Occupational Therapy Australia – National Driving Taskforce

Driver Assessment, Rehabilitation and Vehicle Modifications Jurisdictional Differences Guide 2026

The information provided in this guide has been developed by the OTA National Driving Taskforce to help occupational therapy driver assessors (OTDAs) navigate the legislation, regulations, and guidelines relevant to driving assessment and rehabilitation in their jurisdictions. It is solely for the use of Occupational Therapy Australia and its members.

The Australian Competency Standards for Occupational Therapy Driver Assessors outlines the knowledge, skills and attributes required for practice by an Occupational Therapist Driver Assessors (OTDA). It is expected that OTDAs refer to the individual state/territory requirements and Driver Licencing Authority (DLA) regulations that relate to the state/territory in which they practice.

The information contained in this guide is current at the time of publication and is provided for general guidance purposes only. While every reasonable effort has been made to ensure accuracy of the information, no guarantee can be given that the information is free from error or omission, nor is this publication exhaustive of the subject matter. Members are advised to **refer to Austroads, the Assessing Fitness to Drive standards and the transport authority in their jurisdiction** for the most up to date information and guidelines.

National	**Austroads**	https://austroads.com.au/
ACT	**Access Canberra**	https://www.accesscanberra.act.gov.au/
NSW	**Transport for NSW**	https://roads-waterways.transport.nsw.gov.au/
QLD	**Department of Transport and Main Roads**	http://www.tmr.qld.gov.au/
SA	**Department of Infrastructure and Transport**	http://www.sa.gov.au/
VIC	**VicRoads/Department of Transport and Planning Medical Review**	https://transport.vic.gov.au/road-and-active-transport/registration-and-licensing/licences/medical-conditions-and-reviews/how-medical-reviews-work
NT	**Motor Vehicle Registry**	http://www.nt.gov.au/ https://mvr.nt.gov.au/
WA	**Driver Services**	http://www.transport.wa.gov.au/
TAS	**Department of State Growth: Transport Services**	https://www.stategrowth.tas.gov.au/transport/Registration_and_licensing https://www.transport.tas.gov.au/licensing

OTA and its employees and agents shall have no liability (including without limitation liability by reason of negligence) to any users of the information contained in this guide for any loss or damage (consequential or otherwise) cost or expense incurred or arising by reason of any person using or relying on the information contained in this guide and whether caused by reason of any error, negligent act omission or misrepresentation in the guide.

1. Does the relevant state/territory-based driver regulation legislation (or any other legislation) refer specifically to OTDA assessments/reports?

ACT

NO

There is no legislation in ACT that relates to OT driving assessments.

NSW

NO

There is no legislation in NSW that differs from the national Austroads: Assessing Fitness to Drive standards.

Transport for NSW (previously Roads and Maritime Services – RMS) only refers to consulting with an OTDA if a driver requires major modifications to their vehicle.

QLD

YES

See extracts from link:

Healthy to drive | Transport and motoring | Queensland Government

"Specialist assessment
Sometimes your doctor may decide that a medical specialist qualified in managing your medical condition will also need to assess you. Your doctor will need this specialist's report before completing your Medicate Certificate for Driver form. For example, ***you may need to do a practical driving assessment with an occupational therapist*** *who is qualified to do this."*

and

*"**Driver assessment***
You can require a person to take a driver assessment, if you feel they need to, so you can provide a recommendation to us. We recommend that driver assessments should be conducted by an occupational therapist who is qualified in driver assessment. If this is the case, you will need to complete an interim medical certificate for motor vehicle drivers form (F3712) for the person for the purpose of undertaking a driver assessment only. The person must carry their certificate while undertaking their assessment and drive in accordance with any stated conditions".

SA

NO

OTs are viewed as concerned citizens. The DLA (Driver Licencing Authority) does not refer to the OTDA report unless the doctor references it.

On occasions when the doctor has confirmed an OTDA report has been completed, the DLA will request the full OT report. There are inconsistencies in approaches from the DLA.

VIC

YES

See extract below from the Victorian Road Safety (Drivers) Regulations 2019 & Road Safety Act 1986

Division 11 Miscellaneous
69 Tests and assessments
(1) For the purposes of section 27(3) of the Act, a test or assessment of the class described in column 1 of the following table must be carried out by a person of the class described in column 2.

Class of test or assessment	***Prescribed class of person***
Medical	*Registered medical practitioners*
Eyesight	*Registered medical practitioners;* *Registered optometrists;* *Registered ophthalmologists;* ***Registered occupational therapists*** *who have successfully completed postgraduate training in driver assessment and rehabilitation;* *Officers of VicRoads;* *Other persons authorised in writing by VicRoads.*
Evaluations of drivers' physical and cognitive abilities or skills to drive	***Registered occupational therapists*** *who have successfully completed postgraduate training in driver assessment and rehabilitation;* *Employees in the Department;* *Other persons authorised in writing by the Secretary.*
Road law knowledge and driving ability	***Registered occupational therapists*** *who have successfully completed postgraduate training in driver assessment and rehabilitation;* *Employees in the Department;* *Other persons authorised in writing by the Secretary.*

WA

YES

Section 5 of the M107a form (Medical Assessment Certificate) specifically asks the medical practitioner if specialist assessment is needed to determine suitability to drive. Options for assessment include via an OTDA or via the WA Department of Transport and Major infrastructure (DTMI).

The DTMI supports the OT process and refers the public to OTA to find an OTDA. They don't regulate or endorse services.

NT

YES

Section 11 of the Motor Vehicles Act 1949 recognises a person who is registered to practice in the occupational therapy profession.

The Motor Vehicle Registry (MVR) Medical Assessment of Fitness to Drive (L2) form, section 4 page 2 provides an option for the medical practitioner to tick: *"requires an on-road driving assessment".*

Austroads: Assessing Fitness to Drive standards are used to determine when an on-road test is required i.e. *"when recommended by a health professional".*

TAS

NO

The Vehicle and Traffic (Driver Licensing and Vehicle Registration) Regulations *2021* do not specifically mention Occupational Therapy (OT) Driving Assessments.

With regards to medical fitness, these regulations detail the provisions for the Registrar of Motor Vehicles power to impose additional requirements (eg: medical assessments or driving/OT assessments) but do not specifically mention OTDAs.

2. Is it a requirement of the DLA (Driver Licencing Authority) that OTDAs seek *medical clearance* before taking the person on an on-road assessment? *(See Q5. for pre-learner/learner drivers)*							
ACT	**NSW**	**QLD**	**SA**	**VIC**	**WA**	**NT**	**TAS**
YES Usually, medical clearance is on a driver's licence medical form.	**YES** OTDAs should not conduct a driving assessment unless medical clearance for driving or a referral for a driving assessment has been provided by a medical doctor. Sometimes doctors are unwilling to complete the TfNSW medical report until after the OT driving assessment due to concern about their liability without the added assurance of the results of the OT assessment. In this case, OTDAs would ask for a referral for the OT driving assessment from the doctor, then would pursue completion of the TfNSW form post-assessment. In some cases, OTDAs need to obtain a separate referral for the assessment, which documents medical diagnosis, history and stipulates fitness for an assessment. The OTDA needs to confirm that the client has a current and valid licence. However, OTDAs do not need permission to conduct an occupational therapy driving assessment for specific clients from TfNSW except in the case of visual field loss.	**YES** QLD Department of Transport and Main Roads (TMR) is the only authority who can determine fitness to drive with the advised medical condition – not a doctor or OT. TMR has advised that presentation by a client of an F3712 form (Medical Certificate for Driver Licence) completed by a doctor for a driving assessment or driving lessons does not automatically grant medical fitness to drive with a medical condition. This can only be determined once QLD TMR have reviewed the information provided by the doctor on the F3712 form. Until the F3712 form has been reviewed by QLD TMR and a determination made on fitness to drive with the "M" inclusion on the driver's licence, the driver is not licenced to legally drive for any reason.	**YES and NO** **YES**: only in the case of medical suspension. Medical clearance is required from a medical practitioner, which is then forwarded to the DLA to obtain a temporary permit to enable the OTDA to take the client on-road. **NO**: for a pre learner or for a passenger, or if the client has a current and full licence, medical clearance is not required by the Department of Infrastructure and Transport (DIT).	**YES** The OTDA must always have VicRoads approval, which involves confirming medical clearance, and often eyesight clearance, which are only valid for 6 months. This is to check if the person: - Is currently legally able to drive for the purpose of a test - Has any court order or demerit point bans - May be required to use an alcohol interlock - Has other undisclosed medical information that might indicate they are not fit to drive - Hasn't already recently conducted a test with another OTDA (sometimes the case for people with memory loss) - Has any relevant licence conditions (e.g., auto transmission only, no commercial licence, must wear corrective lenses, must drive a vehicle with modifications)	**YES** When there are concerns regarding the person's driving capacity, OTDAs need to confirm that they are medically fit for driving before completing an assessment. The doctor completes an M107a form prior to an OT assessment. Medical clearance will also be needed by the Department of Transport WA if the OTDA needs to apply for a day permit to complete the assessment and one isn't on file. OTDAs often receive referrals direct from the medical practitioner, before an M107a form is complete to streamline the process or, from an insurer, in which case it is best practice to seek a medical referral to ensure the person is fit for the assessment.	**YES** A driver must notify the MVR of a medical condition affecting their ability to drive. Medical clearance to participate in an on-road driving assessment is required so that the conditions XC (for training and assessment only) and/or XG (drive in company of rehabilitation service) can be applied. Best practice is to always seek medical clearance prior to taking the person for an on-road assessment.	**YES and NO** It is the choice of the individual OTDA as to whether they conduct an assessment prior to receiving medical clearance As part of the Driver Licensing Unit procedures, a Medical Fitness to Drive (MFDA) assessment form will be requested regardless of if this is done prior to or after the OTDA.

3. Do OTDAs need to seek authority to proceed from the DLA before taking the person on public roads for an on-road assessment?							
ACT	**NSW**	**QLD**	**SA**	**VIC**	**WA**	**NT**	**TAS**
	NO – with one exception The OTDA needs to confirm that the client has a current and valid licence. However, OTDAs do not need permission to conduct an occupational therapy driving assessment from TfNSW except in the case of visual field loss.	**YES** See Q.2 above	**NO** – with one exception The only time clearance is required from the DLA is if the person's licence has been suspended. Then, a doctor/specialist provides a medical certificate of fitness indicating need for OT Driver Assessment, and the OTDA can then request a temporary driving permit from DLA for an OTDA assessment.	**YES** See Q.2 above	**YES and NO** **YES:** Department of Transport WA requires medical clearance if the OTDA needs to apply for a day permit to complete an on-road assessment and there isn't one on file. **NO:** Referrals from insurers to review drivers' support needs to begin or return to driving don't usually require DLA authority.	**Yes** The OTDA needs to confirm that the client has a current and valid licence. If a referral is received by the OTDA directly from a medical professional the MVR may not be aware that the person has a medical condition affecting their ability to drive. An on-road assessment can proceed if the person continues to hold an unconditional licence. If the persons licence is medically suspended an XC and XG condition is required to take them on-road.	**NO** However, it is assumed that it is part of standard operating procedures. The OTDA verifies licence currency and conditions, if MFDA has been received, and lift any suspensions as required to proceed on-road.

4. Do pre-learner/learner drivers (e.g.: referred via NDIS) need a *medical review* prior to an OTDA assessment?							
ACT	**NSW**	**QLD**	**SA**	**VIC**	**WA**	**NT**	**TAS**
NO It is not required, however pre learner/learner drivers with a condition that may affect their ability to drive are assessed by an OT on request.	**YES** If the pre-learner/learner driver has a medical condition, then they have a legal obligation to notify the DLA of the condition. The DLA will request a medical review, if deemed necessary. Any driver (pre-learner or learner) who is accessing services from an OTDA has a medical condition (otherwise they wouldn't be accessing the OTDA), therefore the OT needs to ensure there is medical clearance to complete the assessment.	**YES** A medical review is required prior to referral to an OTDA. A medical certificate is required to present to the Department of Transport and Main Roads (TMR) for application for a learner's permit. It is usually recommended that this is a "restricted" certificate – e.g. that the client can "*drive with a driving instructor in a dual controlled vehicle only*" – until their driving performance has been assessed.	**YES and NO** **NO:** OTDAs are not recognised by legislation, therefore it is not required. **YES**: In practice, it is case-specific based on the pre-drive assessment. If it is determined that the medical condition or disability has an impact or a potential impact on driving, OTDAs have a duty of care/responsibility to notify doctors for a medical certificate. After OT assessment, pre-learners should be advised to seek a medical review prior to sitting the learner's test.	**YES** OTDAs do not complete an OT driving assessment without medical approval submitted to VicRoads stating the client is medically fit to drive. All drivers with long-term medical/disability conditions that fall under the national Assessing Fitness to Drive Guidelines should self-refer to VicRoads Medical Review. This is outlined in this fact sheet: Learning to Drive With a Disability	**YES and NO** **YES**: Medical clearance is required for a capacity assessment of someone's suitability to drive. **NO:** To assess support needs under insurance, medical referral is generally not required (although still considered best practice).	**Yes** It is best practice for entry level drivers to provide a medical referral prior to participating in an on-road assessment. The DLA and the OTDA often work closely together to resolve licensing issues for the novice to allow for the necessary assessments to occur. If a person has a medical condition that may affect their ability to drive, they have a legal responsibility to let the MVR know. The DLA will confirm the novice holds the appropriate type of licence to allow an on-road assessment to occur.	**YES** Any licence applicant is treated the same regardless of if they are a learner or pre-learner. It is the responsibility of the driver to declare any medical condition and then standard licensing procedures apply. OTDAs may request this be completed prior to undertaking the assessment.

5. For pre-learner/learner drivers (e.g.: referred via NDIS), is it a requirement of the DLA that OTDAs seek *medical clearance* before taking the person on an open road?							
ACT	**NSW**	**QLD**	**SA**	**VIC**	**WA**	**NT**	**TAS**
YES If the pre learner/learner driver has a condition that may affect their ability to drive, and they are referred. Some learner drivers don't disclose medical conditions when applying for a learner's permit, however they are strongly encouraged to self-disclose so that a medical assessment can be completed and the correct support can be given. Underlying or undisclosed medical conditions are often revealed during the learning process, initiating a referral to an OTDA from the DLA, or from a parent. Parents are informed of issues related to insurance cover, mandatory self-reporting of conditions and potential impacts of the condition/s.	**YES and NO** **NO**: As pre-learners do not hold a licence and are not being taken on-road, medical clearance is not required. The DLA does not require medical clearance nor do they need to be advised of a pending OTDA assessment, unless there is a visual field loss. **YES**: For learner drivers, OTDAs do seek medical clearance from the GP, along with a licence check with the DLA, as per best practice, despite the DLA not requiring this. The OTDA needs to ensure some medical documentation is received from the treating doctor or client confirming medical diagnosis and fitness to undergo an assessment. If the DLA receives medical advice on a driver with recommendations for an OT driving assessment, they will notify the licence holder of the need to obtain an assessment. The DLA does not provide medical clearance to the OTDA directly.	**YES** A medical review is required prior to referral to an OTDA. A medical certificate must be presented to TMR to apply for a learner's permit. An OTDA cannot legally take a driver on the road without the learner's permit. It is usually recommended that this is a "restricted" certificate – eg that the client can "*drive with a driving instructor in a dual controlled vehicle only*" – until their driving performance has been assessed.	**NO** The DLA does not require learner's permit holders to seek medical clearance. Pre- learners cannot drive on-road until they have passed their learner's permit test. Obtaining medical clearance before assessment is a professional requirement as per best practice, even when it is not considered a licensing requirement by the DLA.	**YES** All on-road tests need VicRoads' approval, which includes medical clearance. This is inclusive of pre-learners. All drivers and people hoping to learn to drive are required to notify VicRoads Medical Review of any serious, permanent or long term illness, disability, medical condition or injury that may affect their fitness to drive. This is outlined in this fact sheet: Learning to Drive With a Disability	**NO** The DLA does not require learner's permit holders to seek medical clearance. Pre-learners cannot drive on road until they have passed their learner's permit test. Obtaining medical clearance before assessment is a professional requirement as per best practice, even when it is not considered a licensing requirement by the DLA. *Exception:* The DLA, at times, will issue Authority to Drive permits to allow a new driver to proceed with an OTDA before an application is lodged.	**NO** As pre-learners are not yet licenced and therefore unknown to the DLA, clearance is not required. Obtaining medical clearance before assessment is a professional requirement as per best practice, even when it is not considered a licensing requirement by the DLA.	**YES** As for Q4.

6. Is the documented OTDA report of an on-road assessment always viewed as a valid licence test for licencing decisions, or is the client required to undertake a further DLA sanctioned on-road test?							
ACT	**NSW**	**QLD**	**SA**	**VIC**	**WA**	**NT**	**TAS**
YES An OTDA report is always viewed as a valid licence test in the ACT.	**YES and NO** **YES:** The OTDA report can be sufficient for the person to resume driving on a substantive licence. If the client has previously held a full licence and they do not require vehicle modifications, an OT driving assessment is viewed as a valid test to determine if they are safe to continue to drive and hold the class of licence they were assessed in. Where no major car modifications are fitted, the decision of the OTDA is almost always accepted without question. **NO:** However, in instances where modifications are being added and conditions required on the licence, a follow up disability driving test (DLA sanctioned on-road test) is indicated for TfNSW to endorse the new conditions. If the client is a learner with a medical condition, regardless of modifications, they are required to do an on-road test with disability driving test. The legislation is clear on the need for the disability driving test to be completed in these circumstances. *Note:* Disability driving tests are conducted by TfNSW staff with additional disability training. This includes recommendations regarding licence class and conditions.	**YES** In QLD there is no requirement for TMR reassessment post driving rehab/OTDA assessment. OTDAs make recommendations to the DLA on licencing conditions following assessment/rehab/lessons. DI feedback is taken into consideration when determining readiness for on-road assessment and/or licencing conditions.	**NO** The OT report is forwarded to a medical practitioner who then makes a licensing recommendation. OTs are considered concerned citizens. The licensing authority should not reference the OTDA report unless the doctor references it. Occasionally a medical practical driving assessment (PDA) is sought in addition to the OTDA assessment in cases where driving modification or further clarification is required. There may also be occasions where a PDA is required before the OTDA assessment, which can be problematic as they may not have much knowledge about the condition, what the driving modifications are and how to drive using them safely.	**YES** OTDA reports legally stand as a valid licence test (including for learners, probationary drivers, vehicle mods or if needed for a medical condition). The expectation is that OTDA on-road assessments are conducted in compliance with the VicRoads Occupational Therapy Driving Test: Assessment Manual, March 2018, V.2. Further DLA sanctioned testing is not required. This assessment protocol includes two on-road assessment types: (a) Standard assessment route: if successful, enables an "open area" licence. (b) Local area assessment route: if successful enables a "local area" licence condition – the specifics of this local area restriction would need to be provided (e.g., 5km radius from home address).	**YES and NO** It is at the discretion of the delegate reviewing the application on behalf of the minister for transport. **YES** If the client previously held the same licence they are applying for and doesn't require vehicle mods, an OT driving assessment is a valid test to determine if they can continue safely driving and hold the class of licence they were assessed in (with medical support). If car modifications are recommended for a driver who has previously held a licence, the OTDAs decision is almost always accepted (at the discretion of the delegate and dependent on a comprehensive OTDA report). **NO** A learner with or without a medical condition, regardless of modifications, is required to do an on-road test with Department of Transport. *Note:* If errors unrelated to a medical condition are observed, OTDAs can refer a driver for a DLA sanctioned on-road test. If a driver requires a companion or other supports (i.e. an isolated room) for the DLA sanctioned test, the OTDA can make an application to the manager of the DLA to request these.	**YES** The OTDA report is viewed as a valid licence test. The DLR do not generally request any further on-road assessment unless the licencee requests/ contests the decision. The OTDA test is not considered to be sufficient for a Provisional driving test. Provisional driving tests are only performed by DLA approved testers.	**YES and NO** This is case-by-case and dependent on individual circumstances. For example: **YES:** If a fully (or provisionally) licenced driver undertakes an on-road assessment with an OTDA then generally this is viewed as a valid test. OTDA off and on-road assessments for Class C driver licences (i.e. to ride a trike) are also viewed as valid. **NO:** All learner drivers (including motorcyclists) must undertake provisional licence testing with the DLA. Noting that the off-road assessment might be completed by the OTDA, but the on-road assessment is completed by the DLA.

7. Who makes the ultimate licensing decisions for clients who have undergone OTDA assessments?							
ACT	**NSW**	**QLD**	**SA**	**VIC**	**WA**	**NT**	**TAS**
The DLA makes the ultimate decision based on medical evidence, including OT report.	The DLA (Transport for NSW: medical adjudicator within the medical unit) makes the ultimate decision, based on the OTDA report. The OTDA makes recommendations regarding vehicle modifications, licence class and conditions. In practice, the OTDAs recommendations are usually implemented without question unless the client requests an appeal.	The DLA (Department of Transport and Main Roads: TMR) makes the ultimate decision based on the doctor's endorsement of conditions recommended by the OTDA. The OTDA report with recommendations is sent to the treating doctor and TMR. The doctor then provides a medical certificate for presentation by the driver to TMR. The doctor may or may not follow the OTDA recommendations. Note: if the client has failed the on-road assessment, or there is evidence of decline in driving performance, upon receiving the OTDA report TMR will issue a *Show Cause* notice to the client, stating that they require an updated QLD Transport Medical Certificate within approximately 5 weeks. If the driver doesn't comply, their licence will be cancelled.	The DLA (Department of Infrastructure and Transport) makes the ultimate decision based on the evidence presented by the medical officers (which may be influenced by an OT assessment) and any practical driving assessment conducted by the DLA.	The DLA (VicRoads/medical review) makes the ultimate decision based on an overall consideration of the driver's: - Medical fitness to drive - Clinical and on-road test results - Court orders/bans/demerit points - Licence review requests - Documentation from other parties In practice, DLA decisions are based strongly on the OTDAs report and recommendations.	The DLA (Department of Transport WA) makes the ultimate decision, based on medical evidence including OTDA report.	The DLA (Motor Vehicle Registry: MVR) makes the ultimate decision (including conditions) based on OTDA report.	The DLA (Driver Licensing Unit: DLU) makes the final decision but the recommendations of the OTDA are generally accepted and help guide recommendations/conditions.

8. Are OTDAs required to submit reports within a specified DLA OTDA report form?							
ACT	**NSW**	**QLD**	**SA**	**VIC**	**WA**	**NT**	**TAS**
NO There are no standard reports or templates.	**NO** While Transport for NSW has an OT report proforma that can be used, it will also accept alternative reports from therapists. OTDAs are required to log in to HealthLink and document basic details of the assessment (date, vehicle, instructor) and recommendations. This needs to be followed up with a report. There is an RMS report form however this is rarely used. It does not allow for thorough reporting on a client's functional capacity for driving. It is a tick box form and does not provide opportunity to describe the driver's functional presentation.	**NO** No specific template is required from TMR. Most OTDAs utilise formats that were provided in their driver assessment and training courses. Some are modified by the practitioners to suit their client base and own reporting requirements.	**NO** OTDAs are not recognised within the DLA, therefore standard reports or templates are not available.	**YES** VicRoads produces a fillable, 3-page, PDF proforma and prefers that all OTDA reports are submitted using this template (all 3 pages must be completed). Additional information can be submitted if needed. More information and resources are available from: Occupational therapy and driving: VicRoads	**NO** The assessment and reporting process is guided by professional requirements. OTDAs submit an updated medical certificate (M107a form) in addition to their reports and recommendations. Department of Transport WA will ask for more information if needed.	**NO** There are no standard reports or templates.	**NO** There are no standard reports or templates.

9. Are there OTDAs who are also qualified driving instructors (OTDA-DI) in this jurisdiction, and do they use their dual qualification?							
ACT	**NSW**	**QLD**	**SA**	**VIC**	**WA**	**NT**	**TAS**
NO One OTDA in this jurisdiction has dual qualifications but they do not currently perform both roles at the same time. In the absence of a driving instructor in a regional setting, there is scope for an OTDA to act as the OT assessor while an OTDA-DI acts as the instructor, however this is yet to occur in practice.	**YES** There are several OTDA-DIs in NSW. Some provide lessons acting as a DI, whereas some work as both the OTDA and DI during assessments.	**NO** There are no OTDA-DIs currently in QLD.	**NO** There are two OTDA-DIs in SA, however they do not currently perform both roles at the same time.	**YES** There are OTDA-DIs in Vic, however it is not known how many work in both roles concurrently.	**YES** There are between 8-10 OTDA-DIs in WA – (out of approx. 20 total OTDAs). Dual certification is necessary in WA to ensure services can be provided regionally. OTDA-DIs in WA use their dual qualifications to provide training in High Level Assessment Vehicles (wheelchair accessible training vehicle) or to provide driving instruction for commercial reasons (e.g.: for workers employed by mining companies) Most OTDA clinics in WA own and use their own vehicles with dual controls and modifications. OTDAs also work closely with DIs to assess the client's needs and tailor interventions accordingly.	**NO** There are no OTDA-DIs currently in NT. There is a paucity of suitably qualified driving instructors in the NT to teach people with disabilities to drive.	**YES** There is one OTDA-DI currently in TAS.

10. How do clients access funding for driver assessments, training and vehicle modifications in this state/territory?

<table>
<tr><th>ACT</th><th>NSW</th><th>QLD</th><th>SA</th><th>VIC</th><th>WA</th><th>NT</th><th>TAS</th></tr>
<tr><td colspan="8">NDIS:
Funding for an OTDA assessment may be accessed from the participant's NDIS plan using the Capacity Building (Improved Daily Living) Supports budget.
Funding for Specialised Driver Training is a stated (quoted and not flexible) item within the plan, and usually only added following submission of an OTDA assessment, quote and supporting evidence. Note: quotes for high level van trials may need to be itemised.
Funding for approved Vehicle Modifications are included within the Capital (Assistive Technology) Support Budget, and only added following an OTDA assessment, quote and supporting evidence

Other considerations:
The DI fee and hire of their vehicle for the initial On Road assessment (and Trial drive, if necessary) are associated costs that the client may need to pay privately (given funding for DI is not usually inserted in the plan at this early stage). There is no NDIS line item for the driving instructor/vehicle hire fee for the initial assessment.

DVA:
Direct referral from DVA for active service members.
There is no funding for driving assessments for non-active service personnel.

Aged Care:
Funding for OTDA assessments may be accessible for consumers who have ongoing Support at Home: clinical supports funding.
Funding for vehicle accessories and adaptations may be accessible via the short-term AT-HM scheme. Consumers will be provided with a tier of funding ($500, $2,000 or $15,000 with the option to request more with evidence). There is an expectation that the consumer will co-contribute to the amount according to their means tested contribution rate for services, and they will have 12 months to spend the funding.

Medicare:
With a chronic health care plan, reimbursement of part of the costs associated with an OTDA assessment may be able to be claimed back.</td></tr>
<tr>
<td>DLA: Assessments requested by the DLA for private licences are paid for by the DLA

Insurance: OTDAs who see clients with insurance claims are paid by the relevant insurer.

Privately/self-funded: Drivers may pay privately for assessments.

Other: Assessments for commercial licences are paid for by the driver or their employer.</td>
<td>Insurance/iCare: A proposal of costs is submitted and approved prior to intervention. A rehabilitation provider is also usually involved.

Job Access: OT application

Privately/self-funded: Drivers may pay privately for assessment.

Other: Employer funded, BaptistCare funding and Centrelink crisis loans – but these are all on an individual application system.</td>
<td>Publicly funded services: Queensland Health (QH) provides very limited OTDA services for patients in some health services (e.g., Princess Alexandra Hospital). The patient funds the cost of the driving instructor and QH funds the OT service. There are long waiting lists and eligibility criteria is narrow.

National Injury Insurance Scheme, QLD (NIISQ): The funding body pays the driving instructor directly if return to driving is an identified goal and medical clearance has been received from treating doctor to proceed.

WorkCover QLD funds the cost of the assessment, rehabilitation and vehicle modifications for work-related injuries, provided medical clearance is obtained to undertake assessment.

CTP insurers such as Suncorp, Allianz, GIO, etc may fund the cost of the assessment, rehabilitation and vehicle</td>
<td>Lifetime Support Authority (LSA)

Return to Work SA (RTWSA) / Workcover

Public/private hospital funded services: typically only servicing their own patients.

Publicly funded services: there is one publicly funded clinic, with a long waiting list. If a person is unable to access this clinic, and they are over the age of 65 they will need to self-fund.

Private health funds: will pay for OTDA under 'extras' cover. Each fund has its own criteria. OTDA assessments help determine the need for further funding of rehabilitation and modifications to vehicles.

Self-funded: Driving lessons are mostly self- funded and difficult to access with driver instructor prices increasing. There are challenges for learner drivers who require rehabilitation separately from the standard process of learning to drive.</td>
<td>Transport Accident Commission (TAC)

Workcover

Public hospitals: some have subsidised clinics for those within their catchment or according to certain criteria. There is a lack of publicly funded clinics.

Victorian State-wide Equipment Program (SWEP): funding is available for vehicle modifications.

Privately/self-funded: Drivers may pay privately for assessment.

Note: VicRoads or the Department of Transport do not fund any OTDA assessments.</td>
<td>Insurance Commission of WA (ICWA): following medical referral or when deemed suitable by case manager.

WorkCover: following medical referral or when deemed suitable by case manager.

Private health rebates: HBF recognises the OTDA assessment as comprehensive and provides two rebates (one each for the off and on-road assessments).

Privately/self-funded: drivers may pay privately for assessment.

Note: The Department of Transport does not fund OTDA assessments, and there are no public health agencies or hospitals providing a driving assessment service in WA.

Each funding body will have its own requirements. Usually, a medical referral is required to support a client's suitability for an assessment. Providers set</td>
<td>Privately/self-funded: Drivers may pay privately for assessment.

MAC (Motor Vehicle Accident Scheme) will fund OT driving assessments

NT WorkSafe</td>
<td>Privately/self-funded: Drivers may pay privately for assessment.

Private Health Insurance (with extras): rebate can be claimed depending on fund, and policy.

Motor Accidents Insurance Board (MAIB) – with support from GP

Worker's compensation</td>
</tr>
</table>

		modifications as part of rehabilitation for persons injured in a motor vehicle accident provided medical clearance is obtained to undertake assessment. **Employers:** may fund driving assessments for their employees if they are required to drive as part of their work. **Other insurers** may fund driving assessments (e.g., income protection insurers, superannuation insurers) if medically advised and if it will assist a person to regain employment. **Privately/self-funded:** Drivers may pay privately for assessment.	**Other:** Da Costa Charitable Trust. **Note:** All clients with modifications to steering or pedal control need to complete a DLA practical driving assessment separate to an OT assessment. Therefore, the OT role is a prescription assessment for modifications and rehabilitation.		their own fees.		

11. Are OTDAs required by their state/territory DLA to use a specified process, protocol or documented standard route for on-road assessments?							
ACT	**NSW**	**QLD**	**SA**	**VIC**	**WA**	**NT**	**TAS**
It is acknowledged that OTDAs nationwide use the following documents/resources/tools to guide their approach to conducting on-road assessments: - VicRoads: Occupational Therapy Driving Test: Assessment Manual (March 2018) – provides clear criteria that must be met when designing a compliant pre-determined on-road assessment route. - Australian Competency Standards for Occupational Therapy Driving Assessors (2018) - Standardised and non-standardised assessment tools (manual muscle testing, range of motion, MMSE, MoCA, Trials A & B, Bells test, Beery, CTMT2) - Templates provided by OTDA training courses for off and on-road testing and reporting.							
NO There is no requirement to use a specified assessment process, protocol or standard route. On-road processes are chosen/directed by OTDA based on clinical reasoning and judgement.	**NO** There is no requirement to use a specified assessment process or protocol. On-road assessment procedures include recording the route taken and the OTDAs observations (i.e. performance and fail errors). This is particularly important in regional areas where traffic lights and built-up traffic areas are less common, but level rail crossings and cattle on road, etc are.	**YES and NO** **YES:** Pre-determined routes are utilised by Queensland Health and some private providers where the assessments are conducted at a central clinic. **NO:** Local on-road assessments do not follow a pre-determined route however, do include specific maneuvers/driving conditions to ensure a thorough assessment of driving skills. Standardardised routes are rarely used for on-road assessments with clients when determining a person's capacity to adapt to driving (e.g.: following a catastrophic injury) using new hand controls or vehicle modifications.	**YES and NO** There is no requirement to use a specified assessment process or protocol. There are some pre-determined on-road assessment routes across SA that meet the criteria of the VicRoads: Occupational Therapy Driving Test: Assessment Manual (March 2018). These routes are sometimes used to determine final capacity if the client has reached an appropriate standard for an unrestricted or restricted licence, or they are ready for a DLA practical graded assessment. Using a pre-determined route also depends on where the on-road assessment originates (i.e.: client's home, clinic or regionally).	**YES** All OTDA on-road assessments (open and local) must be conducted in compliance with the VicRoads: Occupational Therapy Driving Test: Assessment Manual (March 2018). Documented standard routes are required for "open area" licence tests. For "local area" licence tests a set of requirements must be included in the test. OTDAs must follow assessment protocols for any driver who is/or is seeking to be licenced within the state of Victoria. *Note:* For access to the specific Victorian OTDT guidelines and toolkit materials (which are not in the public domain), please send a request with a clear subject line description to medical review with your name, OTDA credentials & practice details to: medicalreview@roads.vic.gov.au	**YES and NO** There is no requirement to use a specified assessment process or protocol. Most OTDAs alternate between a few pre-determined routes that have been designed using the criteria outlined in the VicRoads: Occupational Therapy Driving Test: Assessment Manual (March 2018). *Note:* It is acknowledged that OTDAs in WA are not always able to meet all the criteria for a compliant on-road assessment route due to, for example: lack of traffic lights or roundabouts in regional areas. OTDAs endeavor to undertake the most thorough on-road assessment possible within the bounds of the geographical location, and then provide the DLA with a detailed report to inform their decision regarding licencing.	**NO** There is no requirement to use a specified assessment process or protocol. On-road processes are chosen/directed by OTDA based on clinical reasoning and judgement.	**NO** There is no requirement to use a specified assessment process or protocol. On-road processes are chosen/directed by OTDA based on clinical reasoning and judgement. Assessment routes may be created by the OTDA.