is not against this option and is supportive. But still, until this day, the Transport Ministry has not processed the changes: it is still in the departments of ministry.</p>
LITHUANIA	NO	<p>In Lithuania it has been decided not to implement article 6, 4. (c).</p>
LUXEMBOURG	YES	<p>The Government implement article 6, 4. (c). A “Réglement Grand-Ducal” on this topic It applies to BEV, PHEV and FCEV under category N1.</p>
MALTA	NA	NA
NETHERLANDS	NOT YET	<p>From 1 January 2023, drivers with a B driving license may drive a zero-emission delivery vehicle weighing up to 4,250 kg. This gives them an exemption for a C driving license that is normally mandatory above 3,500 kg. This exemption is subject to the following conditions:</p> <ol style="list-style-type: none"> 1. The driver must have held a B driving licence for at least 2 years. 2. The driver must be able to demonstrate that the extra weight including load above 3,500 kg can be attributed to the battery pack. This can be done by means of a document that is kept with the vehicle, which shows the specific weight of the battery pack. You can request the weight of the battery pack from the manufacturer or importer of the ZE delivery vehicle. They must complete and sign this document. 3. The ZE delivery vehicle must have a first registration before October 1, 2023. 4. The ZE delivery vehicle has a speed limiter at 90 km per hour. 5. No tachograph duty. 6. It is not allowed to drive this vehicle abroad without a driving license C. 7. The ZE delivery vehicle is used for commercial activities.

		<p>8. This vehicle may not be driven with a trailer without a category C driving licence. This is also not allowed if the driver has driving licence E behind B.</p> <p>“Successful experimental garden”</p> <p>The exemption is the result of the successful living lab that ended on December 31 year 2022. A large number of drivers with a B driving license and 30 ZE vehicles participated in this testing ground. The battery pack of a ZE vehicle ensures that the vehicle is heavier than 3,500 kg with the same loading weight. Above this weight, a C driving license is normally required, and a tachograph is also required in the vehicle. However, drivers with a C driving license are more expensive and scarcer than drivers with a B driving license. This would make ZE delivery vehicles a lot more expensive. In order to accelerate the transition to zero-emission logistics, the Ministry of Infrastructure and Water Management started the pilot project in 2019. Through this living lab, the logistics sector has been able to gain useful experience with the use and revenue model of these clean vehicles.</p> <p>Until now only a very limited use has been made of the possibilities within the pilots. The reason for this is probably the cumbersome regulations that demanded a lot of effort from the companies. In addition, during the transition from the first to the 2nd pilot, the transitional arrangement was temporarily discontinued, so that the companies came in problems with their transport continuity. As a result, the scheme was not really a success, but it can be said that there is a demand for it.</p> <p>Permanent legislation</p> <p>The entire legislative process to permanently embed the exemption in legislation and regulations is expected to take another 9 to 12 months. Until the exemption is laid down in law, the police and the Human Environment and Transport Inspectorate will not enforce having a C driving license and the tachograph obligation for ZE delivery vehicles up to 4,250 kg during the transitional period. For example, the 30 vehicles that participated in the living lab can still be driven with a B driving license from 1 January 2023. This also applies to vehicles that are on order and are registered before October 1, 2023. Once the legislative process has been completed, the permanent exemption for the C driving license will then apply.</p> <p>The document on which the weight of the battery pack can be demonstrated can be downloaded by the following Link. (Microsoft Word - Verklaring gewicht batterijpakket ten behoeve vrijstelling rijbewijs C.docx (opwegnaarzes.nl))</p>
<p>POLAND</p>	<p>YES</p>	<p>The proposal to allow driving alternatively fuelled vehicles for the transport of goods weighing up to 4,250 kg with a category B licence has been introduced by Law for drivers of vehicles on December 24, 2021 under condition that a person has B category licence from at least 2 years.</p>

PORTUGAL	YES	Into force since 25 November 2021. It applies to drivers with a B driving licence, after two years from its issuance.
ROMANIA	NO	In Romania, there is no difference between vehicles based on fuels they use. Therefore, with category B of driving license, driver can drive: <ul style="list-style-type: none"> • a vehicle assembly with maximum authorized weight that does not exceed 4,250 kg (meaning a vehicle + a trailer of maximum 750 kg); • a vehicle with max authorized weight of 3,500 kg; • a vehicle with a maximum occupancy of 8 people + driver.
SLOVAKIA	YES	Group B driver's license, after two years from its issuance, entitles to drive in the territory of the Slovak Republic also motor vehicles without a trailer intended for the transport of goods powered by alternative fuels with largest permissible total weight of 4,250 kg. But the total weight of 3 500 kg must be exceeded only due to the higher weight of their drive system compared to the drive system of motor vehicles of the same dimensions with an internal combustion engine. Not by increased load capacity of such vehicle. The regulation is in force since August 1 st , 2022.
SLOVENIA	NOT YET	The Slovenian Chamber of Commerce has sent the request to the Ministry without any response back.
SPAIN	YES	The <i>Real Decreto</i> 971/2020 of 10 November 2020 has modified the <i>Reglamento General de Conductores</i> in order to implement Directive 2018/645/EC. The <i>Reglamento</i> allows driving alternatively fuelled vehicles for the transport of goods weighting up to 4,250 kg with a category B licence, provided that the driver has been holding a category B licence for at least two years. Spain will only accept the exact weight difference between ICE and BEV.
SWEDEN	NOT YET	In Sweden, this issue is still a pending matter. Most of the involved stakeholders and organizations in this matter are in favor of introducing the change in the Swedish legislation. But still no formal decision has been made by the government. The issue is currently being processed within the government office, which has announced that there may be a need for a transitional solution pending the revised driver's license directive.

NON EU		
NORWAY	YES	<p>Norway allows driving alternatively fuelled vehicles for the transport of goods weighing up to 4,250 kg with a category B licence. The exemption is placed in the Norwegian Driving Licence regulation § 3-5, 4. b. and the date of application was 1 April 2019.</p> <p>Issues have arisen with authorities concerning a formal obligatory allowance to transport goods against payment, which in Norway is an obligation for goods vehicles above 3.500 kg GVW.</p> <p>Also there is an issue with the tachograph, from which these vehicles are exempted, but only up to 100 km radius, common throughout the EU.</p>
SWITZERLAND	YES	<p>Motor vehicles whose total weight exceeds 3500 kg, but not 4250 kg, and the number of seats of which, in addition to the driver's seat, does not exceed eight, if they have non-polluting propulsion and the exceeding of weight above the 3,500 kg limit is attributable solely to the excess weight induced by the non-polluting propulsion system; the towing of a trailer whose total weight does not exceed 750 kg is authorized</p>
UK	YES	<p>The legislation was changed to allow this option in 2018 and was published with some non-statutory guidance which allows this option for an alternatively fuelled vehicle that:</p> <ul style="list-style-type: none"> • weighs between 3,500 and 4,250 kg; • is not driven outside of Great Britain; • is used for the transportation of goods; • is not towing a trailer; <p>UK has extended its derogation indefinitely (initially it was ending May 2023). A consultation has taken place this Summer.</p>