

# Driver Training Reform Consultative Committee

## Industry Communique – November 2025

As part of the Committee's ongoing commitment to keeping industry stakeholders informed, this communique provides a quarterly update on the progress of the Driver Training Reform Consultative Committee.

Since the previous update issued on 18 July 2025, the Committee has met twice. The key topics discussed during these meetings are summarised below.

### Final Assessment for Learner Drivers

There was considerable discussion on the format of the final Practical Driving Test (PDT). After considering submissions from industry, the Registrar of Motor Vehicles determined that a PDT will be conducted by a Government Examiner in two stages:

- a familiarisation drive for the student to become familiar with the vehicle in which they are being tested, and
- an assessment drive similar to the current Task 30 drive under the CBTA method.

This single format will ensure a consistent, fair and effective assessment method across the State.

### Regulations

Drafting instructions have been provided for the Regulations that support the *Motor Vehicles (Motor Driving Instructors and Authorised Examiners) Amendment Act 2024*

These Regulations will include the introduction of 3-for-1 bonus hours for learner drivers who have undertaken formal training with a licensed Motor Driving Instructor (MDI). Their intent is to encourage people to use MDIs so they are better prepared for the Practical Driving Test and to recognise the benefit of undertaking professional driver training. The bonus hours are not in place at the moment and will come into effect as part of the broader reforms.



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and Transport

Medical standards for MDIs have also been a point of discussion at the industry Consultative Committee. The initial determination by the Registrar of Motor Vehicles was confirmed, requiring a medical to the commercial standard to hold an MDI licence. This will come into effect when the reforms officially commence. If you are interested in understanding the differences between the private and commercial medical standards, please refer to the national [Assessing Fitness to Drive](#) guidelines.

## Training materials surveys

Surveys have been conducted via the YourSAy platform to gather feedback on the training materials currently used by learner drivers, Qualified Supervising Drivers (QSDs), and Motor Driving Instructors (MDIs).

These surveys aim to evaluate how well the public and industry understand and use existing resources. The insights collected will guide updates to key documents—including the Driving Companion, Logbook, and licensing manuals—to ensure they continue to support effective road safety education in line with South Australian standards.

## MDI Vehicles

The framework outlining the minimum standards for Motor Driving Instructor (MDI) vehicles has been endorsed by the Steering Committee. This Standard will include the requirements for:

- A maximum 10-year vehicle age limit.
- Dual brakes.
- Provisions for exemptions to allow for vehicles that cater for learner drivers with specific vehicle requirements, such as modifications for accessibility.

## Future industry meeting

The Committee has commenced discussions about holding an industry meeting to clarify topics of interest for the industry. This meeting will provide opportunities for information sharing, questions and answers session and other updates relating to the reforms. A tentative meeting date is being considered for early 2026.

## Further information

If you have any thoughts on these topics, please share them with your driver training association or contact the Department using the links below.

Visit: [Driver Training Reform - Department for Infrastructure and Transport - South Australia](#)

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