

Second European Driving Licence Directive

The Second European Driving Licence Directive, or 2DLD was introduced in 1997 and brought in Direct Access and a range of other changes which by in large had a positive effect on motorcycling in the UK.

What is Brake and Swerve?

A key element of 2DLD is the 'brake and swerve' test which is one of the off road manoeuvres which has to be completed by candidates.

Manoeuvres, including the slalom, figure of eight and a hazard avoidance exercise as well as cornering skills will all be tested during a new off road test. This will be conducted immediately before a more traditional on road test.

This new 2 part test will be completed by all candidates from 2009, and candidates must pass the off road test before they can carry out the on road test.

How Will This Effect Training?

These off road elements will be conducted in new DSA regional 'super centres' which have off road testing areas large enough to accommodate the new manoeuvres under DSA's rather robust interpretation of the European Directive.

Many of the new manoeuvres will be difficult to train during the usual on road training sessions and training schools are busy tracking down open spaces with around 125mx40m of tarmac that they can safely use for training purposes. Most existing CBT

off road sites are too small to carry out some of the training necessary.

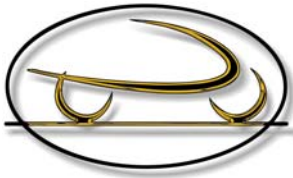
Trainers unable to locate large areas of tarmac are hoping to teach each manoeuvre separately, with them being executed together on the test. The DSA hope to allow access to their test centres for training purposes 'out of hours' or when there are no tests booked, although this would incur a charge to trainers using this service.

Multi Purpose Test Centres

The projected new super centre locations are shown on the DSA website (www.dsa.gov.uk). In total, there are only likely to be 66 test centres across the entire country. Disappointingly, there were only due to be approximately 39 of these ready in time for the launch of the new test in September 2008. The Department for Transport therefore decided to delay the launch of the new test until March 2009.

Unfortunately many novices will need to travel some distance to a regional centre as riders will be expected to attend these centres for their test.

Continued on Page 2...



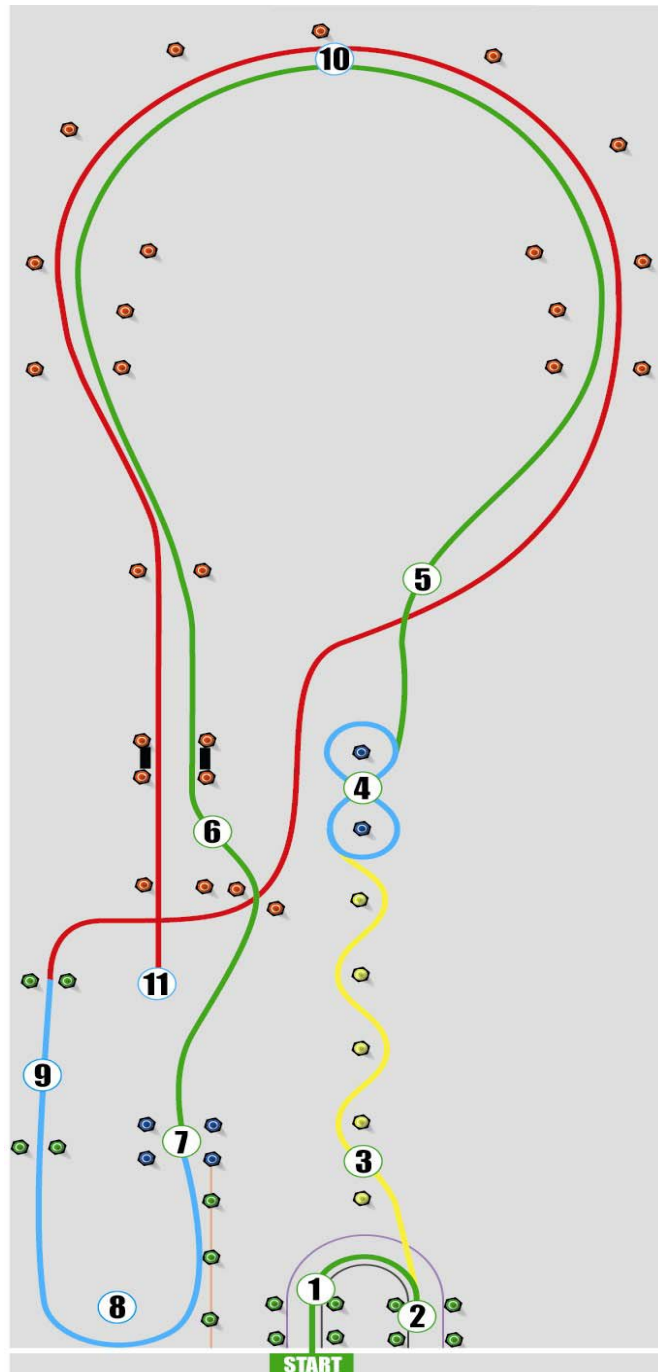
Other Effects

Riders should receive more training leading up to their test. The new off-road elements will require additional skills and therefore riders should be better and safer when they reach qualified status.

Training courses will be longer, so costs for training organisations will increase. These costs will be passed on to trainees, so we expect that training courses will become more expensive.

The extra test also means that fewer tests per day can be carried out by DSA Examiners, this may mean increased waiting time for tests and cause problems for training schools who currently 'block book' tests.

The net result of this will undoubtedly be an increase in training numbers between now and the implementation of 2DLD. MCI has worked closely with DSA on this new element. MCI maintains reservations about the way 2DLD has been applied,



MOTORCYCLE MANOEUVERING Left Circuit

- 1 On and off the stand
- 2 Wheel the machine
- 3 Slalom
- 4 Figure of eight
- 5 30 kph circuit ride
- 6 50 kph avoidance
- 7 Controlled stop
- 8 U-turn
- 9 Slow ride
- 10 30 kph circuit ride
- 11 50 kph emergency brake

particularly with regard to the availability of test site, training, delivery and importantly the cost.

For further information contact: Motorcycle Safety Department
Telephone: 02476 408000
Email: enquiries@mcia.co.uk