



update...

Keeping ADI's and AMI's up-to-date



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SEPTEMBER 2014

Welcome to the September edition of *Update*



Welcome to the September edition of *Update*.

This edition provides you with an update on a number of issues including:

- Consultation Update;
- Road Traffic (Amendment) Bill 2014; and
- Reduction in cost of learner theory tests.

I hope you find the articles both interesting and informative.

JENNIFER CAMPBELL

Registrar



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CONSULTATION UPDATE

Following on from our consultation exercise in October 2013, we are now moving forward with implementing the changes we proposed. The final date for implementation is dependent on the legislation being laid, but we anticipate this will be during January 2015. Changes are as follows:

Trainee Licences:

We are making it mandatory for trainee licence holders to display their trainee licence whilst giving instruction. In addition, a second trainee licence will be invalidated if the expired first licence is not returned to DVA ADI section within the required timescales.

In the longer term, the number of trainee licences will be reduced to a maximum of one. This change can only be achieved by amending primary legislation, which takes longer to achieve.

Registration for B+E (car + trailer) Trainers:

We are introducing a requirement that trainers for category B+E (car + trailer) must be registered ADIs. The legislation will be in place from early 2015, but we have built in a one year transitional period to allow time for unregistered B+E trainers to pass the ADI qualifying examination. If you know someone who is offering B+E training who isn't an ADI, please tell them about this forthcoming change and ask them to contact DVA ADI section for more information on how it will affect them.

If you are already an ADI, have full B+E entitlement on your driving licence and would like to be registered to teach B+E, please email us at ADIOncorrespondence@doeni.gov.uk advising that you want your registration to include B+E and confirming that you have full B+E entitlement.

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CONSULTATION UPDATE (*continued*)

Changes to ADI Part 2 & 3 Examination for Drivers with Medically Restricted Licence:

We are removing the barrier to disabled drivers who wish to become ADIs, by enabling them to take their Part 2 & 3 test in automatic cars. This option will only be available to drivers who hold a medically restricted driving licence, preventing them from driving manual vehicles.

Guidance Issued by Registrar:

Finally, as proposed in the consultation, we're formalising the list of information that must be regarded as 'guidance issued by the Registrar'. The Road Traffic (NI) Order 2007 sets out the conditions of registration for instructors and includes a requirement that instructors must follow guidance issued by the Registrar.

The final agreed list of documents are:

- Code of Conduct for ADIs and AMIs;
- AMI Conditions of Registration;
- An Instructor's Guide to Delivering CBT & Information Manual;
- CBT Conditions of Authority and instructions included in the quarterly Update newsletter; and
- Other written instructions issued by the Registrar.

A copy of the consultation can be viewed at <http://www.doeni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=9203>

The Summary of Responses, Department's Response and The Next Steps Document can be viewed at <http://www.doeni.gov.uk/index/information/foi/recent-releases/publications-details.htm?docid=9877>



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ROAD TRAFFIC (AMENDMENT) BILL 2014

The Road Traffic (Amendment) Bill 2014 was introduced to the Assembly on 12 May 2014. The purpose of the Bill is to provide the necessary powers to establish a new drink driving regime, introduce a system of Graduated Driver Licensing (GDL) and make mandatory the wearing of helmets on quad bikes on public roads.

Drink Driving:

The Bill will replace the current limit of 80mg of alcohol per 100ml of blood with two new limits, each applicable to different categories of licence holder: **50mg/100ml** for most drivers, with a lower limit of **20mg/100ml** for learner, novice or professional drivers.

The Bill also introduces changes to penalties for drink driving and police powers to detect drink drivers.

Graduated Driver Licensing (GDL):

Although young drivers comprise only 10% of full licence holders, between 2008 and 2012, 43% of fatal collisions on our roads, for which car drivers were responsible, were caused by drivers aged 17-24. Almost 20% of all new drivers have some kind of collision within their first six months of driving.

The scale of the problem necessitates fundamental changes to how new drivers are trained, tested and gain experience once they have obtained their full licence and this is what this part of the Bill addresses.

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ROAD TRAFFIC (AMENDMENT) BILL 2014 *(continued)*

The measures include:

- lowering the age at which young people can start to learn to drive (i.e. obtain a provisional licence) from 17 years to 16½;
- introducing a 12 month mandatory minimum learning period;
- adopting a programme of training with completion to be evidenced by an Approved Driving Instructor (ADI)/supervising driver via a compulsory student logbook;
- removing the 45mph restriction on learner and restricted drivers and riders – facilitating revision of practical tests to allow candidates to be assessed while driving at up to posted speeds;
- permitting learner drivers to take lessons on motorways when accompanied by an ADI in a dual-controlled car;
- introducing restrictions on carrying more than one young passenger (aged 14-20) for drivers under the age of 24 during the first six months post test;
- providing remedial courses for “New Drivers Order” offenders (people who have, in the first two years of driving, accumulated 6 penalty points or more);
- replacing the ‘R’ plate with a new plate, the detail of which is to be decided; and
- introducing a two year post test ‘new driver period’ in line with the existing New Drivers Order probationary period and the planned period of application of lower blood alcohol limit for newly qualified drivers and riders.

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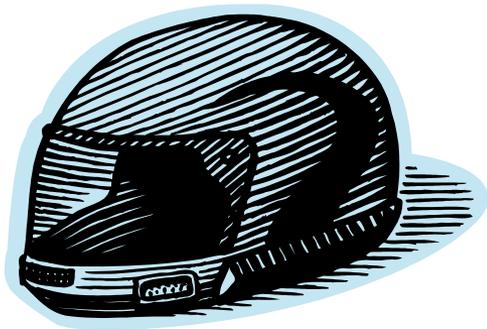
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ROAD TRAFFIC (AMENDMENT) BILL 2014 *(continued)*

Wearing of Helmets on Quad Bikes:

At present, the Department only has power to make Regulations requiring motorcyclists to wear protective headgear. The Bill extends this power to cover all 'motor vehicles' and it is intended to use this power to make Regulations requiring quad drivers and passengers to wear helmets when using such vehicles on the public road.



Timing :

The Committee Stage of the Bill is currently underway and the full committee stage is due to end in March 2015.

Following debate in the NI Assembly, it is anticipated that the Bill will achieve Royal Assent in August 2015.

Elements of the Bill, e.g. the detail of proposed programmes of training, will be consulted on following Royal Assent, allowing further opportunity to comment on the proposals.

Further details can be obtained at:

<http://www.niassembly.gov.uk/Assembly-Business/Committees/Environment/Bills/Road-Traffic-Amendment-Bill---Committee-Stage/>



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USE OF MOPEDS FOR COMPULSORY BASIC TRAINING (CBT):

We have been contacted by a number of AMIs seeking clarification on the use of mopeds for Compulsory Basic Training (CBT). In particular, the definition of a moped, the driving licence category required and how to complete the CBT certificate. I hope the following information is useful.

Definition of a Moped:

A moped is defined as 'a machine of 50cc or less with a maximum design speed of not more than 45km/h (28mph)'. In order to be classified as a moped and allow a pupil to ride it at 16 years using a category AM licence, the machine must meet **both** of these criteria.

For example, if the machine is 70cc **or** if it is 50cc but has been manufactured or de-restricted to give it a higher design speed more than 45km/h (28mph), then it cannot be classified as a moped. It would be classified as a motorcycle and a rider needs to be at least 17 years to ride it using a category A1 motorcycle licence .



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USE OF MOPEDS FOR COMPULSORY BASIC TRAINING (CBT) *(continued)*

Machines which are not Mopeds:

Some pupils believe that since their machine is of the 'scooter type' or has automatic transmission then it is, irrespective of the above criteria, a moped and they can ride it at 16 years. This is not always the case and you do need to be sure, before training starts, that the machine is indeed a moped, not a motorcycle.

An example is the Honda Vision 110cc, which a pupil wrongly believed he could ride at 16 years because it was a 'scooter with automatic transmission'. It in fact belonged in category A1 and could only be ridden at 17 years.

Mopeds with Manual Transmission:

Some mopeds have manual transmission and we have been asked if training completed on this type of vehicle at 16 years, and a CBT certificate issued for category AM, would cover the pupil to ride a category A1 motorcycle at 17 years. The answer is yes, provided the CBT certificate is still valid.

Completion of CBT Certificates for Mopeds:

Please ensure that you tick the appropriate boxes when completing a CBT certificate. It is incorrect to tick the Machine Used box as 'Moped' and to also tick the Category box 'A1'. In fact it should be 'Moped' and 'AM' respectively.

Also, please do not tick the Machine Used box as 'Motorcycle' and also tick the Category Box 'AM'.

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USE OF MOPEDS FOR COMPULSORY BASIC TRAINING (CBT) *(continued)*

Alteration of CBT Certificates by Third Parties:

We recently had to refuse to take an on road motorcycle test as the CBT certificate presented to the examiner had been altered.

The certificate was completed correctly and issued by the AMI but had been altered during the time between completion of the training and the test. The examiner found that two category boxes had been ticked on the certificate. The examiner had no option other than to abandon the test.

In order to avoid these situations and the obvious disappointment it causes a candidate, I would ask you all

to inform your pupils at the time you issue the CBT certificate, that it is an official document and must not be altered in any way.

If a CBT certificate is altered, it immediately makes it invalid.





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MOTORCYCLE ON-ROAD TRAINING

We have had enquiries regarding the correct road position an AMI should adopt in relation to their pupil's position when delivering on-road training. It would appear that some instructors are favouring a position where they take the lead and the pupils follow.

This practice, while at times might be appropriate for giving a demonstration, should be seen as the exception and not the rule. The dangers with this practice are many and an AMI may be unaware of a situation that confronts an unsuspecting rider.

During practical on-road training an AMI must not allow a pupil to ride out of sight as the AMI cannot maintain control. Similarly, if you find it necessary to ride in front of your pupils at some point, e.g. to give a demonstration, you must maintain visual contact with them at all times.

This can prove problematic as the only means of doing this is through use of mirrors or by taking direct rear observation. This in turn could lead to the AMI being unaware of what is happening ahead.

It is more often the safer option for a pupil to lead and the AMI to follow. It gives a much clearer view of what the pupils are doing and gives the AMI greater opportunity to be pro-active with instruction rather than reactive.





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USE OF NORTHERN IRELAND CBT CERTIFICATES IN GB

We have been contacted by a number of CBT trainers seeking clarification on the use of a Northern Ireland CBT certificate in GB.

It has been agreed with Driver & Vehicle Standards Agency (DVSA) that a valid Northern Ireland CBT certificate will be accepted in GB for the purposes of a candidate's motorcycle practical test.

The Northern Ireland legislation however recognises the use of CBT certificates issued in GB.





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REDUCTION IN THE COST OF LEARNER THEORY TESTS

Minister Mark H Durkin announced recently that, from October 2014, the fees charged for all categories of theory test would be reduced.

A further reduction will be applied in October 2015.

Details of the new fees are as follows:

Test Category	Current Cost	October 2014	October 2015
Car & Motorcycle	£30.00	£25.00	£23.00
Bus & Lorry Multiple Choice	£35.00	£28.00	£26.00
Bus & Lorry Hazard Perception	£15.00	£12.00	£11.00
Bus & Lorry CPC (Module 2)	£30.00	£24.00	£23.00
ADI/AMI Part 1 theory test	£72.00	£66.00	£64.00



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ABOLITION OF PAPER TAX DISC

With effect from 1 October 2014, the paper tax disc will no longer be issued. If you have a tax disc with any months left to run after this date, then it can be removed from the vehicle windscreen and destroyed.

This will apply to all categories of vehicles. Drivers and riders will no longer have to display a disc as proof that vehicle excise duty has been paid.

We have already changed the candidate's declaration on the DL9 Driving Test Report Form to include a statement that the test vehicle is taxed. Other driving test forms will be updated at the next available opportunity.

When your pupil is asked to sign the declaration, the examiner will ask:

“Good morning/afternoon Mr/Mrs/Miss/Ms. Would you please read and sign the following vehicle tax and insurance declaration.”

If it becomes apparent at any point that the vehicle is not taxed or the insurance is not in order, the driving examiner will have no choice but to abandon the test.





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USE OF DVA PREMISES BY INSTRUCTORS FOR TRAINING PURPOSES:

I am extremely disappointed to continue to be advised of the on-going use of DVA premises by some instructors for driver training:

Glenaden Complex, Altnagelvin Industrial Estate:

The centre manager of Altnagelvin has advised that some instructors are continually using the parking bays at Altnagelvin for driver training.

He has raised concerns that driving test candidates have had to wait until driving school vehicles have cleared the bays before they could start the reverse element of their test.

Enniskillen & Omagh Centres:

I have also received concerns from the Enniskillen and Omagh centre managers regarding the continuous use of their centres by some instructors for training purposes.

This practice **must** cease immediately.

Centre managers are first and foremost responsible for the operations of DVA test centres. Health and safety issues are only one aspect of their work as is ensuring that centres have sufficient space to be used for testing purposes.

The Agency has a responsibility to maintain a safe environment for staff and customers, which includes traffic management during all hours of business. These considerations must be given priority over permitting centres to be used for training purposes for instructors.



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OVERUSE OF RESIDENTIAL AREAS FOR DRIVER TRAINING:

Downpatrick:

We have received a complaint from a concerned resident of the **Knocknashinna** area in **Downpatrick** regarding the overuse of the area for driving instruction.

We all have a responsibility to resolve such problems and I would again ask you to respond positively to the concerns raised by residents in these areas.

Newtownards:

We have received a complaint from residents regarding the overuse of the **Saratoga Avenue/Hardford Link** area in **Newtownards** for driving instruction.

We design test routes to minimise inconvenience to residents as far as possible and we expect ADIs to stay off approved test routes until the latter stages of training.

