



Supplementary Memorandum from:
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Following the appearance of JOHN LEPINE MBE General Manager and PETER HARVEY National Chairman, of The Motor Schools Association of Great Britain, (MSA) as witnesses before the Transport Sub-Committee enquiry into Young and Newly-Qualified Drivers: Standards and Training on Wednesday 9 June 1999, the MSA would like to make the following additional comments to clarify a number of the points raised.

The numbering used below corresponds to the numbers of the questions asked.

15. The British Dyslexia Association states that up to 10% of the population has some form of Dyslexia with around 5% suffering serious problems. Over 50% of 16 year olds fail to achieve a grade G in GCSE English.
56. We are not advocating the introduction of re-testing for all drivers. As stated in our first memorandum - *We ask the select committee to consider the re-training of all drivers on a regular basis* ~ re-training would of course include assessment of that training by the trainer.
90. *Apprentissage Anticipe de la Conduite* (Apprentice Driver Scheme) operated in France is based on a five-way partnership. The partnership is between the French government agency responsible for driver testing and training, the driving instructor, the learner driver, and their supervising driver usually a parent or guardian and the insurance industry.

The agreement requires the learner to take lessons with the instructor, accompanied on some occasions by their supervising driver. When the instructor is satisfied that the learner and their supervisor are at a reasonable standard they are then allowed to drive with their supervisor. A careful record is kept of all practice and the learner and supervisor meet with the instructor for regular assessments of progress. As the learner nears their eighteenth birthday they take some further lessons and once they are eighteen their driving test. On passing through the scheme, they are given reduced insurance premiums.