

Driver Training Reform Consultative Committee

Industry Communique – September 2026

This update is part of the Consultative Committee's commitment to provide quarterly information on the progress of Driver Training Reform (DTR).

Since the last update in May 2026, the Committee has met once. The key topics discussed are outlined below.

Thank you for your feedback

The DTR team would like to thank everyone who provided feedback on the Motor Driving Instructor (MDI) Standards and the Learner Driving Companion.

Your feedback has played an important role in helping us develop training resources that are clear, practical and inclusive.

The feedback is currently being reviewed and incorporated into the documents. The MDI Standards and Learner Driving Companion will now move to the next stage of the approval process. Once approved, we will work on the design and other supporting materials.

MDI Standards

Feedback showed that some industry members would like more information about the purpose of the MDI Standards.

One of the key goals of the DTR project is to improve the quality and consistency of driver training. The MDI Standards support this goal by setting out the minimum outcomes that training should achieve.

When an MDI provides training to a learner driver, the training should align with the relevant MDI Standard.

For example, if a learner wants training only on completing a three-point turn, the lesson should cover the skills and outcomes described in the three-point turn section of the MDI Standards. These sections were previously known as "tasks" in *The Driving Companion*.



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The MDI Standards also reflect the skills that learner drivers may be assessed on during a practical driving test.

Importantly, the standards do not tell instructors how to teach. Instead, they outline the minimum skills and knowledge a learner should gain through training.

Learners are not required to complete every session within the MDI Standards. Training should continue to be tailored to a learner's individual needs and areas for improvement. The standards are intended to support consistent, high-quality training, regardless of which skills a learner chooses to focus on.

The standards also include review drives. These sessions allow instructors to assess a learner's current skill level, identify areas that need improvement, and determine whether they are ready for a practical driving test.

Transition to new legislative requirements

Planning is underway for the transition from the current requirements to the new DTR framework.

Once a commencement date is confirmed, further information will be provided.

There will be a transition period between the start of the new requirements and when they become fully mandatory. This period will be known as the *Deemed Period* and will give industry time to prepare for and adapt to the changes.

While some details are still being finalised, there are several areas that industry can begin preparing for now.

Commercial Certificate of Fitness

A Commercial Certificate of Fitness (CCoF) helps ensure MDIs are medically fit to safely provide driver training.

Because MDIs spend long periods driving and supervising learner drivers, the CCoF provides assurance that instructors can safely manage road conditions, respond to risks and maintain a safe learning environment.

The CCoF aligns with national medical standards used for safety-critical driving roles across Australia and New Zealand.

If you have an existing medical condition

Some MDIs and Authorised Examiners (AEs) may have an existing medical condition.

When the reforms commence, some people transitioning from a Light Vehicle (Private) Certificate of Fitness to a Commercial Certificate of Fitness may need to provide a medical report from a specialist.

We understand that specialist appointments can involve long waiting times, which may affect application processing timeframes. This has been considered as part of the reform implementation, and flexibility may be applied in exceptional circumstances.

No action is required at this time. However, you may wish to discuss your circumstances with your GP to better understand any future requirements.

Working With Children Checks

Currently, people who do not work with children can provide a statutory declaration stating that they work only with adults. Under the new requirements, this option will no longer be available.

All MDIs will need to meet the minimum Working With Children Check requirements, regardless of whether they work with children or adults.

Anyone who does not meet these requirements will not be able to continue operating as an MDI for either light or heavy vehicles.

Regulator Assessments in Heavy Vehicles on renewal

Heavy vehicle MDIs who also hold an Authorised Examiner endorsement will not be required to complete a regulator assessment in a heavy vehicle when renewing their MDI licence.

However, if they wish to continue delivering both heavy vehicle and light vehicle training, they will still need to complete a Class C (car) regulator assessment during the renewal process.

This change recognises the challenges and costs associated with accessing heavy vehicles for assessment purposes.

To maintain oversight, heavy vehicle AEs will be subject to additional compliance audits before renewal. This approach will help ensure standards continue to be met while reducing the burden of heavy vehicle regulator assessments.

Updating your contact details

During the Deemed Period, MDIs and AEs will need to complete some administrative steps to transition to the new framework.

To ensure you receive important updates, please check that your contact details are current.

Some communications may be tailored to your circumstances, including your licence or endorsement expiry date. Please read any correspondence carefully and respond within the required timeframes.

Any outstanding requirements must be completed before the end of the Deemed Period to maintain your licence or endorsement.

How DTR decisions are made

The Consultative Committee provides industry knowledge, feedback and recommendations to support decision-making.

A Steering Committee oversees the project and makes key decisions. Industry views are represented through members who participate in both committees, including the Registrar of Motor Vehicles and the Director, Regulation.

The Steering Committee considers industry feedback, operational impacts, legislative requirements and government policy objectives when making decisions.

This process helps ensure that decisions are informed by a broad range of perspectives and expertise.

MDI Cameras

We understand that many industry members would like more information about how cameras will operate and what costs may be involved.

Work is continuing to identify suitable camera solutions for both Government Examiners and MDIs.

The department is focused on finding an option that is practical, reliable and affordable. Key considerations include recording lessons and assessments, as well as protecting privacy when vehicles are used outside training activities.

Vehicle Standards

Minimum ANCAP ratings have not been included in the vehicle standards.

This is because ANCAP ratings change over time as vehicle safety standards and testing methods evolve.

As a result, a 5-star rating awarded under an older assessment system may not be directly comparable to a 5-star rating awarded under a more recent assessment system.

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