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**METHODS OF TRAINING AND FOLLOW-UP FOR CATEGORIES
A AND B DRIVING LICENCES**

Note by the secretariat

Reproduced below is a consolidated document established by the secretariat on the basis of information received from Governments on the subject. The document comprises data appearing in TRANS/SC.1/WP.1/1997/2 and Adds. 1-2 and Corrigenda.

METHODS OF TRAINING AND FOLLOW-UP FOR CATEGORIES A AND B DRIVING LICENCES

A. Initial training

| Country | Initial driver training before taking the driving test | | 1. Driving-school training | | | | | | | | | |
|--------------------|--|--------------|---|--------------|----------------------|--------------|-------------------------------|--------|---------------------------|----|----------------------|--------------|
| | | | Classes in driving schools taken by beginners | | | | Proportion of test applicants | | Minimum number of classes | | | |
| | | | for driving theory | | for driving practice | | | | for driving theory | | for driving practice | |
| | | | Category | A | B | A | B | A | B | A | B | A |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
| Bulgaria | C | C | C | C | C | C | 100% | 100% | R | R | R | R |
| Czech Republic | C | C | C | C | C | C | 99% | 99% | R | R | R | R |
| Denmark | C | C | C | C | C | C | - | - | - | - | - | - |
| Finland | C | C | C <u>24/</u> | C <u>24/</u> | C <u>24/</u> | C <u>24/</u> | 99% | 80-85% | R | R | R | R |
| France | C | C | O | O | O | O | 98% | 95% | NR | NR | R <u>27/</u> | R <u>27/</u> |
| Germany | C | C | C | C | C | C | - | - | R | R | R | R |
| Italy | C | C | C | C | O | O | 100% | 100% | R | R | NR | N |
| Latvia | O | C | - | C | - | C | 8% | 100% | - | R | - | R |
| Lithuania | C | C | O | C <u>1/</u> | O | C <u>1/</u> | 6% | 95% | R | R | R | R |
| Luxembourg | O | O | O | O | O | O | 100% | 100% | R | R | R | R |
| Netherlands | O <u>19/</u> | O <u>19/</u> | - | - | - | - | 99% | 99% | NR | NR | NR | N |
| Norway | C | C | C | C | C | C | 100% | 100% | R | R | R | R |
| Portugal | C | C | C | C | C | C | 100% | 100% | R | R | R | R |
| Romania | C | C | C | C | C | C | - | - | R | R | R | R |
| Russian Federation | C <u>34/</u> | C <u>34/</u> | C | C | C | C | 70% | 80% | R | R | R | R |
| Spain | C | C | C | C | C | C | | | NR | NR | NR | NR |
| Switzerland | O | O | O <u>36/</u> | O | O <u>37/</u> | F <u>19/</u> | 95% | 95% | R | R | R | NR |
| Ukraine | C <u>34/</u> | C <u>34/</u> | C | C | C | C | 75% | 78% | R | R | R | R |
| United Kingdom | C <u>2/</u> | O | O | - | O | - | 100% | 98% | NR | NR | NR | NR |

Legend: C = Compulsory; O = Optional; R = Required; NR = Not Required

A. Initial training (cont'd)

| Country | 1. Driving-school training (cont'd) | | | | | | | | | | | |
|--------------------|---|---|-----|--------------------------|-----|-----------------------------|-----|--|--|-----|-----|-----|
| | Training is based on a set programme (Yes/No) | Programme is devised by: | | | | | | Follow-up of this programme is compulsory for driving schools (Yes/No) | Programme includes instruction on traffic conditions, risk-taking and general driving behaviour (Yes/No) | | | |
| | | Competent authorities (administration) (Yes/No) | | Driving schools (Yes/No) | | Other institutions (Yes/No) | | | | | | |
| Category | A | B | A | B | A | B | A | B | A | B | A | B |
| 1 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| Bulgaria | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Czech Republic | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Denmark | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Finland | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| France | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Germany | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Italy | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Latvia | No | Yes | - | Yes | - | No | - | No | - | No | - | Yes |
| Lithuania | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Luxembourg | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Netherlands | - | - | - | - | - | - | - | - | No | No | - | - |
| Norway | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Portugal | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Romania | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Russian Federation | Yes | Yes | Yes | Yes | No | No | No | No | No | No | Yes | Yes |
| Spain | Yes | Yes | No | No | Yes | Yes | No | No | No | No | Yes | Yes |
| Switzerland | Yes | Yes | Yes | Yes | No | No | No | No | Yes | Yes | Yes | Yes |
| Ukraine | Yes | Yes | Yes | Yes | No | No | No | No | No | No | Yes | Yes |
| United Kingdom | Yes | No | Yes | Yes | No | No | No | No | No | No | Yes | Yes |

A. Initial training (cont'd)

| Country | 2. During training | | | | | | | | | | | | | | | | |
|--------------------|---|-----|-------------------|-----|--|-----|----------------------|--------------|--|-----|---|-----|---|-----|--|-----|-----|
| | Learner-driver procedure which the candidate is subject to follow is: | | | | Administrative formalities which have to be complied with: | | | | Practical measures relating to the status of learner-driver: | | | | | | | | |
| | | | | | Declaration to the competent authority (Yes/No) | | Other (as specified) | | A distinctive sign on the vehicle (Yes/No) | | Compulsory initial training in driving schools (Yes/No) | | Pedagogical follow-up by driving schools (Yes/No) | | Compulsory presence of an instructor in the vehicle (Yes/No) | | |
| | Compulsory (Yes/No) | | Optional (Yes/No) | | A | B | A | B | A | B | A | B | A | B | A | B | |
| Category | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | |
| 1 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | |
| Bulgaria | Yes | Yes | No | No | No | No | Medical test | Medical test | No | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes |
| Czech Republic | Yes | Yes | No | No | Yes | Yes | Medical test | Medical test | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Denmark | Yes | Yes | No | No | No | No | - | - | Yes | Yes | Yes | Yes | No | No | No | No | Yes |
| Finland | No | No | Yes | Yes | No | No | <u>25/</u> | <u>25/</u> | Yes | Yes | Yes | No | No | No | No | No | Yes |
| France | No | No | Yes | Yes | | Yes | | <u>28/</u> | | Yes | | Yes | | Yes | | Yes | |
| Germany | Yes | Yes | No | No | No | No | - | - | No | No | Yes | Yes | Yes | Yes | No | Yes | |
| Italy | Yes | Yes | No | No | Yes | Yes | Medical test | Medical test | No | Yes | No | No | No | No | No | No | Yes |
| Latvia | - | No | - | No | Yes | Yes | <u>16/</u> | <u>16/</u> | - | Yes | - | Yes | - | No | - | Yes | |
| Lithuania | Yes | Yes | No | No | Yes | Yes | - | - | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Luxembourg | Yes | Yes | No | No | Yes | Yes | - | - | Yes | Yes | Yes | Yes | No | No | Yes | Yes | |
| Netherlands | Yes | Yes | No | No | No | No | - | - | No | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Norway | Yes | Yes | No | No | No | Yes | - | - | No | Yes | No | No | Yes | Yes | No | No | |
| Portugal | Yes | Yes | No | No | Yes | No | - | - | Yes | Yes | Yes | Yes | Yes | Yes | Yes | No | Yes |
| Romania | Yes | Yes | No | No | No | No | - | - | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes | Yes |
| Russian Federation | No | No | No | No | No | No | - | - | Yes | Yes | No | No | No | No | No | No | Yes |
| Spain | No | No | - | - | No | - | - | - | No | Yes | No | No | Yes | Yes | No | Yes | |
| Switzerland | No | No | Yes | Yes | Yes | Yes | <u>38/</u> | <u>38/</u> | Yes | Yes | Yes | No | No | No | No | No | |
| Ukraine | No | No | No | No | Yes | Yes | Medical test | Medical test | Yes | Yes | No | No | No | No | No | No | Yes |
| United Kingdom | Yes | No | No | Yes | No | No | - | - | Yes | Yes | Yes | No | No | No | No | No | Yes |

A. Initial training (cont'd)

| Country | 2. During training (cont'd) | | | | | | | | | | | | | | | | | | | 3. Before taking the driving test | | | |
|--------------------|--|-----|------------------------------|-----|----------------------|------------|---|---------------|-------------------------------|-----|---|-----|----------------------|------------|--|------|---|-----|--|-----------------------------------|----------------------|-----|---|
| | Requirements which the instructor must meet: | | | | | | Restrictions on driving on certain roads or at certain times (Yes/No) | | Restrictions include: | | | | | | Minimum age for training or for learner-driver | | All these conditions apply to learner-drivers regardless of the age of new licence-holders (Yes/No) | | Applicants are required to pass: | | | | |
| | Holder of special diploma (Yes/No) | | Above a minimum age (Yes/No) | | Other (as specified) | | | | Dual-control vehicle (Yes/No) | | Existence of a learner-driver follow-up document (Yes/No) | | Other (as specified) | | | | | | a general medical examination (Yes/No) | | an eye-test (Yes/No) | | |
| | A | B | A | B | A | B | | | A | B | A | B | A | B | | | | | A | B | A | B | A |
| Category | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | |
| Bulgaria | Yes | Yes | Yes | Yes | - | - | Yes <u>7/</u> | Yes <u>7/</u> | No | Yes | No | Yes | - | - | <u>14/</u> | 18 | Yes | Yes | Yes | Yes | Yes | Yes | |
| Czech Republic | Yes | Yes | Yes | Yes | <u>3/</u> | <u>3/</u> | No | No | Yes | Yes | Yes | Yes | - | - | 17 | 18 | Yes | Yes | Yes | Yes | Yes | Yes | |
| Denmark | Yes | Yes | Yes | Yes | - | - | No | No | No | Yes | No | No | - | - | 18 | 18 | Yes | Yes | Yes | Yes | Yes | Yes | |
| Finland | No | No | No | No | <u>4/</u> | <u>4/</u> | No | No | Yes | Yes | No | No | - | - | <u>15 5/</u> <u>17.5</u> | 17.5 | Yes | Yes | Yes | Yes | Yes | Yes | |
| France | | No | | Yes | | <u>29/</u> | | No | | No | | Yes | | - | 16 | 16 | | Yes | No | No | No | No | |
| Germany | Yes | Yes | Yes | Yes | - | - | No | No | No | Yes | No | No | - | - | - | - | Yes | Yes | No | No | Yes | Yes | |
| Italy | Yes | Yes | Yes | Yes | - | - | Yes | Yes | No | No | Yes | Yes | - | - | 16 | 18 | Yes | Yes | Yes | Yes | Yes | Yes | |
| Latvia | - | Yes | - | Yes | - | <u>4/</u> | - | Yes | - | Yes | - | Yes | - | - | 14 | 16 | - | - | Yes | Yes | Yes | Yes | |
| Lithuania | Yes | Yes | Yes | Yes | - | <u>5/</u> | Yes <u>6/</u> | Yes <u>6/</u> | No | Yes | Yes | Yes | - | - | 16 | 18 | Yes | Yes | Yes | Yes | Yes | Yes | |
| Luxembourg | Yes | Yes | Yes | Yes | - | - | No | No | No | Yes | Yes | Yes | - | - | 16 | 17.5 | Yes | Yes | Yes | Yes | Yes | Yes | |
| Netherlands | Yes | Yes | No | No | - | - | No | No | Yes | Yes | No | No | - | - | 18 | 18 | Yes | Yes | No | No | Yes | Yes | |
| Norway | Yes | Yes | Yes | Yes | - | - | Yes | Yes | Yes | Yes | Yes | Yes | - | - | 15/17 | 17 | Yes | Yes | No | No | - | - | |
| Portugal | Yes | Yes | Yes | Yes | - | - | Yes | Yes | No | No | Yes | Yes | <u>7/</u> | <u>7/</u> | 18 | 18 | Yes | Yes | Yes | Yes | No | No | |
| Romania | Yes | Yes | Yes | Yes | - | - | Yes | Yes | No | Yes | Yes | Yes | - | - | 18 | 18 | Yes | Yes | Yes | Yes | No | No | |
| Russian Federation | No | No | No | No | <u>22/</u> | <u>22/</u> | Yes | Yes | No | No | No | No | <u>35/</u> | <u>35/</u> | 14 | 16 | Yes | Yes | Yes | Yes | Yes | Yes | |
| Spain | Yes | Yes | Yes | Yes | - | - | No | Yes | No | Yes | No | No | - | - | - | - | - | - | Yes | Yes | Yes | Yes | |
| Switzerland | Yes | Yes | Yes | Yes | <u>39/</u> | <u>39/</u> | No | No | Yes | Yes | No | No | - | - | 18 | 18 | Yes | Yes | No | No | Yes | Yes | |
| Ukraine | Yes | Yes | Yes | Yes | <u>22/</u> | <u>22/</u> | Yes | Yes | Yes | Yes | No | No | <u>35/</u> | <u>35/</u> | 16 | 18 | Yes | Yes | Yes | Yes | Yes | Yes | |
| United Kingdom | Yes | Yes | No | Yes | - | - | Yes | Yes | No | No | No | No | - | - | 17 | 17 | Yes | Yes | No | No | Yes | Yes | |

B. Follow-up measures

| Country | Special conditions applicable to new licence holders | | | | | | | | | | Compulsory probationary licence once the driving licence has been obtained | | | | | | Special conditions linked to the probationary licence | | | | | |
|--------------------|--|------------------------------|---------------------------|------------|---|----|---------------------------|----|----------------------|----|--|-----|-------------------------------|----|---|----|--|----|----------------------------|-----|----------------------|------------|
| | Specific speed limit: | | | | Restrictions on vehicle characteristics | | | | Other (as specified) | | for all new drivers regardless of age (Yes/No) | | for some new drivers (Yes/No) | | length of the probationary period (years) | | Restriction of movement (some days, at night) (Yes/No) | | Various sanctions (Yes/No) | | Other (as specified) | |
| | km/h | | for the period of (years) | | the kind of restriction | | for the period of (years) | | | | | | | | | | | | | | | |
| | Category | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A | B | A |
| 1 | 64 | 65 | 66 | 67 | 68 | 69 | 70 | 71 | 72 | 73 | 74 | 75 | 76 | 77 | 78 | 79 | 80 | 81 | 82 | 83 | 84 | 85 |
| Bulgaria | <u>15/</u> | <u>15/</u> | 2 | 2 | - | - | - | - | - | - | No | No | No | No | - | - | - | - | - | - | - | - |
| Czech Republic | - | - | - | - | - | - | - | - | - | - | No | No | No | No | - | - | No | No | No | No | - | - |
| Denmark | - | - | - | - | - | - | - | - | - | - | No | No | No | No | - | - | - | - | - | - | - | - |
| Finland | 80 | 80 | 1 | 2 | - | - | - | - | - | - | No | Yes | No | No | 0.2-6 | | - | No | - | Yes | <u>26/</u> | <u>27/</u> |
| France | <u>30/</u> | <u>30/</u> | 2 | 2 | <u>31/</u> | - | <u>31/</u> | - | - | - | No | No | No | No | - | - | - | - | - | - | - | - |
| Germany | - | - | - | - | - | - | - | - | - | - | Yes | Yes | No | No | 2 | 2 | No | No | Yes | Yes | - | - |
| Italy | - | 100 | - | 3 | 3 | - | 3 | - | - | - | Yes | Yes | No | No | - | - | No | No | No | No | - | - |
| Latvia | 70 | 70 | 2 | 2 | <u>8/</u> | - | <u>8/</u> | - | - | - | No | No | No | No | - | - | No | No | No | No | - | - |
| Lithuania | 70 | 70 | 2 | 2 | - | - | - | - | - | - | No | No | No | No | - | - | No | No | No | No | - | - |
| Luxembourg | <u>75 9/</u> <u>90 9/</u> | <u>75 9/</u> <u>90 9/</u> | <u>40/</u> | <u>40/</u> | <u>8/</u> | - | <u>8/</u> | - | - | - | Yes | Yes | - | - | 2 | 2 | No | No | No | No | - | - |
| Netherlands | - | - | - | - | - | - | - | - | <u>20/</u> | - | No | No | No | No | - | - | - | - | - | - | - | - |
| Norway | - | - | - | - | - | - | - | - | - | - | No | Yes | No | No | - | 2 | No | No | No | No | <u>13/</u> | <u>13/</u> |
| Portugal | <u>10/</u> | <u>10/</u> | <u>10/</u> | <u>10/</u> | - | - | - | - | - | - | Yes | Yes | No | No | 2 | 2 | No | No | No | No | <u>11/</u> | <u>11/</u> |
| Romania | - | - | - | - | - | - | - | - | - | - | No | No | No | No | - | - | No | No | No | No | - | - |
| Russian Federation | Yes | Yes | 2 | 2 | - | - | - | - | - | - | No | No | No | No | - | - | No | No | No | No | - | - |
| Spain | 80 | 80 | 1 | 1 | - | - | - | - | - | - | No | No | No | No | - | - | No | No | No | No | - | - |
| Switzerland | - | - | - | - | <u>36/</u> | - | <u>36/</u> | - | - | - | No | No | No | No | - | - | - | - | - | - | - | - |
| Ukraine | Yes | Yes | <u>2/</u> | <u>2/</u> | - | - | - | - | - | - | No | No | No | No | - | - | No | No | No | No | - | - |
| United Kingdom | - | - | - | - | - | - | - | - | - | - | No | No | No | No | - | - | No | No | No | No | - | - |

B. Follow-up measures (cont'd)

| Country | Licence-points system | | | | | | | | | |
|--------------------|---|---|-----|---|-----|--|---------------|--|---|---|
| | Licence-points system is implemented (Yes/No) | This system is based on: | | | | Number of penalty points or points initially allocated | | Consequences for the validity of the driving licence once the maximum number of penalty points is reached or all the points are lost | Possibility of deducting penalty points or regaining points | |
| | | the allocation of penalty points (Yes/No) | | the loss of points initially allocated (Yes/No) | | A | B | | | |
| Category | A | B | A | B | A | B | A | B | A and B | A and B |
| 1 | 86 | 87 | 88 | 89 | 90 | 91 | 92 | 93 | 94 | 95 |
| Bulgaria | No | No | - | - | - | - | - | - | - | - |
| Czech Republic | No | No | - | - | - | - | - | - | - | - |
| Denmark | No | No | - | - | - | - | - | - | - | - |
| Finland | No | No | - | - | - | - | - | - | - | - |
| France | Yes | Yes | No | No | Yes | Yes | 12 | 12 | <u>32/</u> | <u>33/</u> |
| Germany | Yes | Yes | Yes | Yes | No | No | 18 | 18 | <u>17/</u> | <u>18/</u> |
| Italy | No | No | - | - | - | - | - | - | - | - |
| Latvia | No | No | - | - | - | - | - | - | - | - |
| Lithuania | No | No | - | - | - | - | - | - | - | - |
| Luxembourg | No | No | - | - | - | - | - | - | - | - |
| Netherlands | No <u>21/</u> | No <u>21/</u> | - | - | - | - | - | - | - | - |
| Norway | No | No | - | - | - | - | - | - | - | - |
| Portugal | No | No | - | - | - | - | - | - | - | - |
| Romania | No | No | - | - | - | - | - | - | - | - |
| Russian Federation | Yes | Yes | Yes | Yes | No | No | 15 | 15 | <u>23/</u> | Systematically following a period without offences |
| Spain | No | No | - | - | - | - | - | - | - | - |
| Switzerland | No | No | - | - | - | - | - | - | - | - |
| Ukraine | No | No | No | No | No | No | - | - | - | - |
| United Kingdom | Yes | Yes | Yes | Yes | No | No | 12 <u>12/</u> | 12 <u>12/</u> | Discretionary order to repeat test | Systematically, following a period without offences |

Footnotes

- 1/ Candidates for category B driving licence who graduated from a university with the automobile specialization can get their theoretical and practical training on their own. In this case a candidate must be accompanied during the practical training by a holder of category B driving licence for 3 years.
- 2/ Compulsory basic training.
- 3/ Driving practice.
- 4/ Holder of categories B and C driving licence for 3 years.
- 5/ The instructor must be a holder of the master degree diploma.
- 6/ Streets and roads where beginners can get their driving practice shall be agreed upon with the State Road Police.
- 7/ Training on motorway is prohibited.
- 8/ For driving motor cycles over 25 KW and over 0.16 KW/kg - the candidate must be a holder of category A licence for at least 2 years and be at least 21 years of age.
- 9/ 75 km/h on roads outside built-up areas and 90 km/h on motorways.
- 10/ Speed limit for handicapped persons fixed individually.
- 11/ New examination in the case of the retirement of driving licence as a result of infraction of traffic code.
- 12/ No more than 12 penalty points can be gained in a 3-year period.
- 13/ Skid and dark driving (additional training within 2 years).
- 14/ Mopeds: 16 years
Motor cycles up to 350 cc.: 18 years
Motor cycles over 350 cc.: 21 years.
- 15/ 50 km/h on urban roads; 70 km/h on interurban roads; 100 km/h on motorways.
- 16/ Contract for training.
- 17/ Withdrawal of the licence and mandatory repetition of whole test or part (theoretical or practical).
- 18/ 4 points by taking refresher courses.
- 19/ Driver training is not compulsory. However 99 per cent of candidates take lessons in driving schools.
- 20/ 2 years' experience on light motor cycles.
- 21/ Law introducing a point system is under preparation.
- 22/ The instructor must be in possession of a document entitling him to provide driving instruction or have more than three years' driving experience, as well as a driving licence for the appropriate category of

vehicle.

- 23/ Licence suspended for a specific period and the right to drive regained automatically.
- 24/ Learner driver procedure is also possible.
- 25/ Permit from an administrative authority.
- 26/ The licence can be withdrawn for up to 6 months if the distinctive sign of a new driver is not used or the specific speed limit for a new driver is exceeded.
- 27/ If training is taken in a driving school.
- 28/ Declaration to the insurance company.
- 29/ Holder of category B driving licence for 3 years, not condemned for serious infraction of the road code.
- 30/ Since 5 May 1994:
110 km/h - on motorways;
100 km/h - on 2 x 2 lane roads;
80 km/h - on other roads.
- 31/ Since 1 July 1996: To drive motor cycles over 0.16 KW/kg the candidate must be a holder of a category A licence for 2 years.
- 32/ Invalidation of the licence and mandatory repetition of the test. A person whose licence has been invalidated can repeat the test 6 months after the date of invalidation:

The whole test, if he has held a driving licence for less than 3 years,

The theoretical part only, if he has held a driving licence for more than 3 years.
- 33/ By taking refresher courses (4/5 points regained) or systematically, following a period of 3 years without offences. The total number of points regained cannot exceed 11.
- 34/ Candidates may prepare independently to obtain categories A and B driving licences in line with the respective programmes.
- 35/ A motor vehicle used for driving instruction must be identified with the distinctive signs "Learner vehicle" and have a rear-view mirror for the instructor. However, if the vehicle belongs to a training organization, it must be fitted with an additional clutch pedal and brake pedal.
- 36/ Only for candidates for a category A1 driving licence. A candidate for a category A driving licence must have driven a motor cycle of A1 category regularly for at least two years.
- 37/ A basic practical training of eight hours' duration by a specialized instructor, for candidates for a category A1 driving licence.
- 38/ When presenting himself for an examination, the candidate must present a certificate confirming that he has followed a first-aid course for assistance to injured persons.
- 39/ To be admitted for training as an instructor, the candidate should be over 22 years old, must have held a Swiss driving licence for at least two years and must have driven a motor vehicle during that period

without infringing road safety regulations.

40/ Until passing a complementary training course given by an accredited training centre.

41/ Not for subcategory A1.
