



ACT
Government

Chief Minister, Treasury and
Economic Development

Freedom of Information Publication Coversheet

The following information is provided pursuant to section 28 of the *Freedom of Information Act 2016*.

FOI Reference: CMTEDDFOI 2023-108

Information to be published	Status
1. Access application	Published
2. Decision notice	Published
3. Documents and schedule	Published
4. Additional information identified	Yes
5. Fees	N/A
6. Processing time (in working days)	64
7. Decision made by Ombudsman	N/A
8. Additional information identified by Ombudsman	N/A
9. Decision made by ACAT	N/A
10. Additional information identified by ACAT	N/A

From: [REDACTED]
To: [CMTEDD FOI](#)
Subject: administrative access to documents
Date: Wednesday, 22 March 2023 5:50:40 PM

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Hello,

On your website it states to write to request administrative access to documents before going down the more formal route of FOI. It also says to contact each directorate. My matters pertain to both this directorate for Access Canberra (Minister Cheyne) and Dept of Transport (Minister Steel). I could not find a contact for the latter for FOI.

My request for release of documents is as follows:

Access to documents that make reference to bioptics, telescopic aids:

All documents including but not limited to briefs, papers, emails internal and external, evidence reports, advice to any Minister, advice to any member of executive, advice to any medical panel, advice to any organisation external to the ACT Government.

Organisations external could include but not limited to:

- Occupational Therapy Australia
- Optometry Australia
- Orthoptics Australia
- Canberra Hospital medical licencing panel.

Ministers and executive may include but not limited to:

- Infrastructure and Transport Ministers' Meeting (ITMM)
- Infrastructure and Transport Senior Officials' Committee, which includes the heads of Commonwealth, state and territory agencies.

Emails could include but not limited to from and to these people:

Derise Cubin

Rebecca Wilson

Any documents containing data/statistics or individual incidents, of road accident and/or infringement notice given to a person driving using a bioptic or telescopic device.

Happy to discuss. You can contact me via reply email or call my personal mobile on:

[REDACTED]

best regards,

[REDACTED]



ACT
Government

Chief Minister, Treasury and
Economic Development

FREEDOM OF INFORMATION REQUEST SCHEDULE

WHAT ARE THE PARAMETERS OF THE REQUEST	Reference NO.
<p><i>Any information held by Access Canberra pertaining to bioptics and telescopic aids. Includes but is not limited to the following terms:</i></p> <ol style="list-style-type: none"> 1. <i>Occupational Therapy Australia</i> 2. <i>Optometry Australia</i> 3. <i>Orthoptics Australia</i> 4. <i>Canberra Hospital medical licencing panel.</i> 5. <i>Infrastructure and Transport Ministers' Meeting (ITMM)</i> 6. <i>Infrastructure and Transport Senior Officials' Committee, which includes the heads of Commonwealth, state and territory agencies.</i> 7. <i>Email correspondence to or from Derise Cubin</i> 8. <i>Email correspondence to or from Rebecca Wilson</i> 9. <i>Any documents containing data/statistics or individual incidents, of road accident and/or infringement notice given to a person driving using a bioptic or telescopic device.</i> 10. <i>Meeting papers, notes, outcomes pertaining to interagency discussions with Driver Licensing Authorities.</i> 	<p>CMTEDDFOI 2023-108</p>

Ref No	Page number	Description	Date	Status	Reason for Exemption	Online Release Status
1	1-4	Email correspondence	2018	Partial	Sch 2 s2.2 (a)(ii)	Yes
2	5-20	Email correspondence	June 2021	Partial	Sch 2 s2.2 (a)(ii)	Yes
3	21-33	Email correspondence	July 2021	Partial	Sch 2 s2.2 (a)(ii) Sch 2 s2.2 (a)(x)	Yes
4	34-60	<p>Meeting Papers: 7 October 2021 - AFTD 2021 – Implementation Phase</p> <ol style="list-style-type: none"> i. Summary of changes to Assessing Fitness to Drive and implications for DLA Implementation ii. Implementation Framework (Publicly Available) iii. Assessing Fitness to Drive Implementation Advisory Group - Terms of Reference iv. Meeting Agenda 	October 2021	Full		Yes
5	61-313	<p>Email correspondence</p> <ol style="list-style-type: none"> i. Assessing Fitness to Drive 2021 PREPROOF version 	October 2021	Full		Yes
6	314-331	<p>Email correspondence</p> <ol style="list-style-type: none"> i. Paper 1 – Summary of AFTD Changes - Implementation considerations for DLAs 071021 	October 2021	Partial	Sch 2 s2.2 (a)(ii)	Yes
7	332-372	<p>Meeting Minutes & Action Items: 7 October 2023 - AFTD2022 - Implementation phase</p> <ol style="list-style-type: none"> i. Assessing Fitness to Drive Implementation Phase Meeting Minutes ii. AFTD2022 Implementation Meeting Slide Pack 	October 2021	Partial	Sch 2 s2.2 (a)(ii)	Yes

		<ul style="list-style-type: none"> iii. Implementation Advisory Group Terms of Reference (Oct 2021) iv. Summary of AFTD changes - Implementation considerations for DLA v. Austroads AFTD Implementation Framework 				
8	373-640	<p>Emails correspondence</p> <ul style="list-style-type: none"> i. AFTD - Overview of final changes. ii. Assessing Fitness to Drive 2022 pre-approval 	November 2021	Partial	Sch 2 s2.2 (a)(ii)	Yes
9	641-785	<p>Emails correspondence</p> <ul style="list-style-type: none"> i. AFTD 2021 Final report December 2021 ii. Paper 1 - Summary of AFTD changes - Implementation considerations for DLAs 	December 2021	Partial	Sch 2 s2.2 (a)(ii)	Yes
10	786-790	<p>Meeting Minutes correspondence</p> <ul style="list-style-type: none"> i. AFTD DLA Implementation Meeting ii. AFDT 2021 – Final Report (DUPLICATE) 	January 2022	Partial	Sch 2 s2.2 (a)(ii)	Yes
11	791-803	<p>Emails correspondence</p> <ul style="list-style-type: none"> i. AP-G56-22_Assessing_Fitness_Drive.pdf (publicly available) ii. Bioptic Lens 2022 AFTD Juro Summary 	April - July 2022	Partial	Sch 2 s2.2 (a)(ii) Sch 2 s2.2 (a)(x)	Yes
12	804-809	Emails correspondence	August 2022	Partial	Sch 2 s2.2 (a)(ii)	Yes
13	810-814	Meeting Minutes – PCG Meeting 29 November 2022	December 2022	Partial	Sch 2 s2.2 (a)(ii)	Yes
14	815-820	Emails correspondence	March 2023	Partial	Sch 2 s2.2 (a)(ii)	Yes
15	821-832	<p>Meeting Minutes</p> <ul style="list-style-type: none"> i. Minutes - PCG EI Meeting February 2023 ii. Minutes - PCG E&I Meeting January 2023 - amended Feb iii. Excel checkbox version Formatted 	March 2023	Partial	Sch 2 s2.2 (a)(x) Sch 2 s2.2 (a)(xvi)	Yes
16	833-886	<p>Emails correspondence</p> <ul style="list-style-type: none"> i. Minutes: AFDT Quarterly PCG and AFTD E&I Meeting 	March 2023	Partial	Sch 2 s2.2 (a)(ii) Out of Scope	Yes
		Bioptic Drivers Australia Pty Ltd's submission to the National Transport Commission's 2021		Publicly Available		
		Implementation Framework: Assessing Fitness to Drive		Publicly Available		
		Assessing Fitness to Drive 2022 Edition		Publicly Available		
Total No of Docs						
16						



FREEDOM OF INFORMATION REQUEST

I refer to your application under section 30 of the *Freedom of Information Act 2016* (the Act), received by the Chief Minister, Treasury and Economic Development Directorate (CMTEDD) on 22 March 2023. On 4 March and 26 April 2023, you clarified the scope of your request to the following:

- *Any information held by Access Canberra pertaining to bioptics and telescopic aids. Includes but is not limited to the following terms:*
 1. *Occupational Therapy Australia*
 2. *Optometry Australia*
 3. *Orthoptics Australia*
 4. *Canberra Hospital medical licencing panel.*
 5. *Infrastructure and Transport Ministers' Meeting (ITMM)*
 6. *Infrastructure and Transport Senior Officials' Committee, which includes the heads of Commonwealth, state and territory agencies.*
 7. *Email correspondence to or from Derise Cubin*
 8. *Email correspondence to or from Rebecca Wilson*
 9. *Any documents containing data/statistics or individual incidents, of road accident and/or infringement notice given to a person driving using a bioptic or telescopic device.*
 10. *Meeting papers, notes, outcomes pertaining to interagency discussions with Driver Licensing Authorities.*

Authority

I am an Information Officer appointed by the Director-General under section 18 of the Act to deal with access applications made under Part 5 of the Act.

Timeframes

In accordance with section 40 of the Act, CMTEDD is required to provide a decision within 20 working days of the access application being received. However, with the need to conduct large third party consultation, a decision and response are due on 27 June 2023.

Decision on access

Searches were completed for relevant information and 16 documents were identified that fall within the scope of your request. Two will be fully released and 14 will be partially released.

I have included as **Attachment A** to this decision the schedule of relevant documents. This provides a description of each document that falls within the scope of your request and the access decision for each of those documents. The documents released to you are provided as **Attachment B** to this letter.

I note that there are an additional three documents that are already publicly available. I have included the URL links to these on the schedule of documents referred to above as **Attachment A**.

In accordance with section 54(2) of the Act a statement of reasons outlining my decisions is below.

Statement of Reasons

In reaching my access decisions, I have taken the following into account:

- the Act
- the information that falls within the scope of your request
- the views of consulted third parties
- the ACT Ombudsman Guidelines
- the *Human Rights Act 2004*.

Exemption claimed

As a decision maker, I am required to determine whether the information within scope is in the public interest to release. To make this decision, I am required to:

- assess whether the information would be contrary to public interest to disclose as per Schedule 1 of the Act
- perform the public interest test as set out in section 17 of the Act by balancing the factors favouring disclosure and factors favouring non-disclosure in Schedule 2.

The public interest information under schedule 2 of the Act

The Act has a presumption in favour of disclosure. As a decision maker I am required to decide where, on balance, public interest lies. As part of this process, I must consider factors favouring disclosure and nondisclosure.

In *Hogan v Hinch* (2011) 243 CLR 506, [31] French CJ stated that when ‘used in a statute, the term [public interest] derives its content from “the subject matter and the scope and purpose” of the enactment in which it [public interest] appears’. Section 17(1) of the Act sets out the test, to be applied to determine whether disclosure of information would be contrary to the public interest. These factors are found in subsection 17(2) and Schedule 2 of the Act.

Taking into consideration the information contained in the documents found to be within the scope of your request, I have identified that the following public interest factors are relevant to determine if release of the information contained within these documents is within the ‘public interest’.

Factors favouring disclosure in the public interest:

(a) *disclosure of the information could reasonably be expected to do any of the following:*

- (i) *promote open discussion of public affairs and enhance the government’s accountability*
- (ii) *contribute to positive and informed debate on important issues or matters of*

public interest

- (iii) inform the community of the government's operations, including the policies, guidelines and code of conduct followed by the government in its dealings with members of the community*
- (viii) reveal the reason for a government decision and any background or contextual information that informed the decision.*
- (xiii) contribute to the administration of justice generally, including procedural fairness.*

Having considered the factors identified as relevant in this matter, I consider that release of the information contained in these documents may promote open discussion of public affairs and contribute to positive and informed debate within the ACT community. I am satisfied that there are considerable factors favouring the release of information that informs the community with regards to the regulatory role that government undertakes, particularly with licencing and assessment of fitness to drive. However, these factors are to be balanced against the factors favouring nondisclosure.

Factors favouring nondisclosure in the public interest:

- (a) disclosure of the information could reasonably be expected to do any of the following:*
 - (ii) prejudice the protection of an individual's right to privacy or any other right under the [Human Rights Act 2004](#)*
 - (x) prejudice intergovernmental relations*
 - (xvi) prejudice a deliberative process of government.*

Having reviewed the documents, I consider the protection of an individual's right to privacy is a significant factor. Protection of personal information for an individual when engaging with government in my opinion, outweighs the benefit which may be derived from releasing the personal information of an individual involved in this matter. Additionally, I have decided that release of this information could prejudice their right to privacy under the *Human Rights Act 2004*.

Release of information concerning individuals working within the ACT Public Service is generally not considered to prejudice the protection of an individual's right to privacy. However, where mobile phone numbers may be used for home and work purposes, this information is redacted, as it is for other individuals, as it could or would reasonably be expected to prejudice an individual's right to privacy under the *Human Rights Act 2004*.

Some of the information contained in this release includes information that requires protection in order for the government to continue to make informed decisions, especially in relation to negotiations with other jurisdictions. Therefore, I also consider the factor of s2.2 (a)(x) as relevant, although carrying less weight than s 2.2 (a)(xvi) which I consider to be significant.

Additionally, some information contained in this release that involves information relative to a deliberative process of government, therefore the factor for nondisclosure s 2.2 (a)(xvi) is relevant. While information referring to a deliberative process of government

can be disclosed where the information is factual or administrative, nondisclosure is recommended where prejudice of decision is reasonably expected to occur.

I am satisfied that on balance, the release of the information that could be prejudice under s 2.2 (a)(x) and (xvi) are considered not in the public interest to release, and are therefore exempt from disclosure.

Having applied the test outlined in section 17 of the Act and deciding that release of personal information contained in the documents is not in the public interest to release, I have chosen to redact this specific information in accordance with section 50(2). Noting the pro-disclosure intent of the Act, I am satisfied that redacting only the information that I believe is not in the public interest to release will ensure that the intent of the Act is met and will provide you with access to the majority of the information held by CMTEDD within the scope of your request.

Charges

Pursuant to *Freedom of Information (Fees) Determination 2017 (No 2)* processing charges are applicable for this request because the total number of pages to be released to you exceeds the charging threshold of 50 pages. However, the charges have been waived in accordance with section 105 (1)(a) of the Act.

Online publishing – Disclosure Log

Under section 28 of the Act, CMTEDD maintains an online record of access applications called a disclosure log. Your original access application, my decision and documents released to you in response to your access application will be published in the CMTEDD disclosure log no sooner than three days after my decision. Your personal contact details will not be published.

You may view CMTEDD disclosure log at

<https://www.cmtedd.act.gov.au/functions/foi/disclosure-log-2023>.

Ombudsman Review

My decision on your access request is a reviewable decision as identified in Schedule 3 of the Act. You have the right to seek Ombudsman review of this outcome under section 73 of the Act within 20 working days from the day this decision is published, or a longer period allowed by the Ombudsman.

We recommend using this form [Applying for an Ombudsman Review](#) to ensure you provide all of the required information. Alternatively, you may write to the Ombudsman at:

The ACT Ombudsman
GPO Box 442
CANBERRA ACT 2601

Via email: actfoi@ombudsman.gov.au

ACT Civil and Administrative Tribunal (ACAT) Review

Under section 84 of the Act, if a decision is made under section 82(1) on an Ombudsman review, you may apply to the ACAT for review of the Ombudsman decision. Further information may be obtained from the ACAT at:

ACT Civil and Administrative Tribunal
15 Constitution Avenue
GPO Box 370
Canberra City ACT 2601
Telephone: (02) 6207 1740
<http://www.acat.act.gov.au/>

Should you have any queries in relation to your request please contact me by telephone on 6207 7754 or email CMTEDDFOI@act.gov.au.

Yours sincerely,

A handwritten signature in black ink, consisting of the letters 'EH' in a stylized, cursive font.

Emma Hotham
Information Officer
Chief Minister, Treasury and Economic Development Directorate

27 June 2023

From: "Cubin, Derise"
Sent: 24/09/2018 10:22 AM
To: "White, Michael" <Michael.White@act.gov.au>
Subject: RE: Bioptic driving

Hi Michael

I will get some advice for you

Cheers Derise

Derise Cubin | Director
Licensing and Registration Division
Phone: 02 6205 3732 | **m:** [Sch 2.2\(a\)\(ii\)](#) | **e:** derise.cubin@act.gov.au
Access Canberra | ACT Government
<http://www.act.gov.au>



From: White, Michael
Sent: Monday, 24 September 2018 10:17 AM
To: Cubin, Derise <Derise.Cubin@act.gov.au>
Subject: FW: Bioptic driving

Hi Derise,

Do you have any background on this that I might be able to pass to Minister Stephen Smith's office?

Cheers,

Michael White

Adviser

Office of Gordon Ramsay MLA | Member for Ginninderra
Attorney-General
Minister for the Arts and Cultural Events
Minister for Building Quality Improvement
Minister for Business and Regulatory Services
Minister for Seniors and Veterans
Phone: 6205 7101 | Email: michael.white@act.gov.au



From: [Sch 2.2\(a\)\(ii\)](#)
Sent: Monday, 24 September 2018 8:54 AM
To: White, Michael <Michael.White@act.gov.au>
Subject: Bioptic driving

Hi Michael,

Sorry about the email trail below. I just thought I should give you a heads up – I am meeting with a disability stakeholder (although we keep shifting the timing) who is pushing the idea of allowing bioptic driving. I asked Rattenbury's office to check with JACS whether it was a policy thing around road safety or a regulatory issue, but they say it's a regulatory issue.

No rush on this, but does Access Canberra have any standard words/background/etc? I am hoping I can steer [redacted] into making contact with relevant officials as she continues to push this.

Cheers

Sch 2.2(a)(ii)

From: Dent, Christian **On Behalf Of** RATTENBURY

Sent: Friday, 21 September 2018 5:00 PM

To: Sch 2.2(a)(ii)

Subject: RE: connecting Sch 2.2(a)(ii) and [redacted]

Hi Sch 2.2(a)(ii)

JACS believe this best sits with Access Canberra as it falls within the national fitness to drive standards/guidelines. Access Canberra issues licences and refers people for medical testing or disability vehicle modifications etc.

Cheers,
Christian

From: Sch 2.2(a)(ii)

Sent: Thursday, 20 September 2018 3:36 PM

To: RATTENBURY <RATTENBURY@act.gov.au>

Subject: FW: connecting Sch 2.2(a)(ii) and Belinda

Hi Christian,

I'm meeting tomorrow with a disability stakeholder [redacted] below, who is looking at how the ACT Government approaches the issue of allowing bioptic driving.

From my quick read, it relates to [Assessing Fitness to Drive](#) guidelines which come under the relevant COAG Transport Council. However, I thought it might be a road safety issue and therefore a Minister Rattenbury responsibility.

Would appreciate if you could let me know which office I can give [redacted] a steer towards, after the meeting tomorrow.

Cheers

Sch 2.2(a)(ii)

From: [redacted] [[mailto:\[redacted\]](mailto:[redacted])]

Sent: Thursday, 13 September 2018 2:19 PM

To: Sch 2.2(a)(ii)

Subject: Re: connecting Sch 2.2(a)(ii) and [redacted]

Hi Sch 2.2(a)(ii)

Wonderful! Thanks for offer to assist!

I'm thinking a chat over the phone if that's good for you? Or other format?

For background our website is here:
 [REDACTED]

There are possible several areas of contact. The overarching agenda is to introduce a standard into the AFTD guidelines (NTC & Austroad through COAG) and National training programs.

I've been driving for over two years using bioptics and started [REDACTED] to advance supply & demand side initiatives.

Some ideas for ACT government interaction:

- discussion paper on bioptic driving.
- ACT driving program for supply side such as driving instructors, OT, Rehab.
- demonstration project to support evidence based research in Australia..

Had I known about bioptics at age 16/17 and got my licence at the same time as peers, instead of over 40, my life would be very different. There are many people out there, born with or acquired latter in life with decades of driving experience who can benefit. We are looking to expand awareness.

My number is [REDACTED]

Or happy to call you?

Regards
 [REDACTED]

From: Sch 2 2(a)(ii) [REDACTED]
Sent: Thursday, 13 September 2018 1:53:58 PM
To: Christina Ryan
Cc: [REDACTED]
Subject: RE: connecting [REDACTED] and [REDACTED]

Hi Christina and [REDACTED]

It sounds like a regulatory aspect around driving, so I am happy to have a chat and work out who it would be best for [REDACTED] to write to/engage with!

Cheers
 [REDACTED]

From: Christina Ryan [<mailto:Christina@disabilityleaders.com.au>]
Sent: Thursday, 13 September 2018 1:53 PM
To: Sch 2 2(a)(ii) [REDACTED]
Cc: [REDACTED] <[REDACTED]>
Subject: connecting [REDACTED] and [REDACTED]

Hi [REDACTED] hope things go well there. I'm connecting you to [REDACTED] another DLI member, who wants to get a handle on who best to speak to in ACT government about bioptic driving (I'll let [REDACTED] explain that!).

Its exciting stuff.

I thought it might be Gordon's department, but perhaps its someone else? Are you able to connect with [REDACTED] and assist with progressing this one?

Major thanks in advance!

Christina

Christina Ryan
CEO / Founder - GAICD, DLI, W100

We are owned and run by disabled people



Christina@disabilityleaders.com.au

<http://disabilityleaders.com.au/>

skype: hchristinar88 Twitter: @disabilitylead

[YouTube](#)

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From: "McIntosh, Andrew" <Andrew.McIntosh@act.gov.au>
Sent: 28/06/2021 3:20 PM
To: "Wilson, Rebecca" <Rebecca.Wilson@act.gov.au>
Cc: "Cubin, Derise" <Derise.Cubin@act.gov.au>; "MacLeod, Adam" <Adam.MacLeod@act.gov.au>
Subject: RE: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

OFFICIAL

Yes please.

My guess is it would be a very small subset of the S conditions.

Thanks

Andrew McIntosh | Executive Officer
Deputy Director-General, David Pryce
Phone: [02 6207 2111](tel:0262072111) | Email: andrew.mcintosh@act.gov.au
Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government
GPO Box 158, Civic ACT 2601 | www.act.gov.au/accessCBR



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From: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>
Sent: Monday, 28 June 2021 2:19 PM
To: McIntosh, Andrew <Andrew.McIntosh@act.gov.au>
Cc: Cubin, Derise <Derise.Cubin@act.gov.au>; MacLeod, Adam <Adam.MacLeod@act.gov.au>
Subject: FW: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

Hi Andrew

We do not record the use of bioptics as a condition (they would be included in the S condition used for all corrective lenses) in the rego.act database so we are not able to report on the number of drivers in the ACT. Did you want me to respond to Ron?

Thanks

Bec

Bec Wilson | A/g Senior Director Licensing and Registration
Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au
Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government
Bowes Place Phillip ACT 2602 | www.act.gov.au/accessCBR

Please note: I work Monday to Thursday



From: Ron Grasso <rgrasso@ntc.gov.au>
Sent: Monday, 28 June 2021 10:27 AM
To: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>; McIntosh, Andrew <Andrew.McIntosh@act.gov.au>
Cc: Jonathan Davey <jdavey@ntc.gov.au>; Brown, Alex <Alex.Brown@act.gov.au>
Subject: RE: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

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Hi Rebecca & Andrew, also FYI.

Ron Grasso

Acting Head of Safety Reform

03 9236 5039 [Sch 2.2\(a\)\(ii\)](#) ntc.gov.au
 Level 3, 600 Bourke Street | Melbourne VIC 3000



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From: Ron Grasso <rgrasso@ntc.gov.au>
Sent: Monday, 28 June 2021 10:21 AM
To: alex.brown@act.gov.au
Cc: Jonathan Davey <jdavey@ntc.gov.au>
Subject: FW: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

Hi Alex, FYI below. I received an out of office message from Derise, nominating you as the proxy. Thanks.

Ron

Ron Grasso

Acting Head of Safety Reform

03 9236 5039 [Sch 2.2\(a\)\(ii\)](#) ntc.gov.au

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From: Ron Grasso <rgrasso@ntc.gov.au>
Sent: Monday, 28 June 2021 10:19 AM
To: Derise.Cubin@act.gov.au
Cc: Jonathan Davey <jdavey@ntc.gov.au>
Subject: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

Good morning Derise,

The NTC is in the process of examining feedback from the recent consultation round of the AFTD2021 review and finalising the AFTD update. To this end, we're seeking assistance from Access Canberra to further explore an issue raised in your submission: bioptic devices.

If possible, can you please indicate the number of drivers in the ACT issued with a conditional licence for use of a bioptic device? If you could also include if they were considered under the private or commercial standards, or the licence class they hold, that would be very helpful. Even information on the licences granted from the last 1-2 years would be great.

We will use this information to consider the impact of any changes made to the existing bioptic device guidance. We would be very appreciative if you could provide this by **Friday 10 July**.

Please let me know if you would like to discuss this further or if I can provide any additional information to assist this request.

Kind Regards,
Ron

Ron Grasso

Acting Head of Safety Reform

03 9236 5039 [Sch 2.2\(a\)\(f\)](#) ntc.gov.au

Level 3, 600 Bourke Street | Melbourne VIC 3000



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From: "McIntosh, Andrew" <Andrew.McIntosh@act.gov.au>
Sent: 28/06/2021 12:53 PM
To: "Wilson, Rebecca" <Rebecca.Wilson@act.gov.au>
Subject: RE: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

OFFICIAL

Should have guessed you are way ahead of me

Andrew McIntosh | Executive Officer
Deputy Director-General, David Pryce
Phone: [02 2261111](tel:022261111) | Email: andrew.mcintosh@act.gov.au
Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government
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From: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>
Sent: Monday, 28 June 2021 10:51 AM
To: MacLeod, Adam <Adam.MacLeod@act.gov.au>
Cc: S, Kellie <Kellie.S@act.gov.au>; McIntosh, Andrew <Andrew.McIntosh@act.gov.au>; Cubin, Derise <Derise.Cubin@act.gov.au>
Subject: FW: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

Hi Adam

See below – I don't think we record the use of bioptics on rego.act – so probably can't report on this.

Can you confirm?

Thanks

Bec

Bec Wilson | A/g Senior Director Licensing and Registration
Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au
Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government
Bowes Place Phillip ACT 2602 | www.act.gov.au/accessCBR

Please note: I work Monday to Thursday



From: Ron Grasso <rgrasso@ntc.gov.au>
Sent: Monday, 28 June 2021 10:27 AM

To: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>; McIntosh, Andrew <Andrew.McIntosh@act.gov.au>
Cc: Jonathan Davey <jdavey@ntc.gov.au>; Brown, Alex <Alex.Brown@act.gov.au>
Subject: RE: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

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Hi Rebecca & Andrew, also FYI.

Ron Grasso

Acting Head of Safety Reform

03 9236 5039  ntc.gov.au

Level 3, 600 Bourke Street | Melbourne VIC 3000



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From: Ron Grasso <rgrasso@ntc.gov.au>
Sent: Monday, 28 June 2021 10:21 AM
To: alex.brown@act.gov.au
Cc: Jonathan Davey <jdavey@ntc.gov.au>
Subject: FW: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

Hi Alex, FYI below. I received an out of office message from Derise, nominating you as the proxy. Thanks.

Ron

Ron Grasso

Acting Head of Safety Reform

03 9236 5039  ntc.gov.au

Level 3, 600 Bourke Street | Melbourne VIC 3000



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From: Ron Grasso <rgrasso@ntc.gov.au>
Sent: Monday, 28 June 2021 10:19 AM
To: Derise.Cubin@act.gov.au
Cc: Jonathan Davey <jdavey@ntc.gov.au>
Subject: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

Good morning Derise,

The NTC is in the process of examining feedback from the recent consultation round of the AFTD2021 review and finalising the AFTD update. To this end, we're seeking assistance from Access Canberra to further explore an issue raised in your submission: bioptic devices.

If possible, can you please indicate the number of drivers in the ACT issued with a conditional licence for use of a bioptic device? If you could also include if they were considered under the private or commercial standards, or the licence class they hold, that would be very helpful. Even information on the licences granted from the last 1-2 years would be great.

We will use this information to consider the impact of any changes made to the existing bioptic device guidance. We would be very appreciative if you could provide this by **Friday 10 July**.

Please let me know if you would like to discuss this further or if I can provide any additional information to assist this request.

Kind Regards,
Ron

Ron Grasso

Acting Head of Safety Reform

03 9236 5039 [Sch 2.2\(a\)\(ii\)](#) ntc.gov.au

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From: "Ron Grasso" <rgrasso@ntc.gov.au>
Sent: 30/06/2021 4:46 PM
To: "Sch 2.2(a)(i)" <Sch 2.2(a)(i)@sa.gov.au>; "Buisman, Amie" <Amie.Buisman@transport.wa.gov.au>; "Cubin, Derise" <Derise.Cubin@act.gov.au>; "Emily Hicks" <emily.hicks@infrastructure.gov.au>; "Fiona Morris" <Fiona.Morris@roads.vic.gov.au>; "Irene Siu" <Irene.Siu@transport.nsw.gov.au>; "Karen Webb" <Karen.Webb@stategrowth.tas.gov.au>; "Marilyn DiStefano" <marilyn.distefano@roads.vic.gov.au>; "McIntosh, Andrew" <Andrew.McIntosh@act.gov.au>; "Parik Lumb" <parik.lumb@rsc.wa.gov.au>; "Yessenia Pineda-DeLeon" <Yessenia.M.Pineda-DeLeon@tmr.qld.gov.au>; "Lee Cheetham" <Lee.Cheetham@transport.nsw.gov.au>; "Wilson, Rebecca" <Rebecca.Wilson@act.gov.au>; "MacLeod, Adam" <Adam.MacLeod@act.gov.au>; "THOMPSON James" <James.THOMPSON@infrastructure.gov.au>
Cc: "Jonathan Davey" <jdavey@ntc.gov.au>
Subject: FW: Submission by Bioptic Driver Association to NTC [DLM=For-Official-Use-Only]
Attachments: BDA submission to NTC review of AFTD guidelines June 2021 FINAL-1.pdf

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Hi, as promised, attached is the BDA public submission and my related notes; although pls. don't assume they're completely accurate or complete.

Ron

Ron Grass

o

Acting Head of Safety Reform

03 9236 503 | Sch 2.2(a)(i) | ntc.gov.au
 9 | u

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 t e C



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From: Ron Grasso
Sent: Wednesday, 30 June 2021 4:33 PM
To: Sch 2.2(a)(i) (DIT) Sch 2.2(a)(i)@sa.gov.au
Cc: Jonathan Davey <jdavey@ntc.gov.au>
Subject: RE: Submission by Bioptic Driver Association to NTC [DLM=For-Official-Use-Only]

Hi [redacted] submission attached. Here are my notes as well (although, pls. don't assume they're completely accurate).

Ron

Bioptic devices

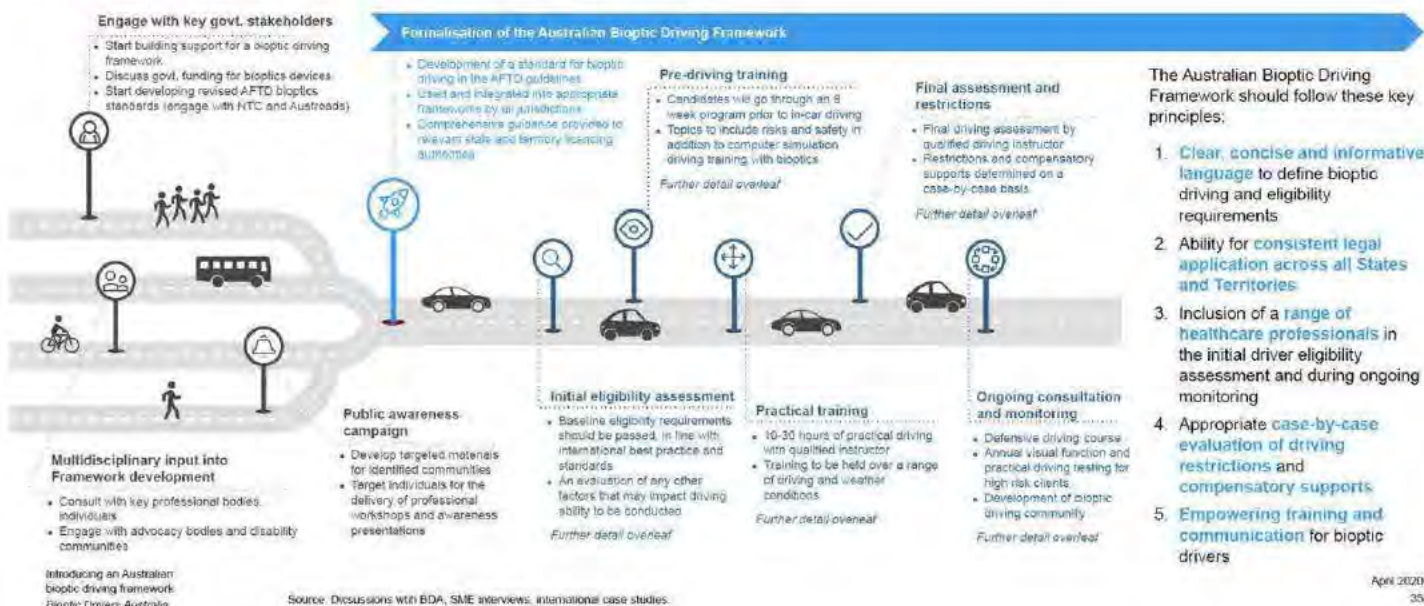
- **BDA submission**

- Up to 228,000 Australian's are being denied civil and human rights to demonstrate they can be safe drivers.
- Assessing Fitness to Drive (AFTD) Guidelines formally legalised bioptics in 2012.
- Research shows that bioptic drivers' performance is, at maximum, comparable to the general public and, at minimum, comparable to many groups with higher collision rates that are permitted to drive.
- The bioptic is prescribed by an eye health professional (usually an optometrist or ophthalmologist).
- The user looks through the carrier lenses for general driving purposes (approximately 90 per cent of the total driving time) and quickly (1-1.5 second per fixation) and intermittently through the bioptic for spotting purposes only, the other 5-10 % of the total driving time.
- A person's fitness to drive cannot be determined alone by their vision acuity, vision field, vision function or functional vision or age etc.
 - The International Council of Ophthalmology ICO in its 2005 report "Vision Requirements for Driving Safety" in essence supports a case by case assessment of people with acuity of less than the above accepted 20/40 (6/12, 0.5) to allow for restricted (conditional) driver licences.
 - 'Ultimately, driving safety does not depend so much on what is seen, but rather on how quickly and how adequately drivers respond to what is seen.'
 - For people with vision less than 6/12 the vision specialist can advise the DLA impose restrictions such as:
 - must wear glasses
 - must wear bioptic
 - limitation to daylight driving
 - restriction to a radius of km from home
 - restriction to familiar areas
 - speed limitation
 - no highway driving
 - requirement of more frequent testing, based on the prognosis of the condition.
 - The current AFTD guidelines and vision standard should be updated to include detail on a multidisciplinary bioptic driving framework:
 - Eye health professional evaluation, including an individuals' comorbidity.
 - Habilitation (new drivers) / Rehabilitation (previous/current drivers), including practical driving assessments undertaken by suitably qualified assessors, and
 - DLA, taking into account the medical advice, practical driving assessment & a person's driving history.
 - [REDACTED] has raised concerns that medical panels seem not to have been constructed by DLAs to include experts in low vision rehabilitation or bioptic use.
- Bioptics studies show 1.2X to 2.2.X higher rate of road accident than the average population
 - 16 year-old drivers have an 18X higher rate
 - About half the population has a higher rate than the average population
- Other measures, such as reduced speed, will yield better safety outcomes than banning biotic users
- Applying restrictions via conditional licencing is the optimal outcome.
- Outcomes sought:
 - A national bioptic driving framework and program as part of the National Policy Framework for Land Transport Technology and its Action Plan to be overseen by the NTC or Austroads and run through each state and territory; and,
 - A standard for bioptic driving medical assessments in the national Assessing Fitness to Drive guidelines.

5. Key elements for an Australian framework

Based on global cases, a bioptic driving framework should include specific training and a multidisciplinary assessment

Potential Australian bioptic driving framework (1/2)



5. Key elements for an Australian framework

A 5-step approach to assess and licentiate candidates for bioptic driving is proposed based on global examples

Potential Australian bioptic driving framework (2/2)



From: Sch 2.2(a)(ii)
 Sent: Wednesday, 30 June 2021 4:23 PM
 To: Ron Grasso <rgrasso@ntc.gov.au>
 Subject: Submission by Bioptic Driver Association to NTC

Hi Ron

The website is not allowing me to download the submission made by the Bioptic Driver's Association in relation to the AFTD guidelines.

Can you please forward a copy to me in preparation for our meeting with them tomorrow?

Thank you,

Sch 2.2(a)(ii)

A/Principal Policy Officer

Road Safety, Policy and Research

Road & Marine Services

Department for Infrastructure and Transport

T 08 8343 2081 (internal 22081) E [\[REDACTED\]@sa.gov.au](mailto: [REDACTED]@sa.gov.au)

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We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.

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From: "MacLeod, Adam" <Adam.MacLeod@act.gov.au>
Sent: 30/06/2021 3:29 PM
To: "S, Kellie" <Kellie.S@act.gov.au>; "Ryan, PatriciaX" <PatriciaX.Ryan@act.gov.au>
Cc: "Wilson, Rebecca" <Rebecca.Wilson@act.gov.au>
Subject: RE: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

UNOFFICIAL

Hi Team,

I know we cant specifically identify these clients, but are you guys aware of any Canberrans using bioptic's?

Cheers,
Adam

From: S, Kellie <Kellie.S@act.gov.au>
Sent: Monday, 28 June 2021 1:02 PM
To: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>; MacLeod, Adam <Adam.MacLeod@act.gov.au>
Subject: RE: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

UNOFFICIAL

Hi All,

We don't record bioptics.

This would be hard to capture as it could be recorded as an 's' condition and also an 'x' condition – I am not sure how we could get this data

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Sent: Monday, 28 June 2021 10:51 AM
To: MacLeod, Adam <Adam.MacLeod@act.gov.au>
Cc: S, Kellie <Kellie.S@act.gov.au>; McIntosh, Andrew <Andrew.McIntosh@act.gov.au>; Cubin, Derise <Derise.Cubin@act.gov.au>
Subject: FW: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

Hi Adam

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Bec

Bec Wilson | A/g Senior Director Licensing and Registration
Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au
Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government
Bowes Place Phillip ACT 2602 | www.act.gov.au/accessCBR

Please note: I work Monday to Thursday

From: "S, Kellie" <Kellie.S@act.gov.au>
Sent: 30/06/2021 3:43 PM
To: "MacLeod, Adam" <Adam.MacLeod@act.gov.au>; "Ryan, PatriciaX" <PatriciaX.Ryan@act.gov.au>
Cc: "Wilson, Rebecca" <Rebecca.Wilson@act.gov.au>
Subject: RE: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

UNOFFICIAL

Hi Adam,

I have checked with the medical team and they 'think' they have maybe seen one since their time in lara.

From: MacLeod, Adam <Adam.MacLeod@act.gov.au>
Sent: Wednesday, 30 June 2021 3:29 PM
To: S, Kellie <Kellie.S@act.gov.au>; Ryan, PatriciaX <PatriciaX.Ryan@act.gov.au>
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Bec Wilson | A/g Senior Director Licensing and Registration

Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au

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Bowes Place Phillip ACT 2602 | www.act.gov.au/accessCBR

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To: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>; McIntosh, Andrew <Andrew.McIntosh@act.gov.au>

Cc: Jonathan Davey <jdavey@ntc.gov.au>; Brown, Alex <Alex.Brown@act.gov.au>

Subject: RE: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

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Hi Rebecca & Andrew, also FYI.

Ron Grasso

Acting Head of Safety Reform

03 9236 5039 [Sch 2.2\(a\)\(ii\)](#) ntc.gov.au

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From: Ron Grasso <rgrasso@ntc.gov.au>

Sent: Monday, 28 June 2021 10:21 AM

To: alex.brown@act.gov.au

Cc: Jonathan Davey <jdavey@ntc.gov.au>


Subject: FW: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

Hi Alex, FYI below. I received an out of office message from Derise, nominating you as the proxy. Thanks.

Ron

Ron Grasso

Acting Head of Safety Reform

03 9236 5039  ntc.gov.au

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From: Ron Grasso <rgrasso@ntc.gov.au>

Sent: Monday, 28 June 2021 10:19 AM

To: Derise.Cubin@act.gov.au

Cc: Jonathan Davey <jdavey@ntc.gov.au>

Subject: Bioptic devices in the ACT - AFTD review [DLM=For-Official-Use-Only]

Good morning Derise,

The NTC is in the process of examining feedback from the recent consultation round of the AFTD2021 review and finalising the AFTD update. To this end, we're seeking assistance from Access Canberra to further explore an issue raised in your submission: bioptic devices.

If possible, can you please indicate the number of drivers in the ACT issued with a conditional licence for use of a bioptic device? If you could also include if they were considered under the private or commercial standards, or the licence class they hold, that would be very helpful. Even information on the licences granted from the last 1-2 years would be great.

We will use this information to consider the impact of any changes made to the existing bioptic device guidance. We would be very appreciative if you could provide this by **Friday 10 July**.

Please let me know if you would like to discuss this further or if I can provide any additional information to assist this request.

Kind Regards,

Ron

Ron Grasso

Acting Head of Safety Reform

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From: "Cubin, Derise"
Sent: 05/07/2022 5:04 PM
To: "Wilson, Rebecca" <Rebecca.Wilson@act.gov.au>
Subject: RE: Seeking clarification re jurisdiction application of Bioptics provisions in 2022 AFTD - request response by Friday 15th July 2022 - NT response

Yes , thank you

Sounds good

D

From: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>
Sent: Tuesday, 5 July 2022 4:58 PM
To: Cubin, Derise <Derise.Cubin@act.gov.au>
Subject: FW: Seeking clarification re jurisdiction application of Bioptics provisions in 2022 AFTD - request response by Friday 15th July 2022 - NT response

Hi D

My proposed response:

The ACT will take a similar approach to others – cases would be assessed on a case by case basis depending on the information provided by the optometrist or ophthalmologist against the Assessing Fitness to Drive guidelines.

Are you happy with that?

Thanks

Bec

Bec Wilson | A/g Senior Director Licensing and Registration
 Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au
Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government
 Bowes Place Phillip ACT 2602 | www.act.gov.au/accessCBR

Please note: I work Monday to Thursday



From: Sch 2.2(a)(x), Sch 2.2(a)(ii)
Sent: Tuesday, 5 July 2022 1:31 PM
To: Stephen Mackrow <Stephen.Mackrow@nt.gov.au>; Marilyn Di Stefano <Marilyn.DiStefano@roads.vic.gov.au>; Wilson, Rebecca <Rebecca.Wilson@act.gov.au>; Cubin, Derise <Derise.Cubin@act.gov.au>; Sch 2.2(a)(ii) <[Sch 2.2\(a\)\(ii\)@sa.gov.au](mailto:Sch 2.2(a)(ii)@sa.gov.au)>; Scott Swain <Scott.Swain@sa.gov.au>; Karen Webb <Karen.Webb@stategrowth.tas.gov.au>; Fiona Morris <Fiona.Morris@roads.vic.gov.au>; Lee Cheetham <Lee.Cheetham@transport.nsw.gov.au>; Simon Brodie <simon.j.brodie@transport.nsw.gov.au>; Ryan Creed <ryan.creed@transport.nsw.gov.au>; Eliane D Yuille <Eliane.D.Yuille@tmr.qld.gov.au>
Cc: Fiona Landgren <fiona.landgren@projecthealth.com.au>; An Rendell <arendell@austroads.com.au>; Fiona Morris <Fiona.Morris@roads.vic.gov.au>; Amanda Carter <Amanda.Carter@roads.vic.gov.au>; Binnaz Kaysal

<Binnaz.Kaysal@roads.vic.gov.au>; Serge Zandegu <Serge.Zandegu@roads.vic.gov.au>; Louise Purcell <Louise.Purcell@roads.vic.gov.au>; Bettina Cruise <Bettina.Cruise@roads.vic.gov.au>; Ross Gregory <Ross.Gregory@roads.vic.gov.au>; MVR medical <mvr.medical@nt.gov.au>

Subject: RE: Seeking clarification re jurisdiction application of Bioptics provisions in 2022 AFTD - request response by Friday 15th July 2022 - NT response

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Sch 2.2(a)(x)

Many thanks,

Sch 2.2(a)(x), Sch 2.2(a)(ii)

From: Sch 2.2(a)(x)

Sent: Tuesday, 5 July 2022 7:38 AM

To: Marilyn Di Stefano <Marilyn.DiStefano@roads.vic.gov.au>; Wilson, Rebecca <Rebecca.Wilson@act.gov.au>; Cubin, Derise <derise.cubin@act.gov.au>; Sch 2.2(a)(ii) <Sch 2.2(a)(ii)@sa.gov.au>; Scott Swain <Scott.Swain@sa.gov.au>; Buisman, Amie <Amie.Buisman@transport.wa.gov.au>; Karen Webb <Karen.Webb@stategrowth.tas.gov.au>; Fiona Morris <Fiona.Morris@roads.vic.gov.au>; Lee Cheetham <Lee.Cheetham@transport.nsw.gov.au>; Simon Brodie <simon.j.brodie@transport.nsw.gov.au>; Ryan Creed <ryan.creed@transport.nsw.gov.au>; Eliane D Yuille <Eliane.D.Yuille@tmr.qld.gov.au>

Cc: Fiona Landgren <fiona.landgren@projecthealth.com.au>; An Rendell <arendell@austroroads.com.au>; Fiona Morris <Fiona.Morris@roads.vic.gov.au>; Amanda Carter <Amanda.Carter@roads.vic.gov.au>; Binnaz Kaysal <Binnaz.Kaysal@roads.vic.gov.au>; Serge Zandegu <Serge.Zandegu@roads.vic.gov.au>; Louise Purcell <Louise.Purcell@roads.vic.gov.au>; Bettina Cruise <Bettina.Cruise@roads.vic.gov.au>; Ross Gregory <Ross.Gregory@roads.vic.gov.au>; MVR medical <mvr.medical@nt.gov.au>

Subject: Seeking clarification re jurisdiction application of Bioptics provisions in 2022 AFTD - request response by Friday 15th July 2022 - NT response

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Sch 2.2(a)(x)

Sch 2.2(a)(x)

Sch 2.2(a)(x)



Sch 2.2(a)(x)

From: Sch 2.2(a)(x) >

Sent: Monday, 4 July 2022 5:44 PM

To: Stephen Mackrow <Stephen.Mackrow@nt.gov.au>; Wilson, Rebecca <Rebecca.Wilson@act.gov.au>; Cubin, Derise <derise.cubin@act.gov.au>; Sch 2.2(a)(ii) <[Sch 2.2\(a\)\(ii\)@sa.gov.au](mailto:Sch 2.2(a)(ii)@sa.gov.au)>; Scott Swain <Scott.Swain@sa.gov.au>; Buisman, Amie <Amie.Buisman@transport.wa.gov.au>; Karen Webb <Karen.Webb@stategrowth.tas.gov.au>; Fiona Morris <Fiona.Morris@roads.vic.gov.au>; Lee Cheetham <Lee.Cheetham@transport.nsw.gov.au>; Simon Brodie <simon.j.brodie@transport.nsw.gov.au>; Ryan Creed <ryan.creed@transport.nsw.gov.au>; Eliane D Yuille <Eliane.D.Yuille@tmr.qld.gov.au>

Cc: Fiona Landgren <fiona.landgren@projecthealth.com.au>; An Rendell <arendell@austroroads.com.au>; Fiona Morris <Fiona.Morris@roads.vic.gov.au>; Amanda Carter <Amanda.Carter@roads.vic.gov.au>; Binnaz Kaysal <Binnaz.Kaysal@roads.vic.gov.au>; Serge Zandegu <Serge.Zandegu@roads.vic.gov.au>; Louise Purcell <Louise.Purcell@roads.vic.gov.au>; Bettina Cruise <Bettina.Cruise@roads.vic.gov.au>; Ross Gregory <Ross.Gregory@roads.vic.gov.au>

Subject: Seeking clarification re jurisdiction application of Bioptics provisions in 2022 AFTD - request response by Friday 15th July 2022 COB.

Hi All.

We are seeking clarification re your jurisdiction's application of the Bioptics lens provisions in the 2022 AFTD. Bioptic Drivers Australia has reached out to us for a meeting.

We are briefing our senior executive team: understanding how Victoria is positioned compared to other jurisdictions will be helpful.

Background:1. Bioptics is included in section 10.2.8 page 207 of the final 2022 AFTD.

Key wording states:

(a) *The driver licensing authority **may refuse a licence if the visual acuity standards are not met without the use of a bioptic telescope** (refer to section 10.2.1, Visual acuity).*

(b) *... **due to the increased risk associated with commercial vehicle driving** (refer to Part A section 4.1. Medical standards for private and commercial vehicle drivers), these devices **should not be used to meet the visual acuity standards for commercial vehicles.***

2. The NTC review process

The NTC Assessing Fitness to Drive 2021 review: May 2021 (p.105) summarised the review process in relation to bioptic lenses thus:

A number of submissions requested vision standards and licensing criteria for the use of bioptic devices and guidance for medical professionals to assist in training and use of these devices. Medical specialist advice did not support the proposed standards or criteria for conditional licensing. A consensus position supporting the use of bioptic devices could not be reached among the expert advice provided, which included recommendations to prohibit the use of bioptics to meet the visual acuity standards. Areas of consensus among medical and health professional stakeholders will be required before considering further changes to this section. It was noted that there is inconsistent approval across international fitness-to-drive standards for using these devices when driving and/or to meet visual acuity criteria. Edits were provided to the current section to update accuracy. No other changes were made to this section. (pp. 104 & 105, report available from: ntc.gov.au/sites/default/files/assets/files/AFTD-2021-Interim-report.pdf

Sch 2.2(a)(x)

Request to national jurisdictions – response by COB Friday 15th July 2022

Would you mind advising if your internal policy/process either aligns or deviates from the Victorian one (not withstanding acknowledging that not all jurisdictions have an expert medical panel).

We would appreciate your response by COB Friday 15th July 2022 COB.

Happy to discuss.

Thanks in anticipation.

Regards,

Sch 2.2(a)(x)

Sch 2.2(a)(x)

From: An Rendell <arendell@ustroads.com.au>

Sent: Monday, 20 June 2022 5:31 PM

To: Stephen Mackrow <Stephen.Mackrow@nt.gov.au>; Wilson, Rebecca <Rebecca.Wilson@act.gov.au>; Cubin, Derise <derise.cubin@act.gov.au>; Sch 2.2(a)(ii) <[Sch 2.2\(a\)\(ii\)@sa.gov.au](mailto:Sch 2.2(a)(ii)@sa.gov.au)>; Scott Swain <Scott.Swain@sa.gov.au>; Buisman, Amie <Amie.Buisman@transport.wa.gov.au>; Karen Webb <Karen.Webb@stategrowth.tas.gov.au>; Fiona Morris <Fiona.Morris@roads.vic.gov.au>; Marilyn Di Stefano <Marilyn.DiStefano@roads.vic.gov.au>; Lee Cheetham <Lee.Cheetham@transport.nsw.gov.au>; Simon Brodie <simon.j.brodie@transport.nsw.gov.au>; Ryan Creed <ryan.creed@transport.nsw.gov.au>; Eliane D Yuille <Eliane.D.Yuille@tmr.qld.gov.au>

Cc: Fiona Landgren <fiona.landgren@projecthealth.com.au>

Subject: [EXTERNAL] AFTD2022 Go Live support

Hi everyone

I just wanted to provide further information about the Go Live support for tomorrow night.

The online AFTD2022 publication and the updated AFTD website is on schedule to go live tomorrow 21 June 7pm AEST.

Austrroads and our IT consultants, Squiz will be available from **7-9pm AEST** to support you should you need it. I will be available from 6:30pm.

Please send me an email if you need assistance during this period, and we will respond promptly.

I've attached in this email the final list of URL changes. There will be redirects in place for 12 months.

Thank you for your continued support and patience in the past few months.

Warm regards,

An

An Rendell
Project Manager – Assessing Fitness to Drive
Working days: Mon - Thurs
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ustroads.com.au



**Assessing
 fitness to drive
 2022**

New edition effective from 22 June 2022



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From: "Ison, Adrian" <Adrian.Ison@act.gov.au>
Sent: 05/07/2021 1:13 PM
To: "Wilson, Rebecca" <Rebecca.Wilson@act.gov.au>
Subject: RE: Next steps from today's meeting with Chris Steel MLA

Hi Bec

Can you please give me a call about this when you have a minute?

Thanks,

Adrian Ison | Director
Phone: 6205 1480 | Email: Adrian.ison@act.gov.au
Road Safety and Transport Regulation | Strategic Policy and Customer | Transport Canberra and City Services | ACT Government
Level 3, 480 Northbourne Avenue, Dickson ACT 2602 | GPO Box 158, Canberra ACT 2601 | www.act.gov.au

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From: Ison, Adrian
Sent: Thursday, 1 July 2021 5:04 PM
To: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>
Subject: RE: Next steps from today's meeting with Chris Steel MLA

Thanks Bec.

One more question. I've been asked to include info in my response to the Bioptic Driving Australia rep about strategies that can be taken to raise awareness Bioptic driving aids within the licencing approval process.

I think we have done as much as we can until additional advice is added to the guidelines. The only additional thing I wondered is if education material for could be provided to Access Canberra staff so they know what Bioptic/teleoptic lenses are and can advise the applicant quickly?

Fran suggested that info from the current fitness to drive standards could be added to the Rego ACT Help system as a quick reference. Is this something that you thing could be possible? I don't expect there would be many instances of the issue being raised but it may satisfy rep from BDA until potentially new advice is added to the guidelines.

*"10.2.7 Telescopic lenses (bioptic telescopes) and electronic aids
These devices are becoming available in Australia. At present there is little information on the safety or otherwise of drivers using these devices. In particular, their use may reduce visual perception in the periphery. No standards are set but it is recommended that drivers who wish to use these devices be individually assessed by an ophthalmologist/optometrist with expertise in the use of these devices."*

Sorry for the 20 questions on this, I'm just getting a bit of heat to respond from the MO.

Happy to chat if that's easier.

Thanks,

Adrian Ison | Director

Phone: 6205 1480 | Email: Adrian.ison@act.gov.au

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From: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>

Sent: Thursday, 1 July 2021 12:32 PM

To: Ison, Adrian <Adrian.ison@act.gov.au>

Subject: RE: Next steps from today's meeting with Chris Steel MLA

Hi

I believe all comments are now being considered and a final draft being compiled to go to transport authorities. If I see anything more on it I'll forward it to you, and also invite you to any meetings we become aware of.

Thanks

Bec

Bec Wilson | A/g Senior Director Licensing and Registration

Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au

Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government

Bowes Place Phillip ACT 2602 | www.act.gov.au/accessCBR

Please note: I work Monday to Thursday



From: Ison, Adrian <Adrian.ison@act.gov.au>

Sent: Thursday, 1 July 2021 12:29 PM

To: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>

Subject: RE: Next steps from today's meeting with Chris Steel MLA

Thanks Bec.

I'll let them know. Any idea of the process from here with the review? I'm just conscious that they will want to be kept in the loop so hoping to give them as much info as possible now so they don't keep coming back to us.

Thanks,

Adrian Ison | Director

Phone: 6205 1480 | Email: Adrian.ison@act.gov.au

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From: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>
Sent: Thursday, 1 July 2021 12:13 PM
To: Ison, Adrian <Adrian.Ison@act.gov.au>
Subject: RE: Next steps from today's meeting with Chris Steel MLA

Hi Adrian

I included the comments Kim forwarded on in our submission on the AFTD guidelines. I don't think I have a copy of the submission to share – there was a web form to submit comments.

You can certainly let them know we included their input.

Thanks

Bec

Bec Wilson | A/g Senior Director Licensing and Registration
Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au
Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government
Bowes Place Phillip ACT 2602 | www.act.gov.au/accessCBR

Please note: I work Monday to Thursday



From: Ison, Adrian <Adrian.Ison@act.gov.au>
Sent: Thursday, 1 July 2021 12:04 PM
To: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>
Subject: FW: Next steps from today's meeting with Chris Steel MLA

Hi Bec

I'm just following up on the attached email from Kim (who has recently moved to Major Projects for 3 months) to get an update on the input you were coordinating to the NTC on the Fitness to Drive guidelines. I've just been asked to get back to Bioptic Drivers Australia (BDA), to let them know that we're following up on the issues they raised at their meeting with the Minister that Kim passed on. Are you able to send me any info about what was provided in the submission to NTC / and or any further info that may help to address the concerns they raised?

Thanks

Adrian Ison | Director

Phone: 6205 1480 | Email: Adrian.ison@act.gov.au

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From: Bowdery, John <John.Bowdery@act.gov.au>
Sent: Thursday, 1 July 2021 11:43 AM
To: Ison, Adrian <Adrian.Ison@act.gov.au>
Subject: FW: Next steps from today's meeting with Chris Steel MLA

OFFICIAL

Hi Adrian, is this one for you or Rod?

I discussed this with Kim a while back. I supported the Minister in a meeting with Bioptic drivers back in May. We undertook to explore issues in consistency of approach with the expert medical panel (through liaison with Access Canberra?) and to consider a submission to the consultation paper which had been circulated on the Assessing Fitness to Drive Guidelines.

Not sure where any of that got to but would be good if someone could reach out to [REDACTED] and ensure we're following through on the commitment. Happy to discuss.

J

John Bowdery | Executive Branch Manager, Strategic Policy and Customer

Mobile: [Sch 2.2\(a\)\(ii\)](tel:0800222222) | Email: john.bowdery@act.gov.au

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www.act.gov.au | www.tccs.act.gov.au | [@tccs_act](https://twitter.com/tccs_act)



From: Bioptic Driver <[REDACTED]>
Sent: Thursday, 1 July 2021 7:26 AM
To: Bowdery, John <John.Bowdery@act.gov.au>; Piazzoli, Greta <Greta.Piazzoli@act.gov.au>
Cc: Bioptic Driver <[REDACTED]>
Subject: Re: Next steps from today's meeting with Chris Steel MLA

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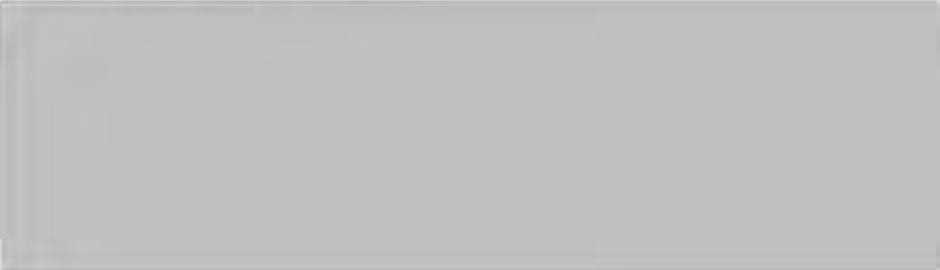
Good morning John and Greta,

I hope you are both well and warm!

Checking in to advise to date I have not received a response to this email and am wondering if one has been sent but I missed it?

John/Greta - if there is someone else in the department we need to be talking to and is available to meet, we are happy to receive that contact.

Look forward to your advice.



On 26 May 2021, at 7:42 pm, Bioptic Driver <[redacted]> wrote:

John Bowdery
Executive Branch Manager
Innovation and Customer Experience
ACT Government

Hello John

It was good for you to attend the meeting today in Minister Steel's office to talk bioptic driving in the ACT and nationally. Both Dr Oberstein and Stephen Lake found the discussion useful. I hope you did too?

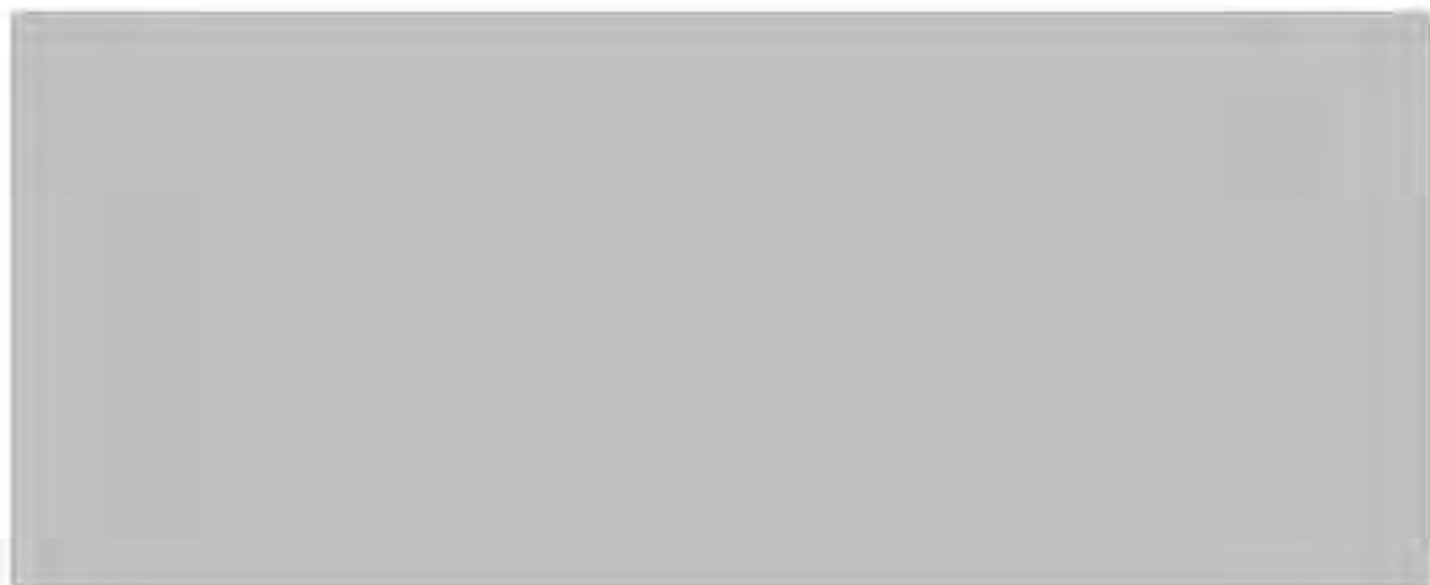
From the meeting we understood Minister Steel is interested to understand any issues in the ACT Access Canberra licensure application process for ACT bioptic drivers. As mentioned, there were some issues that were the result of lack of awareness of the affirmative legal status of bioptic use for driving in Australia. From our previous discussions with staff in the Medical Review Unit, this still continues to be an issue where applications are submitted to the department's expert medical panel. It would be useful to have a discussion with you regarding that matter please?

I understood from Minister's Steel mention to you that his and the department's position is agreement there needs to be more detail in the Assessing Fitness to Drive Guidelines (AFTDG) about how to assess a person to be a candidate for bioptic driving. We note that such would also help Access Canberra staff and the medical panel by giving confidence on measurable factors that can be applied on a case by case basis. This in turn we believe will give better access to the potential 4,000 ACT residents who may seek to be a bioptic driving candidate.

I further understand Minister Steel is open to discussion on incorporation of bioptic driving as a national framework under the National Policy Framework for Land Transport Technology and its Action Plan.

We appreciated the questions asked today and welcome any further follow up and discussion. We would be very grateful to discuss with you these matters including how we could potentially assist.

Look forward to hearing from you.



From: "Wilson, Rebecca"
Sent: 05/07/2022 5:16 PM
To: "Buisman, Amie" <Amie.Buisman@transport.wa.gov.au>; "Stephen Mackrow" <Stephen.Mackrow@nt.gov.au>; "Marilyn Di Stefano" <Marilyn.DiStefano@roads.vic.gov.au>; "Cubin, Derise" <Derise.Cubin@act.gov.au>; "Sch 2.2(a)(ii)" <Sch 2.2(a)(ii)@sa.gov.au>; "Scott Swain" <Scott.Swain@sa.gov.au>; "Karen Webb" <Karen.Webb@stategrowth.tas.gov.au>; "Fiona Morris" <Fiona.Morris@roads.vic.gov.au>; "Lee Cheetham" <Lee.Cheetham@transport.nsw.gov.au>; "Simon Brodie" <simon.j.brodie@transport.nsw.gov.au>; "Ryan Creed" <ryan.creed@transport.nsw.gov.au>; "Eliane D Yuille" <Eliane.D.Yuille@tmr.qld.gov.au>
Cc: "Fiona Landgren" <fiona.landgren@projecthealth.com.au>; "An Rendell" <arendell@austroads.com.au>; "Fiona Morris" <Fiona.Morris@roads.vic.gov.au>; "Amanda Carter" <Amanda.Carter@roads.vic.gov.au>; "Binnaz Kaysal" <Binnaz.Kaysal@roads.vic.gov.au>; "Serge Zandegu" <Serge.Zandegu@roads.vic.gov.au>; "Louise Purcell" <Louise.Purcell@roads.vic.gov.au>; "Bettina Cruise" <Bettina.Cruise@roads.vic.gov.au>; "Ross Gregory" <Ross.Gregory@roads.vic.gov.au>; "MVR medical" <mvr.medical@nt.gov.au>
Subject: RE: Seeking clarification re jurisdiction application of Bioptics provisions in 2022 AFTD - request response by Friday 15th July 2022 - NT response

Hi Marilyn

The ACT will also take a similar approach to other jurisdictions. Cases would be assessed on a case by case basis depending on the information and recommendations provided by the optometrist or ophthalmologist against the Assessing Fitness to Drive guidelines.

Kind regards

Bec

Bec Wilson | A/g Senior Director Licensing and Registration

Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au

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Duplicate information

From: "Jonathan Davey" <jdavey@ntc.gov.au>
Sent: 06/10/2021 12:59 PM
To: "Cubin, Derise" <Derise.Cubin@act.gov.au>; "Wilson, Rebecca" <Rebecca.Wilson@act.gov.au>; "Steven J Patch" <Steven.J.Patch@tmr.qld.gov.au>; "Sch 2.2(a)(ii)" <Sch 2.2(a)(ii)@sa.gov.au>; "Scott Swain" <Scott.Swain@sa.gov.au>; "Karen Webb" <Karen.Webb@stategrowth.tas.gov.au>; "Buisman, Amie" <Amie.Buisman@transport.wa.gov.au>; "Lee Cheetham" <Lee.Cheetham@transport.nsw.gov.au>; "Fiona Landgren" <fiona.landgren@projecthealth.com.au>; "Marilyn DiStefano" <marilyn.distefano@roads.vic.gov.au>; "An Rendell" <arendell@ustroads.com.au>; "Michael Nieuwesteeg" <mnieuwesteeg@ustroads.com.au>; "Elaena Gardner" <EGardner@ustroads.com.au>; "Fiona Morris" <fiona.morris@roads.vic.gov.au>; "Claire Manalo" <Claire.Manalo@nt.gov.au>; "Stephen Mackrow" <Stephen.Mackrow@nt.gov.au>
Cc: "Megan Girdler" <mgirdler@ntc.gov.au>; "Leonie Pattinson" <lpattinson@ustroads.com.au>; "Kate Timbs" <Kate.TIMBS@transport.nsw.gov.au>; "Simon Brodie" <simon.j.brodie@transport.nsw.gov.au>; "Julie Sweeney" <Julie.Sweeney@transport.nsw.gov.au>; "DeBecker, Wim" <Wim.DeBecker@act.gov.au>; "Serge Zandegu" <Serge.Zandegu@roads.vic.gov.au>
Subject: RE: AFTD2021 - Implementation phase
Attachments: Paper 1 - Summary of AFTD changes - Implementation considerations for DLAs.pdf, Paper 2 - AFTD2016_Information_Kit.pdf, Paper 3 - AFTD Implementation Framework.pdf, Paper 4 - Implementation Advisory Group Terms of Reference.pdf, Agenda - NTC Implementation Meeting.pdf

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Good afternoon,

We have been advised that the meeting update with the Agenda and Papers sent out last week may not have reached all attendees. These have been attached and can also be found to the calendar invite.

Apologies if they didn't make it to you last week.

Kind Regards,
Jonathan

Jonathan Davey

y

Senior Policy Analyst

t

03 9236 5066 ntc.gov.au

Level 3, 600 Bourke Street | Melbourne VIC 3000



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-----Original Appointment-----

From: Jonathan Davey

Sent: Friday, 10 September 2021 1:04 PM

To: Jonathan Davey; Derise Cubin; Wilson, Rebecca; Steven J Patch; **Sch 2.2(a)(ii)** Scott Swain; Webb, Karen; Amie Buisman; Lee Cheetham; Fiona Landgren; Marilyn DiStefano; An Rendell; Michael Nieuwesteeg; Elaena Gardner; Fiona Morris; Claire Manalo; Stephen Mackrow

Cc: Megan Girdler; Leonie Pattinson; Kate Timbs; Simon Brodie; Julie Sweeney; DeBeckker, Wim; Serge Zandegu

Subject: AFTD2021 - Implementation phase

When: Thursday, 7 October 2021 2:00 PM-3:00 PM (UTC+10:00) Canberra, Melbourne, Sydney.

Where: Microsoft Teams Meeting

UPDATE:

Please find the Agenda and Papers for the AFTD2021 implementation phase meeting next week. We will:

- cover the timeframes and operational steps for publication of the new AFTD edition
- examine the short-term implementation requirements
- outline the planned short-term communication and how this will support local implementation efforts
- outline the planned approach for developing a strategy for long-term implementation.

This meeting signals the handover to Austroads, who will lead the work on the publication, implementation, and communication of the AFTD update.

Kind Regards,
Jonathan

Good afternoon,

As mentioned at the final AFTD advisory group meeting, the NTC and Austroads project teams wish to invite driver licensing authority representatives to a meeting that will outline the preparations to launch the 2021 AFTD edition. This meeting is expected to cover the next steps in Austroads' implementation work, communication to medical professionals, and AFTD publication.

Please find the attached preliminary AFTD2021 (submitted last week for approval by ITSOC and ITMM), a summary of the changes, and a copy of the review report.

A meeting agenda will be provided closer to the date.

Kind Regards,
Jonathan

Microsoft Teams meeting

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Summary of changes to Assessing Fitness to Drive and implications for DLA implementation

The following table outlines the main changes in the new edition of Assessing Fitness to Drive and provides guidance to driver licensing authorities regarding the considerations and opportunities for implementation of these changes. The changes include those applicable to the medical criteria as well as those related to the guidance information. The implications and implementation actions are outlined for DLA personnel as well as health professionals and consumers.

Significant changes to medical criteria are highlighted in **orange** as these are a priority for implementation planning by DLAs.

Note that the Austroads website is undergoing substantial redevelopment and will enable direct links to some of the key information mentioned. The website will also highlight the changes on the relevant pages so that those accessing the site can be made aware of these as and when they are relevant to them.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
PART A					
General principles of assessing fitness to drive (2.1) and Impact of medical conditions on driving (2.2.1)	NA	<ul style="list-style-type: none"> The changes ensure prominence and clarity of the general principles for assessing fitness to drive and how health professionals should consider the impacts of medical conditions and disabilities on driving. 	<ul style="list-style-type: none"> The changes are helpful for DLA personnel to understand the principles of AFTD and to utilise in conversations with other stakeholders. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> The new content is helpful for health professionals and provides clarity around the approach to assessment of fitness to drive. 	<ul style="list-style-type: none"> The revised content may help drivers understand the fitness to drive process and can be drawn on for driver communication. DLAs may consider reviewing their web content and other comms/implementation efforts in light of these changes.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
				<ul style="list-style-type: none"> DLAs may consider reviewing their web content and other comms/implementation efforts (including online reporting systems) in light of these changes. 	
Impact of disability on driving (2.2.6)	NA	<ul style="list-style-type: none"> New content provides clarity that disability is an important consideration for fitness to drive (as distinct from medical conditions). Reference to disability is also incorporated in other parts of Part A to ensure this is consistently considered. 	<ul style="list-style-type: none"> The changes contribute important knowledge for DLA personnel around the management of people with disabilities. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> The new content provides improved structure and clarity around the assessment and management of people with disabilities, including links to support and assessment services. It is suggested DLAs review their web content and other comms/implementation efforts (including online reporting systems) in light of these changes. 	<ul style="list-style-type: none"> The revised content provides confidence for people with disabilities that their fitness to drive will be appropriately assessed and managed. It is suggested DLAs review their web content and other comms/implementation efforts in light of these changes.
Older drivers and age-related change (Section 2.2.7)	NA	<ul style="list-style-type: none"> This section has been updated significantly to provide more structure around the approach and considerations for older drivers including an active management approach. 	<ul style="list-style-type: none"> The changes are helpful for DLA personnel to understand and communicate the principles of managing older drivers. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> The new content is helpful for health professionals in understanding the approach for older drivers, which should include active monitoring and management. 	<ul style="list-style-type: none"> The revised content may be of interest to older drivers and carers in understanding the considerations and best approach to monitoring and managing driving.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
Multiple medical conditions (2.2.8)	NA	<ul style="list-style-type: none"> This section has been separated from the older driver section and updated to reflect new evidence 	<ul style="list-style-type: none"> The changes are helpful for DLA personnel to understand and communicate the considerations for managing drivers with multiple medical conditions. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> The content may be useful to incorporate into websites and general communications to health professionals. Managing the impact of multiple medical conditions can be challenging and it is helpful to remind health professionals of the principles and considerations. The content may be useful to incorporate into websites and general communications to health professionals and highlighted in online reporting systems. 	<ul style="list-style-type: none"> It is suggested DLAs review their web content and other comms/implementation efforts in light of these changes. There are limited implications for drivers.
Drugs and driving (2.2.9)	NA	<ul style="list-style-type: none"> This section now includes detailed content around the impacts of medicinal cannabis 	<ul style="list-style-type: none"> The changes are helpful for DLA personnel to understand and communicate the considerations for managing medicinal cannabis. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> The new content is important for health professionals to be aware of, even though it is not associated with licensing criteria. It is suggested the content would be useful to incorporate into websites and general communications to health professionals 	<ul style="list-style-type: none"> The new content provides useful information to support consumer understanding of the impacts and considerations for driving when taking medicinal cannabis. It is suggested DLAs give consideration to how this information can be communicated to consumers.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
Roles and responsibilities (3)	NA	<ul style="list-style-type: none"> This section has been updated and redesigned to improve understanding of responsibilities of DLAs, health professionals and drivers. It now emphasises the important role of health professionals in advising drivers about the impact of their medical conditions/disabilities in the short and long term. It is the foundation for the important message of encouraging early conversations about driving for progressive conditions. 	<ul style="list-style-type: none"> The changes are helpful for communicating the roles and responsibilities of various stakeholders and is important foundation knowledge for DLA personnel. DLAs may consider including this information (including new diagrams) in personnel briefings. 	<ul style="list-style-type: none"> The new content emphasises that health professionals should advise patients of the impact of their conditions/disabilities/treatments on driving, both in the short and long term. It is suggested the content would be useful to incorporate into websites and general communications to health professionals 	<ul style="list-style-type: none"> The new content is valuable for communicating roles and responsibilities for drivers. It is suggested DLAs review their web content and other comms/implementation efforts in light of these changes.
Role of specialists	NA	<ul style="list-style-type: none"> This section has been updated to direct specialists to ensure they share their FTD assessment outcomes with the patient's GP to ensure appropriate coordination and road safety. Telehealth content has also been updated/ 	<ul style="list-style-type: none"> This expected behaviour is important for DLA personnel to be aware of and support in their administration of drivers with medical conditions. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> This expected behaviour is important for health professionals to understand and adopt. DLAs may consider including this information on websites and general communications to health professionals. 	<ul style="list-style-type: none"> There are limited implications for drivers.
PART B					
Blackout	No		There are no major changes to this section	There are no major changes to this section	There are no major changes to this section

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
Cardiovascular conditions	Yes	<p>Implantable cardioverter defibrillator</p> <p>Advances in technology are now such that commercial drivers with ICDs inserted for prophylaxis may be considered for a conditional licence, subject to meeting several criteria.</p>	<ul style="list-style-type: none"> DLAs will need to give consideration to the management of this change, including for customers who have been previously/recently excluded from holding a conditional licence. 	<ul style="list-style-type: none"> Health professionals will need to give consideration to the management of this change, including for patients who have been previously excluded from holding a conditional licence. Specialist cardiologists will be informed of this change through their society and through Austroads communication. DLAs may have a role in communicating this significant change to relevant health professionals. 	<ul style="list-style-type: none"> The changes to the criteria for ICDs will enable a small number of patients to continue driving and provide clarity and greater certainty for how their conditions will be assessed. DLAs may have a role in communicating this change to the drivers affected.
	Yes	<p>Ventricular assist devices (LVAD, BiVAD)</p> <ul style="list-style-type: none"> Based on new evidence, private drivers with BiVADs may now be considered for a conditional licence, subject to the same criteria as previously required for LVAD. Ventricular assist devices of any type remain unacceptable for commercial vehicle driving. 	<ul style="list-style-type: none"> While this change will likely affect a small number of drivers, DLAs will need to give consideration to the management of customers with BiVADs who have been previously excluded from holding a conditional licence. 	<ul style="list-style-type: none"> Health professionals will need to give consideration to the management of this change, including for patients who have been previously excluded from holding a conditional licence. Specialist cardiologists will be informed of this change through their society and through Austroads communication. DLAs may have a role in communicating this change locally. 	<ul style="list-style-type: none"> DLAs may have a role in communicating this change to the drivers affected.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
	Yes	<p>Congenital disorders</p> <ul style="list-style-type: none"> The updated criteria for private drivers make it clear that drivers with uncomplicated congenital disorders with no or limited symptoms can drive without licence restriction – this is a clarification rather than a change. Criteria is now included in relation to surgical management, including non-driving periods for recovery for private and commercial drivers. Commercial driver criteria have been expanded to provide greater clarity of the required clinical outcomes. 	<ul style="list-style-type: none"> The changes provide clarity around the management of congenital conditions. DLA personnel will need to be alert to the change so as to advise and communicate with stakeholders. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> The changes provide clarity around the management of congenital conditions. Specialist cardiologists will be informed of this change through their society and through Austroads communication. DLAs may have a role in communicating this change locally. 	<ul style="list-style-type: none"> DLAs may have a role in communicating this change to the drivers affected.
Diabetes mellitus	No	<p>Use of glucose monitors</p> <p>Guidance is provided regarding the use of glucose monitors to support awareness of hypoglycaemia (Section 3.2.1).</p>	<ul style="list-style-type: none"> This information will assist DLAs when considering the use of these devices and a driver's ability to maintain hypoglycaemic awareness. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> This information will support patient management with respect to reduced hypoglycaemic awareness and driving. Specialists, GPs and other relevant stakeholders will be informed of this change through their society and through Austroads communication. DLAs may consider reviewing their web content and other comms/implementation efforts in light of these changes. 	<ul style="list-style-type: none"> Drivers can be provided with guidance on how to incorporate the use of glucose monitors in maintaining hypoglycaemia awareness. DLAs may consider reviewing their web content and other comms/implementation efforts in light of these changes.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
Hearing loss and deafness	No	<p>Role of hearing professionals Guidance is provided regarding the role of different hearing professionals (for commercial drivers).</p>	<ul style="list-style-type: none"> This information will assist DLAs in ensuring the appropriate reports are undertaken and considered for fitness to drive determinations. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> This information provides greater clarity on which health professionals can undertake which assessment. Action by the DLA to communicate with relevant health professionals may not be required. 	<ul style="list-style-type: none"> The changes are of limited relevance to drivers.
Musculoskeletal conditions	Yes	<p>Conditional licensing criteria Medication effects and condition stability are emphasised as factors the health practitioner may consider in their assessment.</p>	<ul style="list-style-type: none"> The additional criteria and supporting information are useful for DLA personnel involved in providing advice to health professionals. DLAs may consider including this information in personnel briefings. 	<ul style="list-style-type: none"> The changes provide further clarity regarding assessment, licensing criteria and periodic review, including the impact of chronic pain and treatments. This will assist in management and support consistency. DLAs may consider reviewing their web content and other comms/implementation efforts in light of these changes. 	<ul style="list-style-type: none"> The changes support driver understanding of the requirements for safe driving. DLAs may consider reviewing their web content and other comms/implementation efforts in light of these changes.
	No	<p>Recommendation of prosthetic devices New information is included to guide the recommendation of prosthetic devices to support drivers.</p>	<ul style="list-style-type: none"> The additional information will help DLA personnel understand the considerations/requirements for prosthetic devices and support conversations with stakeholders. 	<ul style="list-style-type: none"> The changes support understanding of the use of prostheses and the role of occupational therapists. This will assist in management and support consistency. 	<ul style="list-style-type: none"> The new information prostheses supports a fairer and more consistent process for assessing safe driving.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
				<ul style="list-style-type: none"> DLAs may consider reviewing their web content and other comms/implementation efforts in light of these changes. 	
Neurological conditions – dementia	Yes	<p>Guidance for preclinical and prodromal dementia/mild cognitive impairment</p> <p>A person with dementia is not fit to hold an unconditional private or commercial licence. A qualifying note has been included that excludes pre-clinical and prodromal dementia unless there are clinically significant symptoms.</p>	<ul style="list-style-type: none"> This additional information provides clarity for managing assessments/reports of drivers with dementia. DLAs will need to consider the impact and actions for drivers currently on conditional licences. 	<ul style="list-style-type: none"> This additional information provides clarity for health professionals in assessing and managing these specific stages of dementia. GPs and specialists will be informed of this change through their society and through Austroads communication. DLAs may have a role in communicating this change locally. 	<ul style="list-style-type: none"> DLAs may consider how/whether this information can be usefully communicated to consumers via website and other communication channels.
Neurological conditions – seizures and epilepsy	Yes	<p>When EEG is required</p> <p>For the relevant commercial medical standards, it has been emphasised that EEG demonstrating no epileptiform activity is only required on initial granting of the conditional licence and not for the ongoing periodic review.</p>	<ul style="list-style-type: none"> This change ensures clarity of the requirements for EEG. It should be communicated to DLA personnel to ensure awareness of these requirements and avoid unnecessary testing. 	<ul style="list-style-type: none"> The clearer requirements for EEG should reduce the burden of unnecessary tests. GPs and specialists will be informed of this change through their societies and through Austroads communication. DLAs may have a role in communicating this change locally if required. 	<ul style="list-style-type: none"> Communication to individual drivers may be necessary in some circumstances where EEGs have been undertaken regularly.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
	Yes	<p>Resumption of unconditional licence after first seizure and acute symptomatic seizures</p> <p>Assessment criteria relating to antiseizure medication and shorter timeframes for resumption of driving on an unconditional licence have been added to the private and commercial medical standards for first seizure and acute symptomatic seizures.</p>	<ul style="list-style-type: none"> This change clarifies when an unconditional licence may be considered after a first seizure or acute symptomatic seizure. DLAs should consider this for upcoming reviews of relevant drivers to confirm requirements for ongoing reviews. 	<ul style="list-style-type: none"> The changes provide clarity about when an unconditional licence may be considered following first seizure/acute symptomatic seizure. GPs and specialists will be informed of this change through their societies and through Austroads communication. DLAs may have a role in communicating this change locally if required and in relation to individual cases. 	<ul style="list-style-type: none"> Communication to individual drivers may be necessary in some circumstances
	No	<p>Description of 'safe' seizures</p> <p>Explanatory text has been added to describe a type of seizure that can be managed to the 'safe' seizure medical standard.</p>	<ul style="list-style-type: none"> This additional information is helpful to support DLA personnel understanding of the nature of safe seizures. DLAs may consider including this information in briefings to personnel. 	<ul style="list-style-type: none"> The change provides clarity about the definition of safe seizures. GPs and specialists will be informed of this change through their societies and through Austroads communication. DLAs may have a role in communicating this change locally if required and in relation to individual cases. 	<ul style="list-style-type: none"> Communication to drivers unlikely to be necessary except in individual cases.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
	Yes	<p>Assessment of provoking factors (in Seizure in a person whose epilepsy was previously well controlled)</p> <p>A clarification is included that sleep deprivation is definitely not considered a provoking factor when managing private drivers who have had a seizure but were previously well controlled.</p>	<ul style="list-style-type: none"> It is suspected that some cases may have been granted a shorter non-driving period (4 weeks versus 12 months) on the basis of sleep deprivation being a provoking factor. The more definitive requirement will make this clearer. DLAs should be aware of this and review their processes and ongoing decisions accordingly. 	<ul style="list-style-type: none"> This definitive statement that sleep deprivation is not to be considered a provoking factor for the purposes of allowing a reduced non-driving period will provide clarity for health professionals. GPs and specialists will be informed of this change through their societies and through Austroads communication. DLAs may have a role in communicating this change locally if required and in relation to individual cases. 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except in individual cases.
	Yes (new)	<p>Criteria for unreliable or doubtful clinical information</p> <p>New assessment criteria have been included for private and commercial drivers to address circumstances where the clinical information is unreliable or doubtful. The person should be assessed as unfit to drive in these circumstances.</p>	<ul style="list-style-type: none"> This additional criterion provides clarity and formalises the situation where inadequate information is provided by the driver. It is therefore important information for DLA personnel to be aware of in managing communication with health professionals and drivers. DLAs should give consideration as to how this might be implemented in their systems and personnel training. 	<ul style="list-style-type: none"> This is important and useful information for health professionals who will be able to refer their patients to this criteria if having difficulty securing accurate information. GPs and specialists will be informed of this change through their societies and through Austroads communication. 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except in individual cases.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
				<ul style="list-style-type: none"> DLAs may have a role in communicating this change locally if required and in relation to individual cases. 	
	Yes	<p>Clarifications on medication withdrawal or change</p> <p>A note has been added to explain that the 3-month nondriving period still applies if a driver is being switched from one anti-epileptic drug to another</p>	<ul style="list-style-type: none"> This additional information will help DLA personnel advise health professionals and assess reports. DLAs may consider including in personnel briefings. 	<ul style="list-style-type: none"> This is useful information for health professionals who will have clarity around managing changing medication. GPs and specialists will be informed of this change through their societies and through Austroads communication. DLAs may have a role in communicating this change locally if required and in relation to individual cases 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except in individual cases.
	Yes	<p>Recommended reduction in dosage of anti-epileptic medication in a person who satisfies the standard to hold a conditional licence</p> <p>Clarification is included for both private and commercial drivers to help assess changes in medication dosage due to temporary situations (e.g pregnancy)</p>	<ul style="list-style-type: none"> This additional information will help DLA personnel advise health professionals and assess reports. DLAs may consider including in personnel briefings. 	<ul style="list-style-type: none"> This is useful information for health professionals who will have clarity around managing temporary situations. GPs and specialists will be informed of this change through their societies and through Austroads communication. 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except in individual cases.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
	Yes	<p>Applying the seizure and reduction criteria</p> <ul style="list-style-type: none"> Additional text has been included to guide application of the standards if there is more than one circumstance for which a reduced non-driving seizure-free period applies. Page 146 (green box) <i>The longer non-driving period applies if the situation is covered by more than one standard.</i> 	<ul style="list-style-type: none"> This clarification will ensure consistent application and outcomes where a driver experiences more than one circumstance for a reduced non-driving period. DLAs will need to consider how this is adopted in their assessment review processes. 	<ul style="list-style-type: none"> DLAs may have a role in communicating this change locally if required and in relation to individual cases This clarification will support consistency in assessments and outcomes. GPs and specialists will be informed of this change through their societies and through Austroads communication. DLAs may have a role in communicating this change locally if required and in relation to individual cases 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except in individual cases.
Other neurological and neurodevelopmental conditions	Yes	<p>Stroke</p> <ul style="list-style-type: none"> The assessment requirements for private drivers post stroke have been refined to reduce unnecessary assessments and reporting. Private drivers who are discharged from specialist care within 4 weeks of a stroke and have been assessed as fit to drive when discharged may continue to drive on their current licence and without need for reassessment, unless otherwise indicated. There are clearer licensing criteria for situations when a person may require a conditional licence after a stroke. The criteria also indicate that periodic assessment is not required if the driver's condition is stable. 	<ul style="list-style-type: none"> Relaxing the requirements to review drivers after a stroke will ease the administrative burden for DLAs. DLAs will need to consider the impact of the changes on the way they currently manage drivers after stroke, including the implications for current and future customers. 	<ul style="list-style-type: none"> Relaxing the requirements to review drivers after a stroke will ease the burden for assessing these patients. Acute stroke services and rehabilitation facilities will be targeted with information from professional societies and Austroads. 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except in individual cases.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
		<ul style="list-style-type: none"> New text is also included: <i>Documentation of the assessment should be provided at discharge which includes details of the driver's licence indicate that they have not suffered any permanent neurological deficits that will impact driving, and that they are fit to drive at the end of the non-driving period.</i> 		<ul style="list-style-type: none"> Documentation and communication of fitness to drive requirements at discharge will be important considerations as outlined in the text of the standard. DLAs may have a role in communicating this change locally if required and in relation to individual cases 	
	Yes	<p>Subarachnoid haemorrhage</p> <p>Cases involving low-risk non-aneurysmal subarachnoid haemorrhage restricted to the cerebral convexity are excluded from the requirements of the standard, unless impairments are present.</p>	<ul style="list-style-type: none"> By excluding low risk subarachnoid haemorrhage, the administrative burden for DLAs may be reduced. Some customers with these low risk conditions may already be on periodic review and may need to be managed away from that requirement. 	<ul style="list-style-type: none"> Excluding some types of subarachnoid haemorrhage may reduce unnecessary assessments for this group of patients. Specialists and GPs will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except in individual cases.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
	No	<p>Autism spectrum disorder (ASD) Assessment guidance is now provided in the text.</p>	<ul style="list-style-type: none"> The inclusion of assessment guidance for autism spectrum disorder (ASD) will assist decision making for these cases and support DLA communications with health professionals and consumers. DLAs may consider including in personnel briefings. 	<ul style="list-style-type: none"> Assessment guidance for ASD will assist health professionals in assessing and advising these cases. Specialists, GPs and disability organisations will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases 	<ul style="list-style-type: none"> Information about driving and ASD is commonly sought by consumers. DLAs may consider including information on their website and other comms.
Psychiatric conditions	Yes	<p>Periodic review by a general practitioner (commercial drivers) Reflecting the usual management of stable psychiatric conditions, periodic reviews may be performed by a person's general practitioner under specified circumstances (in place of specialist reviews). The psychiatrist must perform the initial assessment, and all must agree to the arrangement.</p>	<ul style="list-style-type: none"> This new content provides clarity around when a periodic review for a commercial licence may be conducted by a general practitioner. DLAs may give consideration as to how this requirement may be reflected in local procedures and how management of current conditional licences may be managed. 	<ul style="list-style-type: none"> The new content provides clarity around periodic review requirements for commercial vehicle drivers and reduces the review burden on psychiatric services that may not be managing the driver routinely. Specialists and GPs will be made aware of these changes through their societies and Austroads communications. 	<ul style="list-style-type: none"> The change will be welcomed by commercial drivers who are managed by their GP. The changes provide clear guidance on when management of ongoing review can be performed by the general practitioner, enhancing access and reducing the costs of ongoing review. Communication to drivers is unlikely to be necessary except in individual cases.

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
	Yes (New)	<p>Psychogenic non-epileptic seizures (PNES)</p> <p>Medical standards have been included for seizures diagnosed as psychogenic (pseudo-seizures). The medical standards include details on seizure free periods, criteria to consider conditional licensing, and a description of the treating specialists.</p>	<ul style="list-style-type: none"> DLA personnel will need to be familiar with this new standard and include in their reporting systems, including online reporting. 	<ul style="list-style-type: none"> DLAs may have a role in communicating this change locally if required and in relation to individual cases. The new criteria address a gap identified by stakeholders. Specialists and GPs will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases. 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except in individual cases.
	No	<p>ADHD</p> <p>Additional information is included regarding assessment for ADHD but not specific criteria.</p>	<ul style="list-style-type: none"> The new content provides greater clarity regarding assessment requirements for ADHD, which will support DLA communication with health professionals and consumers and support consistency. DLAs may consider including in personnel briefings. 	<ul style="list-style-type: none"> This greater clarity regarding assessment requirements for ADHD will assist management and support consistency. Specialists and GPs will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases 	<ul style="list-style-type: none"> The new information is valuable for consumers and may lessen uncertainty for drivers. DLAs may consider including in their communications regarding driving and disability

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
	No	<p>Other</p> <p>Specific 'contraindications' for driving have been highlighted to draw attention to high risk circumstances (page 181).</p>	<ul style="list-style-type: none"> This information is of general use to DLA personnel to gain an understanding of the circumstances most likely to be of concern regarding fitness to drive. DLAs may consider including in personnel briefings. 	<ul style="list-style-type: none"> The addition of 'contraindications' will support health professionals to manage their patients and communicate risks. Specialists and GPs will be made aware of these changes through their societies and Austroads communications. DLAs may wish to highlight in their own communication as appropriate. 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary
Sleep disorders	No	<p>More detailed guidance has been provided for assessment and management of sleep apnoea, as well as management of driving and periodic review. This content will assist management and support consistent application of the medical criteria.</p>	<ul style="list-style-type: none"> The new content is more instructive for health professionals and helps DLA personnel understand the requirements for assessment, the impacts on driving and the implications for licensing. DLAs may consider including in personnel briefings. 	<ul style="list-style-type: none"> The new content is more instructive for health professionals and will assist management and support consistent application of the medical criteria. Specialists and GPs will be made aware of these changes through their societies and Austroads communications. DLAs may wish to highlight in their own communication as appropriate. 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
Substance misuse	Yes	<p>Periodic review by a general practitioner (commercial drivers)</p> <p>As for psychiatric conditions, and reflecting the usual management of stable conditions, periodic reviews may be performed by a person's general practitioner under specified circumstances (in place of specialist reviews). The specialist must perform the initial assessment, and all must agree to the arrangement.</p>	<ul style="list-style-type: none"> This new content provides clarity around when a periodic review for a commercial licence may be conducted by a general practitioner. DLAs may give consideration as to how this requirement may be reflected in local procedures and how management of current conditional licences may be managed. 	<ul style="list-style-type: none"> The new content provides clarity around periodic review requirements for commercial vehicle drivers and reduces the review burden on addiction services that may not be managing the driver routinely. Specialists, and GPs will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except for individual cases affected by the change
	Yes	<p>Clarification of criteria</p> <ul style="list-style-type: none"> The criteria have been modified to emphasise the conditional licensing requirements and include the use of alcohol interlocks where appropriate for private vehicle drivers. Additional changes to the text provide greater clarity regarding assessment requirements, including objective measures of abstinence. 	<ul style="list-style-type: none"> The changes will assist in management and support consistency and facilitate discussions about the role of objective measures of abstinence where self-report of abstinence may not be reliable. DLAs may consider including in personnel briefings. 	<ul style="list-style-type: none"> The changes in criteria will assist in management and support consistency. Specialists and GPs will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary

Chapter	Criteria change (yes/no)	Detail of change (including substantial change to guidance)	Implications for implementation by DLAs		
			DLA personnel	Health professionals	Drivers
Vision and eye disorders	Yes	<p>Visual acuity - orthokeratology</p> <p>Orthokeratology therapy can be used to meet the standards for a conditional licence. This treatment is managed similarly to corrective lenses. Guidance and criteria are provided.</p>	<ul style="list-style-type: none"> DLA personnel will need to be aware of the role of orthokeratology in meeting the vision standards. Guidance and criteria for orthokeratology therapy will support management and licensing decisions regarding the use of this therapy. DLAs may consider the inclusion of the therapy in licence system/conditions. 	<ul style="list-style-type: none"> The additional information will be helpful for health professionals providing this therapy and making assessments for fitness to drive. Eyecare professionals will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases. 	<ul style="list-style-type: none"> DLAs may consider including information about orthokeratology in their consumer information
	Yes	<p>Diplopia</p> <p>Clarification on the criteria for experiencing diplopia within central fixation. The change of wording is for clarification and does not impact the intention of the standard.</p>	<ul style="list-style-type: none"> The change of wording clarifies but does not change the standard. The information may be usefully included in briefings for DLA personnel to ensure their understanding of what is required in vision assessments of people with diplopia. 	<ul style="list-style-type: none"> The change of wording clarifies but does not change the standard. The inclusion of specific criteria will support consistency of practice. Eyecare professionals will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary

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			DLA personnel	Health professionals	Drivers
	Yes	<p>Monocular vision and commercial licensing</p> <p>Minimum visual standards for commercial monocular driving are now included to provide clarity.</p>	<ul style="list-style-type: none"> The specific acuity and visual field criteria provide clarity of the requirements for commercial vehicle drivers and will support consistency of assessment outcomes. DLAs will need to consider the implications for their systems and processes, and implications for drivers currently on conditional licences. 	<ul style="list-style-type: none"> The inclusion of specific criteria will support consistency of practice. Eyecare professionals will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases. 	<ul style="list-style-type: none"> Communication to drivers is unlikely to be necessary except for individual cases affected by the change
	No	<p>Telescopic lenses (bioptics)</p> <p>There continues to be considerable interest in these devices. While the requirements remain unchanged, more detailed information is included to provide a rationale for the position including the supporting evidence.</p>	<ul style="list-style-type: none"> The more detailed information will support DLA discussions with stakeholders and provide a reference point. DLAs may consider including in personnel briefings. 	<ul style="list-style-type: none"> The more detailed information will support health professional discussions with their patients. Eyecare professionals will be made aware of these changes through their societies and Austroads communications. DLAs may have a role in communicating this change locally if required and in relation to individual cases. 	<ul style="list-style-type: none"> Consumers often enquire about these devices. DLAs may consider including information on their websites or other communication.

Assessing Fitness to Drive Implementation Advisory Group



Terms of Reference

Introduction

With completion of the technical review of *Assessing Fitness to Drive* (AFTD), Austroads is seeking ongoing engagement with stakeholders to support and advise on the implementation of the Standards.

The overall goal is to achieve widespread, consistent and appropriate application of AFTD nationally. Implementation will be guided by an *Implementation Framework*, which has been approved by the Austroads Board and sets out the domains of activity and the responsibilities of key stakeholders.¹ Austroads has engaged with Project Health Pty Ltd to support short term communications and to develop a strategy for longer term implementation.

Project Scope

The project covers the short-term communication related to the new edition of AFTD and development of a strategy for medium to long term implementation. This strategy will be presented to the Austroads Board in early 2022 for consideration and a plan for implementation will be developed and resourced accordingly.

Role of Advisory Group

Austroads will convene an AFTD Implementation Advisory Group (IAG) of key stakeholders to provide expert advice for delivery of this project. The IAG will provide a broad perspective when considering the options for achieving the following outcomes:

- Health professionals, drivers and other stakeholders are aware of the standards.
- They understand their obligations to apply/comply with the standards.
- In the case of health professionals and Jurisdictions, they have the knowledge and skills to apply the standards appropriately and consistently.
- They have the processes and systems in place to support and manage drivers through the challenges associated with ongoing monitoring, driving restriction, or non-driving.

Advisory Group members will;

- Participate in discussions with Austroads on relevant topics (via email, or phone/video conference).
- Provide advice on any issues raised during discussions, when required, and actively assist in addressing barriers to implementation in relation to AFTD.
- Offer strategies to address implementation issues raised and advise Austroads on related technical, legal and policy considerations.

¹ Project Health. Implementation Strategy and Brief for Assessing Fitness to Drive, February 2021

- Provide comments on implementation strategies proposed by other stakeholders and discuss within their own organisations the issues raised presenting a representative view.
- Liaise with associated stakeholder contacts (where appropriate) to provide input into the implementation process.

Organisational representatives are expected to:

- Faithfully, authoritatively and accurately represent the relevant member's view; and
- In the case of Jurisdictional members, consult to the extent needed within their member agency, and with other agencies when required, to provide a single Jurisdictional perspective.

Membership and Administration of the Advisory Group

Participation in the IAG is by invitation from Austroads and members will be invited based on their representation of key target audiences as well as their specific relevant expertise. The IAG will comprise individuals who are able to advise on communication, education, systems and other implementation strategies from the point of view of the main stakeholder groups including medical/health professionals, licensing authorities, regulators, and road industry representatives. From time to time, observers and consumer groups may be invited to attend meetings by the Chair to advance the project.

Members of the IAG should secure prior agreement with the Chair if planning to use a proxy or substitute representation for IAG meetings.

We anticipate three Implementation Advisory Group meetings will be required to achieve the final project milestone of long-term strategy development. Additional meetings may be scheduled as warranted. All meetings will be conducted through a video-conferencing platform (such as Microsoft Teams).

Membership of the IAG is to be drawn from (see Appendix A):

- Transport and Licensing Organisations & other Government Bodies:
- Medical and Allied Health Organisations
- Commercial Heavy Vehicle Industry
- Academic institutions – road safety
- Consumers

All administrative matters relating to meetings are the responsibility of Austroads. Meeting agendas are determined by the Chair and will generally be circulated to members at least five business days prior to the meeting. Austroads will provide a timely record of meeting to members.

Working Groups

If required by the project, Austroads may set up time bound working groups from within the IAG, or possibly including external parties, to deal with specific medical issues. This will be determined by the Chair in consultation with the advisory group.

IAG members participating in a working group will do so at their own expense. Austroads may, at its discretion, offer administrative or other support to working groups.

IAG members are encouraged to collaborate informally to negotiate, develop and refine communication and implementation strategies for consideration by the IAG and Austroads.

Confidentiality

Documents provided by members of the IAG to Austroads may be distributed to persons outside the IAG for the purposes of this project, unless clearly marked "*confidential – not for further distribution*". The *Freedom of Information Act* 1982 (Cth) applies to documents held by Austroads.

Appendix A Membership and Administration of the Advisory Group

Group	Members
Transport and Licensing Organisations & other Government Bodies	<ul style="list-style-type: none"> • Austroads • National Transport Commission • Transport for New South Wales • Department of Transport Victoria • Queensland Department of Transport and Main Roads • Main Roads Western Australia • Department for Infrastructure and Transport South Australia • Department of State Growth Tasmania • Department of Infrastructure, Planning and Logistics Northern Territory • Transport Canberra and City Services Directorate, Australian Capital Territory • Australian College of Rural and Remote Medicine • Office of Road Safety • Road Safety Commission, WA
Medical and Allied Health Organisations	<ul style="list-style-type: none"> • Royal Australian College of General Practitioners • Royal Australasian College of Physicians – Faculty of Occupational and Environmental Medicine* • Australian Medical Association • Optometry Australia • Royal Australian and New Zealand College of Ophthalmologists • Primary Health Networks – Health Pathways • Victorian Institute of Forensic Medicine • Occupational Therapy Australia • Royal Australian and New Zealand College of Psychiatry • Australian and New Zealand Association of Neurologists • Australian College of Nurse Practitioners
Commercial Heavy Vehicle Industry	<ul style="list-style-type: none"> • Australian Trucking Association* • National Heavy Vehicle Regulator
Academic institutions – road safety	<ul style="list-style-type: none"> • Monash University Accident Research Centre
Consumers	<ul style="list-style-type: none"> • Diabetes Australia • (Others to be discussed)

Assessing Fitness to Drive

Implementation Phase Meeting

7 October 2021 | 2:00pm – 3:00pm

MS Teams Meeting



Austroads

Meeting objective:

- to inform jurisdictions about the timeframes and operational steps for publication of the new edition of Assessing Fitness to Drive
- to gain a shared understanding of the short-term implementation requirements for Jurisdictions
- to inform Jurisdictions about the planned short-term communication and how this will support local implementation efforts
- to inform Jurisdictions about the planned approach for developing a strategy for long term implementation.

Invitees

National Transport Commission

Jonathan Davey

Megan Girdler

ACT

Derise Cubin

Rebecca Wilson

Northern Territory

Claire Manalo

Stephen Mackrow

Queensland

Steven Patch

South Australia

Sch 2 2(a)(ii)

Scott Swain

Tasmania

Karen Webb

Austroads

An Rendell

Michael Nieuwesteeg,

Elaena Gardner

Leonie Pattinson

New South Wales

Lee Cheetham

Kate Timbs

Simon Brodie

Western Australia

Amie Buisman

Victoria

Marilyn DiStefano

Fiona Morris

Project Health

Fiona Landgren

Agenda

No	Item	Responsibility	Paper
1	Welcome and objectives	Jonathan Davey	
2	Key project timeframes for Jurisdictions AFTD timeframes, including ministerial approval, local gazetting, online publication, and hard copy publication. For discussion. <ul style="list-style-type: none"> • 10 December meeting – Ministerial approval • Website go live date 	Jonathan Davey Elaena Gardner	
3	Short term implementation considerations associated with AFTD changes For discussion, including jurisdiction implementation of the small number of significant criteria changes, plus general changes.	Jonathan Davey Fiona Landgren	Paper 1
4	Austrroads website	Elaena Gardner	
5	Short term communication For discussion, including, <ul style="list-style-type: none"> • Pre-launch, announcement in Nov • Austrroads and NTC website alerts • Other Austrroads supported comms – Information kit (2016 version attached as basis for discussion), media release, social media • Jurisdiction communication plans/requirements 	An Rendell Fiona Landgren	Paper 2
6	Long term implementation strategy For discussion, including <ul style="list-style-type: none"> • Implementation Advisory Group – TORs, membership, Workshop • Process, inputs and timeframes 	An Rendell Fiona Landgren	Paper 3 Paper 4

Paper References

No	Item
1	AFTD2021 Summary of changes
2	2016 Information Kit
3	Austrroads AFTD Implementation Framework
4	Implementation Advisory Group Terms of Reference

From: "Wilson, Rebecca" <Rebecca.Wilson@act.gov.au>
Sent: 07/10/2021 6:20 PM
To: "Cubin, Derise" <Derise.Cubin@act.gov.au>
Subject: FW: update contact details in information kit
Attachments: Assessing Fitness to Drive 2021_Preproof.pdf

OFFICIAL

Hi D

FYI – latest draft I have seen of the new standards (I've asked them to fix our contact details). I noticed that they have included a comment on self harm which would cover the situation we faced recently, which is good to see.

Thanks

Bec

Bec Wilson | A/g Senior Director Licensing and Registration

Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au

Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government

Bowes Place Phillip ACT 2602 | www.act.gov.au/accessCBR

Please note: I work Monday to Thursday



From: An Rendell <arendell@austroroads.com.au>
Sent: Thursday, 7 October 2021 3:31 PM
To: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>
Subject: RE: update contact details in information kit

CAUTION: This email originated from outside of the ACT Government. Do not click links or open attachments unless you recognise the sender and know the content is safe.

Hi Bec

Thanks for your email and your attendance in today's meeting.

Here is the latest version of the 2021/2022 edition. In Appendix 9, we've got different contact details to the ones you provided.

Are the contacts in the document correct?

Many thanks,
An

An Rendell

Working days: Mon - Thurs

+61 2 8265 3340

arendell@austroroads.com.au

From: Wilson, Rebecca <Rebecca.Wilson@act.gov.au>
Sent: Thursday, 7 October 2021 3:02 PM
To: An Rendell <arendell@austroroads.com.au>
Subject: update contact details in information kit

OFFICIAL

Hi An

I noticed that the contact details in the information kit for the release of the revised Assessing Fitness to Drive standards for the ACT need updating. I thought we had updated these for the draft of the AFTD standards but my apologies if we didn't feed this back. Can you update them as below:

ACT

Access Canberra
Phone: 132281
Email: lara@act.gov.au
Web: www.accesscanberra.act.gov.au

Thanks

Bec

Bec Wilson | A/g Senior Director Licensing and Registration
Phone: 02 6207 7155 | Email: rebecca.wilson@act.gov.au
Access Canberra | Chief Minister Treasury and Economic Development Directorate | ACT Government
Bowes Place Phillip ACT 2602 | www.act.gov.au/accessCBR

Please note: I work Monday to Thursday



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Assessing fitness to drive

for commercial and
private vehicle drivers

2021 EDITION

Medical standards for
licensing and clinical
management guidelines



About Austroads and the NTC

Austrroads

Austrroads is the collective of the Australian and New Zealand transport agencies, representing all levels of government. Austrroads' purpose is to support its member organisations to deliver an improved Australasian road transport network. To succeed in this task, Austrroads undertakes leading-edge road and transport research which underpins its input to policy development and published guidance on the design, construction and management of the road network and its associated infrastructure. Austrroads also supports its members to achieve consistency and improvements in the application of registration and licensing practices, processes and systems.

National Transport Commission

The NTC is a national land transport reform agency that supports Australian governments to improve safety, productivity and environmental outcomes, provide for future technologies and improve regulatory efficiency.

The NTC has a legislative requirement to develop, monitor and maintain uniform or nationally consistent regulatory and operational arrangements for road, rail and intermodal transport.

As a key contributor to the national reform agenda, the NTC is accountable to Commonwealth, state and territory ministers responsible for transport and infrastructure who make up membership of the Infrastructure and Transport Ministers' Meeting (ITMM). The NTC works closely with ITMM's advisory body, the Infrastructure and Transport Senior Officials' Committee (ITSOC), which includes the heads of Commonwealth, state and territory agencies.

Acknowledgements

Setting these standards involved extensive consultation across a wide range of stakeholders including regulators, employers and health professionals. The NTC and Austroads gratefully acknowledge all contributors including the members of the Advisory Group, Medicinal

Cannabis working group, and the project team and consultants. In particular, the contributions of various health professional organisations and individual health professionals are recognised as invaluable to the review process.

Advisory Group

Derise Cubin	Access Canberra
Bill McKinley	Australian Trucking Association
Dr Ramu Nachiappan	Australian College of Rural and Remote Medicine
Sch 2.2(a)(ii)	Department for Infrastructure and Transport
Scott Swain	Department for Infrastructure and Transport
Amie Buisman	Department of Transport (WA)
Karen Webb	Department of State Growth
A/Prof Sjaan Köppel	Monash University Accident Research Centre
Andreas Blahous	National Heavy Vehicle Regulator
Emily Hicks	Office of Road Safety
Parik Lumb	Road Safety Commission
Prof Nigel Stocks	Royal Australian College of General Practitioners
Lee Cheetham	Transport for NSW
Irene Siu	Transport for NSW
Yessenia Pineda-De Leon	Transport and Main Roads
Fiona Morris	Department of Transport (VIC)
Dr Marilyn DiStefano	Department of Transport (VIC)
Dr Sanjeev Gaya	Victorian Institute of Forensic Medicine

Medicinal Cannabis working group

Dr Shruti Navathe	Access Canberra
David Sutton	Department for Infrastructure and Transport
Scott Swain	Department for Infrastructure and Transport
Sharon Wishart	Department of Transport (VIC)
Tim Umbers	Department of Transport (VIC)
Amie Buisman	Department of Transport (WA)
Sussan Osmond	Department of Transport and Main Roads
Prof Iain McGregor	Lambert Initiative for Cannabinoid Therapeutics, USYD
Dr Tamara Nation	National Institute of Integrative Medicine
A/Prof. Vicki Kotsirilos	NICM, University of Western Sydney
Adelaide Jones	Office of Road Safety
Prof. Edward Ogden	St Vincent's Hospital Melbourne
Prof. Yvonne Bonomo	St Vincent's Hospital Melbourne
Sally Millward	Transport for NSW
Dr Sanjeev Gaya	Victorian Institute of Forensic Medicine

Contributing health professional organisations

The following organisations contributed substantially to the review process:

- Australian and New Zealand Association of Neurologists
- Australian Diabetes Society
- Australasian Sleep Association
- Cardiac Society of Australia and New Zealand
- Cognitive Dementia and Memory Service
- Epilepsy Society of Australia
- Occupational Therapy Australia
- Optometry Australia
- Orthoptics Australia
- Royal Australian and New Zealand College of Ophthalmologists
- Royal Australian and New Zealand College of Psychiatrists
- Stroke Society of Australasia

Endorsements

These standards are endorsed by:

Medical College endorsement to be included in due course

Legal disclaimer

These licensing standards and management guidelines have been compiled using all reasonable care, based on expert medical opinion and relevant literature, and Austroads believes them to be correct at the time of printing. However, neither Austroads nor the authors accept responsibility for any consequences arising from their application.

Health professionals should maintain an awareness of any changes in healthcare and health technology that may affect their assessment of drivers. Health professionals

should also maintain an awareness of changes in the law that may affect their legal responsibilities.

Where there are concerns about a particular set of circumstances relating to ethical or legal issues, advice may be sought from the health professional's medical defence organisation or legal advisor.

Other queries about the standards should be directed to the relevant driver licensing authority.

Foreword

In 2020, 1106 people were killed on Australian roads, and many tens of thousands hospitalised with serious injuries. The annual economic cost of road crashes in Australia is estimated to be \$30 billion, which is accompanied by devastating social impacts.

While many factors contribute to safety on the road, driver health and fitness to drive is an important consideration. Drivers must meet certain medical standards to ensure their health status does not unduly increase their crash risk.

Assessing Fitness to Drive is a joint publication of Austroads and the National Transport Commission (NTC) and details medical standards for driver licensing purposes for use by health professionals and driver licensing authorities. The standards are approved by Commonwealth, state and territory transport ministers, and were first published in their current form in 2003. The last edition was published in 2016.

Since the last publication medical, legal and social developments have required that the

medical criteria within the guidelines are updated to ensure they are accurate and reflect current practices. To this end, the NTC reviewed the guidelines, taking into account feedback from stakeholders, including medical professionals and expert consultants.

This review produced revised guidelines in draft form, for public consultation in May 2021. Doctors, other health professionals, members of the public, consumer groups, commercial operators and drivers, transport peak bodies, and governments submitted comments to the draft guidelines.

Austroads and the NTC acknowledge the significant contribution of health professionals to road safety. Health professionals in partnership with drivers, the road transport industry and governments play an essential role in keeping all road users safe. Together we are working towards further reducing, and eventually eliminating, deaths and injuries from vehicle crashes on Australian roads.



Dr Geoff Allan
Chief Executive
Austroads



Dr Gillian Miles
Chief Executive Officer and Commissioner
National Transport Commission

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PART A.

Fitness to drive principles and practices

1. About this publication

1.1. Purpose

Driving a motor vehicle is a complex task involving perception, appropriate judgement, adequate response time and appropriate physical capability. A range of medical conditions, disabilities and treatments may influence these driving prerequisites. Such impairment may adversely affect driving ability, possibly resulting in a crash causing death or injury.

The primary purpose of this publication is to increase road safety in Australia by assisting health professionals to:

- assess the fitness to drive of their patients in a consistent and appropriate manner based on current medical evidence
- promote the responsible behaviour of their patients, having regard to their medical fitness
- conduct medical examinations for the licensing of drivers as required by state and territory driver licensing authorities
- provide information to inform decisions on conditional licences
- recognise the extent and limits of their professional and legal obligations with respect to reporting fitness to drive.

The publication also aims to provide guidance to driver licensing authorities in making licensing decisions. With these aims in mind the publication:

- outlines clear medical requirements for driver capability based on available evidence and expert medical opinion

- clearly differentiates between national minimum standards (approved by the Infrastructure and Transport Ministers' Meeting) for drivers of commercial and private vehicles
- provides general guidelines for managing patients with respect to their fitness to drive
- outlines the legal obligations for health professionals, driver licensing authorities and drivers
- provides a reporting template to guide reporting to the driver licensing authority if required
- provides links to supporting and substantiating information.

Routine use of these standards will ensure the fitness to drive of each patient is assessed in a consistent manner. In doing so, the health professional will not only be contributing to road safety but may minimise medico-legal exposure in the event that a patient is involved in a crash or disputes a licensing decision.

The publication replaces all previous publications containing medical standards for private and commercial vehicle drivers including ***Assessing Fitness to Drive 2001, 2003, 2012, 2016 (and its 2017 amendment) and Medical Examinations for Commercial Vehicle Drivers 1997.***

1.2. Target audience

This publication is intended for use by any health professional who is involved in assessing a person's fitness to drive or providing information to support fitness-to-drive decisions including:

- medical practitioners (general practitioners and specialists)
- optometrists
- orthoptists
- occupational therapists
- psychologists
- physiotherapists
- diabetes educators
- nurse practitioners and primary health care nurses
- case workers.

The publication is also a primary source of requirements for driver licensing authorities in making determinations about medical fitness to hold a driver licence.

1.3. Scope

1.3.1. Medical fitness for driver licensing

This publication is designed principally to guide and support assessments made by health professionals regarding fitness to drive for licensing purposes. It should be used by health professionals when:

1. **Treating any patient who holds a driver licence whose condition may affect their ability to drive safely.**

Most adults drive, therefore a health professional should routinely consider the impact of a patient's condition on their ability to drive safely. Awareness of a patient's occupation, licence category (e.g. commercial, passenger vehicle) or other driving requirements (e.g. shift work) is also helpful.

2. **Undertaking an examination at the request of a driver licensing authority or industry accreditation body.**

Health professionals may be requested to undertake a medical examination of a driver for a number of reasons. This may be:

- for initial licensing of some vehicle classes (e.g. multiple combination heavy vehicles)
- as a requirement for a conditional licence
- for assessing a person whose driving the driver licensing authority believes may be unsafe (i.e. 'for cause' examinations)
- for licence renewal of an older driver (in certain states and territories)
- for licensing or accreditation of certain commercial vehicle drivers (e.g. public passenger vehicle drivers)
- as a requirement for Basic or Advanced Fatigue Management under the National Heavy Vehicle Accreditation Scheme (refer to www.nhvr.gov.au).

This publication focuses on long-term health- and disability-related conditions and their associated functional effects that may impact on driving. It sets out clear minimum medical requirements for unconditional and conditional licences that form the medical basis of decisions made by the driver licensing authority. This publication also provides general guidance with respect to patient management for fitness to drive. It does not address general management of clinical conditions unless it relates to driving.

This publication outlines two sets of medical standards for driver licensing or authorisation: private vehicle driver standards and commercial vehicle driver standards.

The standards are intended for application to drivers who drive within the ambit of ordinary road laws. Drivers who are given special exemptions from these laws, such as emergency service vehicle drivers, should have a risk assessment and an appropriate level of medical standard applied by the employer. At a minimum, they should be assessed to the commercial vehicle standard.

1.3.2. Short-term fitness to drive

This publication does not attempt to address the full range of health conditions that might impact on a person's fitness to drive in the short term. Some guidance in this regard is included in section 2.2.3. **Temporary conditions**. In most instances, the non-driving period for short-term conditions will depend on individual circumstances and should be determined by the treating health professional based on an assessment of the condition and the potential risks.

1.3.3. Fitness for duty

The medical standards contained in this publication relate only to driving. They cannot be assumed to apply to fitness-for-duty assessments (including fitness for tasks such as checking loads, conversing with passengers and undertaking emergency procedures) without first undertaking a task risk assessment that identifies the range of other requirements for a particular job.

1.4. Content

This publication is presented in three parts.

Part A comprises general information including:

- the principles of assessing fitness to drive
- specific considerations including
 - the assessment of people with multiple medical conditions or age-related change
 - the management of temporary conditions, progressive disorders and undifferentiated illness
 - the effects of prescription and over-the-counter drugs
 - the role of practical driver assessments and driver rehabilitation
- the roles and responsibilities of drivers, licensing authorities and health professionals
- what standards to apply (private or commercial) for particular driver classes
- the application of conditional licences
- the steps involved in assessing fitness to drive.

Part B comprises a series of chapters relating to relevant medical systems/diseases. The medical requirements for unconditional and conditional licences are summarised in a tabulated format to differentiate between the requirements for private and commercial vehicle drivers. Additional information, including the rationale for the standards, as well as a general assessment and management considerations, is provided in the supporting text of each chapter.

Part C, the appendices, comprises further supporting information including:

- regulatory requirements for driver assessment in each jurisdiction
- guidance on forms for the examination process and reporting to the driver licensing authority
- legislation relating to driver and health professional reporting of medical conditions

- legislation relating to blood alcohol, seatbelt use, helmet use and alcohol interlocks
- contacts for services relating to disabled parking and transport, occupational therapist assessments and driver licensing authorities.

1.5. Development and evidence base

The evidence that underpin the licensing criteria and guidance are sourced from medical and fitness to drive studies, medical guidelines, and expert opinion. A reference list of important studies is provided at the end of each chapter. In addition to evidence regarding crash risk and the effects of medical conditions on driving, evidence has also been sought regarding best practice approaches to driver assessment and rehabilitation.

A key input in terms of evidence for the licensing criteria remains the Monash University Accident Research Centre report *Influence of chronic illness on crash involvement of motor vehicle drivers: 3rd edition*. This is an update of the second (2010) edition of the report and provides a comprehensive review of published studies involving drivers of private and commercial motor vehicles. The report investigates the influence of selected medical conditions and impairments on crash involvement, in the context of condition prevalence and quality of evidence of crash involvement.^{1,2}

In compiling this report, the Monash University Accident Research Centre led an international research consortium to compile, review and interpret the best available evidence on each

topic. Nevertheless, for most conditions, the report acknowledges the limited evidence available and that the quality of evidence is variable. In interpreting the research, there is therefore a need to consider several sources of potential bias including the following:

- There is a 'healthy driver' effect whereby drivers with a medical condition may recognise that they are not able to fully control a car and may either cease driving or restrict their driving. Their opportunity to be in a crash is therefore reduced, and this contributes to a lower crash risk than may otherwise be expected.
- The definition and incidence of crashes when driving often depends on self-reporting, which may lead to over- or under-reporting in some studies.
- The definition of a 'medical condition' is by self-report in some studies and may not be accurate.
- The 'exposure metric' (i.e. kilometres travelled) is often not controlled for, yet is crucial for determining the risk of a crash.
- Sample sizes may be small and not represent the general population of drivers.
- The control group may not be properly matched by age and sex.
- Commercial drivers are rarely considered as a separate cohort and generalisations based on evidence from private motor vehicle drivers may not be appropriate.
- Studies rarely identify whether and how drivers are treated/untreated – for example, corrected vision for those with vision impairments and hearing aids for those with hearing impairments.
- Comorbidities may not be adjusted for (e.g. alcohol dependence).

The implications are that false-negative results may occur whereby the condition appears to have no effect or minimal effect on driving safety. The authors acknowledge that care should be taken in interpreting the literature and that professional opinion plus other relevant data should be taken into account in determining the risks posed by medical conditions. The authors also note that the review focused on published peer-reviewed literature. There was no inclusion of technical reports, conference presentations or abstracts, case studies, coroner reports or studies, cohort studies (without a control group) or reviews of consensus-based medical standards for any of the medical conditions reviewed.

For the purposes of this publication the term 'crash' refers to a collision between two or more vehicles, or any other accident or incident involving a vehicle in which a person or animal is killed or injured, or property is damaged.

Health professionals should also keep themselves up to date with changes in medical knowledge and technology that may influence their assessment of drivers, and with legislation that may affect the duties of the health professional or the patient.

2. Assessing fitness to drive - general guidance

The aim of determining fitness to drive is to achieve a balance between:

- minimising any driving-related road safety risks for the individual and the community posed by the driver's permanent or long-term injury or illness, and
- maintaining the driver's lifestyle and employment-related mobility independence.

The key question is: Is there a likelihood the person will be unable to control the vehicle and/or unable to act or react to the driving environment in a safe, consistent, and timely manner?

The main considerations in making this assessment are:

- the driving task, including the person's individual driving requirements and mobility needs (refer to section 2.1. [The driving task](#))
- the potential impacts of medical conditions, disabilities and treatments (refer to section 2.2. [Impact of medical conditions on driving](#))
- the driver's functional abilities including their capacity to compensate and the need for rehabilitation (refer to section 2.3. [Assessing and supporting functional driver capacity](#)).

The general guidance provided in this section should be considered in conjunction with the specific criteria and management guidelines for individual conditions outlined in Part B of this publication.

In light of the information gathered across these areas, the health professional may advise the patient regarding their fitness to drive and provide advice to the driver licensing authority (refer to section 3. [Roles and responsibilities](#)). The threshold tolerance is much less for

commercial vehicle drivers where there is the potential for more time on the road and more severe consequences in the event of a crash (refer to section 4.1. [Medical standards for private and commercial vehicle drivers](#)). In cases where a person may only be fit to drive in some circumstances or requires periodic review to monitor the progression of their condition, the health professional may advise conditions under which driving could be performed safely (refer to section 4.4. [Conditional licences](#)).

Detailed steps for performing the assessment and managing the outcome are found in Section 5. [Assessment and reporting process – step by step](#).

2.1. The driving task

An understanding the driving task, both generally and for the specific driver, underpins the assessment of fitness to drive and guides the determination of risk associated with impairment due to ill health.

Driving is a complex instrumental activity of daily living, characterised by a rapidly repeating cycle in which:

- Information about the vehicle and road environment is obtained via the visual and auditory senses.
- The information is operated on by several cognitive processes, which leads to decisions about driving.
- Decisions are put into effect via the musculoskeletal system, which acts on the various controls to alter the vehicle in relation to the road. (refer to [Figure 1](#)).

This repeating sequence depends on:

Sensory input

- vision
- visuospatial perception
- hearing
- proprioception
- kinesthesia

Motor function

- muscle power
- coordination

Cognitive function

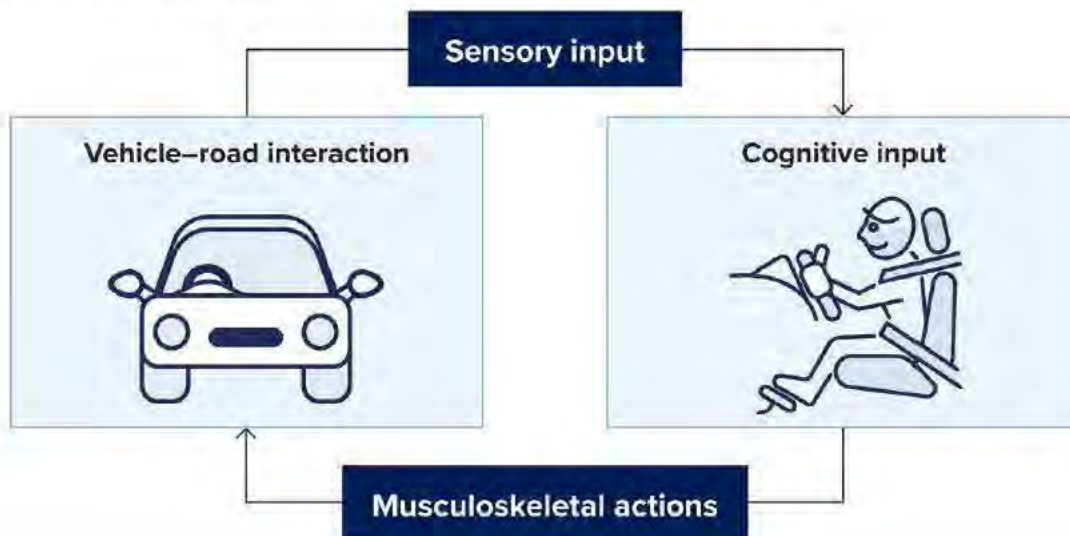
- attention and concentration
- comprehension
- memory
- insight
- judgement
- decision making
- reaction time
- sensation

Given these requirements, it follows that many body systems need to be functional to ensure safe and timely execution of the skills required for driving.

Furthermore, the demands of the specific driving task can vary considerably depending on a range of factors including those relating to the driver, the vehicle, the purpose of the driving task and the road environment (Box 1). For commercial drivers in particular these demands can be significant, as can be the consequences for public safety.

Assessing health professionals should document the individual's driving requirements and driving history as part of the assessment process.

Figure 1. The driving task



Box 1: Factors affecting driving

Driving tasks occur within a dynamic system influenced by complex driver, vehicle, task, organisational and external road environment factors including:

- the driver's experience, training and attitude
- the driver's physical, mental and emotional health – for example, fatigue and the effect of substance misuse including illicit, prescription and non-prescription drugs
- the road system – for example, signs, other road users, traffic characteristics and road layout
- legal requirements – for example, speed limits and blood alcohol concentration
- the natural environment – for example, night, extremes of weather and glare
- vehicle and equipment characteristics – for example, the type of vehicle, braking performance and maintenance
- mental workload and distraction due to in-vehicle technologies (e.g. GPS, vehicle warning/alert systems, driver assistance systems) and communication systems (hands-free phone/email systems)
- personal requirements, trip purpose, destination, appointments, navigation tasks and time pressures
- passengers, in-vehicle communication/entertainment devices and their potential to distract the driver.

For **commercial or heavy vehicle drivers** there are a range of additional factors including:

- business requirements – for example, rosters (shifts), driver training and contractual demands
- work-related multitasking – for example, interacting with in-vehicle technologies such as a GPS, job display screens or other communication systems
- legal requirements – for example, work diaries and licensing procedures
- vehicle issues including size, stability and load distribution
- passenger requirements/issues – for example, duty of care, communication requirements and potential for occupational violence
- risks associated with carrying dangerous goods
- additional skills required to manage the vehicle – for example, turning and braking
- endurance/fatigue and vigilance demands associated with long periods spent on the road.

2.2. Impact of medical conditions on driving

2.2.1. Assessing medical conditions

Reflecting the requirements of the driving task (section 2.1. **The driving task**), the key domains to consider when assessing the impact of medical conditions and disabilities on driving are:

- Impairment of:
 - sensory function (in particular, visual acuity and visual fields but also cutaneous, muscle and joint sensation)
 - motor function (e.g. joint movements, strength, endurance and coordination)
 - cognition (e.g. attention, concentration, memory, problem-solving skills, thought processing, visuospatial skills, insight, and judgement)
- The risk of sudden incapacity (leading to sudden loss of control of the vehicle).

Such impacts may be associated with a range of medical conditions. Conditions with the potential to cause significant impairment and/or sudden incapacity are the focus of this publication and include:

- blackouts
- cardiovascular disease
- diabetes
- hearing loss and deafness
- musculoskeletal conditions
- neurological conditions
- psychiatric conditions
- substance misuse/dependency
- sleep disorders
- vision problems.

The impairments/impacts associated with medical conditions may be framed in a number of ways. For example, impairments may:

- Be persistent (e.g., visual impairment) or episodic (e.g. seizure, severe hypoglycaemic event). Drivers with persistent impairments can be assessed based on observations and measures of their functional capacity. Those with episodic impairment must be assessed based on a risk analysis that considers the probability and consequence of the episode, as well as any triggering factors and whether they can be avoided.
- Fluctuate, for example, the capacity of people living with dementia, can fluctuate both day to day and within a 24-hour period. It is important that the assessor considers the potential of fluctuating capacity and the impact these factors may have on driving ability.
- Be progressive (e.g., dementia, progressive neurological conditions, end organ affects associated with diabetes) or static (permanent disabilities), which has implications for ongoing monitoring (refer to section 2.2.5. **Progressive conditions**). Many people with a long-term condition or disability may have developed coping strategies to enable safe driving (refer to section 2.2.6. **Congenital conditions, disability and driving**).
- Become introduced through use of medications that effect cognition and reaction time (refer to Section 2.2.9. **Drugs and driving**).
- Resolve with treatment (e.g., following rehabilitation for stroke), which has implications for reinstating of unconditional licences (refer to section 4.5. **Reinstatement of licences or removal or variation of licence conditions**).

2.2.2. Conditions not covered explicitly in this publication

This publication does not attempt to define all clinical situations that may influence safe driving ability.

It is accepted that other medical conditions or combinations of conditions may also be relevant and that it is not possible to define all clinical situations where an individual's overall function would compromise public safety. A degree of professional judgement is therefore required in assessing fitness to drive.

The examining health professional should follow general principles when assessing these patients including consideration of the driving task and the potential impact of the condition on requirements such as sensory, motor and cognitive skills. Episodic conditions need consideration regarding the likelihood of recurrence. A more stringent threshold should be applied to drivers of commercial vehicles than to private vehicle drivers. An appropriate period should be advised for review, depending on the natural history of the condition.

2.2.3. Temporary conditions

This publication does not attempt to address every condition or situation that might temporarily affect safe driving ability.

There are a wide range of conditions that temporarily affect the ability to drive safely. These include conditions such as post-surgery recovery, severe migraine or injuries to limbs. These conditions are self-limiting and hence do not affect licence status; therefore, the licensing authority does not need to be informed.

The treating health professional should provide suitable advice to such patients about driving safely including recommended periods of abstinence from driving, particularly

for commercial vehicle drivers. Such advice should consider the likely impact of the patient's condition and their specific circumstances on the driving task as well as their specific driving requirements. Table 1 provides guidance on some common conditions that may temporarily affect driving ability.

2.2.4. Undifferentiated conditions

A patient may present with symptoms that could have implications for their licence status but where the diagnosis is not clear. Investigating the symptoms will mean there is a period of uncertainty before a definitive diagnosis is made and before the licensing requirements can be confidently applied.

Each situation will need to be assessed individually, with due consideration given to the probability of a serious disease or long-term injury or illness that may affect driving, and to the circumstances in which driving is required. However, patients presenting with symptoms of a serious nature – for example, chest pains, dizzy spells, blackouts or delusional states – should be advised not to drive until their condition can be adequately assessed. During this interim period, in the case of private vehicle drivers, no formal communication with the driver licensing authority is required unless there is significant risk to public health (refer to section 3.3.1. Confidentiality, privacy and reporting to the driver licensing authority). After a diagnosis is firmly established and the standards applied, normal notification procedures apply.

In the case of a commercial vehicle driver presenting with symptoms of a potentially serious nature, the driver should be advised to stop driving and to notify the driver licensing authority. The health professional should consider the impact on the driver's livelihood and investigate the condition as quickly as possible.

Table 1. Examples of how to manage temporary conditions

Condition and impact on driving	Management guidelines
<p>Anaesthesia and sedation³</p> <p>Physical and mental capacity may be impaired for some time post anaesthesia (including general anaesthesia, local anaesthesia, and sedation). The effects of general anaesthesia will depend on factors such as the duration of anaesthesia, the drugs administered and the surgery performed. The effect of local anaesthesia will depend on dosage and the region of administration. Analgesic and sedative use should also be considered.</p>	<p>In cases of recovery following surgery or procedures under general anaesthesia, local anaesthesia, or sedation, it is the responsibility of the surgeon/dentist and anaesthetist to advise patients not to drive until physical and mental recovery is compatible with safe driving.</p> <ul style="list-style-type: none"> • Following minor procedures under local anaesthesia without sedation (e.g. dental block), driving may be acceptable immediately after the procedure. • Following brief surgery or procedures with short-acting anaesthetic drugs or sedation, the patient may be fit to drive after a normal night's sleep. • After longer surgery or procedures requiring general anaesthesia or sedation, it may not be safe to drive for 24 hours or more.
<p>Deep vein thrombosis and pulmonary embolism</p> <p>While deep vein thrombosis may lead to an acute pulmonary embolus, there is little evidence that such an event causes crashes. Therefore there is no licensing standard applied to either condition. Non-driving periods are advised. If long-term anticoagulation treatment is prescribed, the standard for anticoagulant therapy should be applied (refer to Part B section 2.2.8, Long-term anticoagulant therapy).</p>	<p>Private and commercial vehicle drivers should be advised not to drive for at least 2 weeks following a deep vein thrombosis and for 6 weeks following a pulmonary embolism,</p>
<p>Medications or other treatments</p> <p>Adaptation to new drug/medication regimens or undergoing some treatments (e.g. radiation therapy or haemodialysis) may require a non-driving period.</p>	<p>The non-driving period should be determined by the treating health professionals based on a consideration of the requirements of the driving task and the impact of medications or treatments on the capacity to undertake these tasks, including responding to emergency situations. A practical driver assessment may be helpful in determining fitness to drive (refer to section 2.3.1, Practical driver assessments).</p>
<p>Post-surgery</p> <p>Surgery will affect driving ability to varying degrees depending on the location, nature and extent of the procedure.</p>	<p>The non-driving period post-surgery should be determined by the treating health professionals based on a consideration of the requirements of the driving task and the impact of the surgery on the capacity to undertake these tasks, including responding to emergency situations. A practical driver assessment may be helpful in determining fitness to drive (refer to section 2.3.1, Practical driver assessments).</p>

Condition and impact on driving	Management guidelines
<p>Pregnancy</p> <p>Under normal circumstances pregnancy should not be considered a barrier to driving. However, conditions that may be associated with some pregnancies should be considered when advising patients. These include:</p> <ul style="list-style-type: none"> • fainting or light-headedness • hyperemesis gravidarum • hypertension of pregnancy • post caesarean section. 	<p>A caution regarding driving may be required depending on the severity of symptoms and the expected effects of medication.</p> <p>Seatbelts must be worn (refer to Appendix 7. Seatbelt use).</p>
<p>Temporary or short-term vision impairments</p> <p>A number of conditions and treatments may impair vision in the short term – for example, temporary patching of an eye, use of mydriatics or other drugs known to impair vision, or eye surgery. For long-term vision problems, refer to Part B section 10. Vision and eye disorders.</p>	<p>People whose vision is temporarily impaired by a short-term eye condition or an eye treatment should be advised not to drive for an appropriate period.</p>

2.2.5. Progressive conditions

Often diagnoses of progressive conditions are made well before there is a need to question whether the patient remains safe to drive (e.g. multiple sclerosis, early dementia). However, it is important to raise issues relating to the likely effects of these disorders on personal independent mobility early in the management process.

The patient should be advised appropriately where a progressive condition is diagnosed that may result in future restrictions on driving. It is important to give the patient as much lead time as possible to make the lifestyle changes that may later be required (e.g. adaptation to using public transport and/or a motorised mobility device). Assistance from an occupational therapist may be valuable in such instances (refer to Part B section 6.1. Dementia).

2.2.6. Congenital conditions, disability and driving

Congenital conditions and long-term or permanent disabilities may have an impact on a person's ability to drive safely. The physical and cognitive implications of such conditions may include (but are not limited to):

- difficulty sustaining concentration or switching attention between multiple driving tasks
- reduced cognitive and perceptual processing speeds, including reaction times
- reduced performance in complex situations (e.g. when there are multiple distractions)
- reduced information processing and judgement
- difficulty anticipating and responding to other road users
- difficulty controlling movement
- reduced joint range of motion and muscle strength

These impacts vary and many people develop coping strategies to enable safe driving.

Individual assessment is therefore required based on the general principles, the stability of the disability and bodily systems that underpin any adaptive behaviours for driving.

Legal obligations for reporting to the driver licensing authority apply (refer section **3.2. Roles and responsibilities of drivers**). This may trigger the need to provide a medical report and/or an occupational therapy driving assessment. An occupational therapist driver assessor can provide information about how a condition or disability may affect driving or learning to drive. They can also offer advice about potential aids, vehicle modifications or training strategies that may assist the individual.

The outcomes of the assessment may result in the requirement of a conditional licence relating to the driver (e.g. prosthesis must be worn) or the vehicle (e.g. can only drive a vehicle with certain modifications); refer to section 4.4. **Conditional licences.** If the condition or disability is assessed as static, then it is unlikely to require periodic review.

Learning to drive

People with a disability that may impact their ability to drive can seek the opportunity to gain a driver licence. This opportunity is increasingly available through the National Disability Insurance Scheme. To ensure they receive informed advice and reasonable opportunities for training, it is helpful if they are trained by a driving instructor with experience in teaching drivers with disabilities. An initial assessment with an occupational therapist specialised in driver evaluation may help to identify the prerequisite functional capacity requirements to realistically aspire to driving independence, need for adaptive devices, vehicle modifications or special driving techniques.

National Disability Insurance Scheme

There are support options to help drivers with a disability through the National Disability Support Scheme (NDIS). The NDIS provides all Australians under the age of 65 who have a permanent and significant disability with reasonable and necessary supports.

The NDIS may provide assistance with the medical review process including obtaining a driver licence, medical reports, occupational therapist driving assessments, driver training, and vehicle modifications. Further information about the support provided by the NDIS and how to access the services can be found on the NDIS website at www.ndis.gov.au.

2.2.7. Older drivers and age-related changes

While advanced age in itself is not a barrier to safe driving, age-related physical and mental changes will eventually affect a person's ability to drive safely. Given the association between health outcomes, mobility and social connectedness, fitness to drive should be proactively managed, with the goal of enabling older people to continue to drive for as long as it is safe to do so.

Crash data points to some of the vulnerabilities of older drivers, showing that they are more likely to crash at intersections and with other vehicles (multi-vehicle crashes). Frailty of older drivers is also associated with higher risk of injury and death. At the same time, safety risks for older drivers may be mitigated by their extensive driving experience and their tendency to modify their driving to suit their capabilities, including avoiding peak hour traffic, poor weather and night driving, and driving at slower speeds.

Management approach

A proactive approach to management of older drivers encompasses primary, secondary and tertiary prevention.

Discussions about mobility and driving

Talking with an older person about their driving can be difficult, particularly if it is delayed until the conversation is about ceasing driving. Early conversations focussed on maintenance of driving ability in the context of their general health, mobility needs and other activities of daily living can help build self-awareness, enable self-monitoring, and normalise the eventual transition to non-driving. Driver licensing authorities provide resources to support conversations with older drivers and their carers/families.

Active observation and screening

Routine care of the older person should include monitoring for decline in the functions necessary for driving, including vision, cognition and motor/sensory functions (see below). This is also an opportunity to pick up on 'red flags' such as falls, memory problems, confusion, caregiver concerns or a sudden change in social circumstances. Annual checks, such as through the Medicare 75 Plus health check, provide an opportunity for screening and for considering the overall impacts of ageing and multiple medical conditions on driving.

Early intervention

Early identification of functional decline can provide opportunities to address driving skills and capabilities in at-risk drivers. This may involve referral for relevant assessment and management (e.g., allied health, driver assessment), including treatments, driving rehabilitation, vehicle modifications and driving restrictions (refer to section 2.3. **Assessing and supporting functional driver capacity**). In cases where an older person is not fully fit to drive in all circumstances, the health professional may advise conditions under which driving

could be performed safely (refer to section 4.4. **Conditional licences**). Referral to a geriatrician may also assist if there is doubt about a patient's fitness to drive or about remedial strategies.

Considering the impact of medical conditions on driving

Most older adults have at least one chronic medical condition. The most common conditions include cardiovascular disease, stroke, Parkinson's disease, sleep disorders, cataracts, glaucoma, musculoskeletal impairments including arthritis, depression, dementia and diabetes. The overall impact of multiple conditions on driving will need to be considered (refer section 2.2.8. **Multiple medical conditions**). A new diagnosis or change in any condition, or an acute medical event, is a trigger to re-visit driving, so too is the addition of new medication or treatment. Older adults often take multiple medications, and this is associated with increased crash risk. Counselling regarding medications should specifically address potential safety concerns for driving, including any age-associated effects such as changed drug metabolism. (Refer to section 2.2.9. **Drugs and driving**).

Transition to alternative means of transport

Ultimately, when a person's functioning is no longer compatible with safe driving, they will need to be supported in relinquishing their licence and seeking alternative modes of transport. There is a role for ongoing monitoring of health and social consequences and compliance with advice not to drive. Caregivers play an important role in encouraging the older person to cease driving and to help the individual find alternatives.

Assessing older drivers

Age-related physical and mental changes vary greatly between individuals. The three main functional areas to consider for the assessment and routine care of older drivers are described below. Health professionals should be mindful that a driver may have several minor impairments that alone may not affect driving, but when taken together may make risks associated with driving unacceptable (refer to section 2.2.8. **Multiple medical conditions**).

Some driver licensing authorities require regular medical examination or assessment of drivers beyond a specified age. These requirements vary between jurisdictions and may be viewed in **Appendix 1. Regulatory requirements for driver testing**.

Vision

Various aspects of vision may decline with age, including acuity, visual fields, and contrast sensitivity. Eye conditions such as cataracts, glaucoma and macular degeneration are also more common in older people. The gradual changes associated with ageing and the gradual onset of eye conditions may not be noticed by the driver. Regular eye health checks may facilitate early detection and management for changes in vision. Difficulty driving at night and problems with glare may be early signs of age-related visual decline and may be investigated in routine conversations. Driving restrictions/ conditions such as no-night driving can help maintain safe driving, while removal of cataracts can effectively restore vision for driving. (Refer also section 4.4. **Conditional licences**, Part B, section 10. **Vision and eye disorders**)

Cognition

Various aspects of cognitive processing required for safe driving can decline with age, including memory, working memory, visual processing, visuospatial skills, attention functioning, executive functioning, and insight. These impairments can affect a person's ability to process and respond to the complex road environment. The impairments can vary from day to day, which can present a challenge for definitive assessment in relation to driving. Dementia is a particular concern as older adults with dementia often lack insight into their deficits and may be more likely to drive when it is unsafe. (Refer also to Part B, section 6.1. **Dementia**)

Motor and somatosensory function

Ageing generally results in a decline in muscle strength and endurance, as well as reduced flexibility, range of movement and joint stability. Musculoskeletal conditions such as arthritis are also more prevalent in older adults. These and other general health conditions may be associated with chronic pain and fatigue. Proprioception may also be an issue.

Older adults with these impairments may have difficulties getting in and out of the car, using the seat belt and ignition key, adjusting mirrors and seats, steering, turning to reverse, and using foot pedals. Adaptive equipment, some requiring professional recommendation, is available to support drivers experiencing pain, reduced reach or reduced strength. Rehabilitative therapies may improve the older driver's functioning and endurance (refer to section 2.3.2 **Driver rehabilitation**, Part B, section 5. **Musculoskeletal conditions**).

More information

Reference to the Royal Australian College of General Practitioners' *Guidelines for preventative activities in general practice* (the 'Red Book') and the *Aged care clinical guide* (the 'Silver Book') may assist in assessing older drivers.^{3,4} Additional resources and references that may support assessment are provided in Part A, [References and further reading](#).⁵⁻¹¹

2.2.8. Multiple medical conditions

Where a vehicle driver has multiple conditions or a condition that affects multiple body systems, there may be an additive or a compounding detrimental effect on driving abilities – for example in:

- congenital disabilities such as cerebral palsy, spina bifida and various syndromes
- multiple trauma causing orthopaedic and neurological injuries as well as psychiatric sequelae
- multi-system diseases such as diabetes, connective tissue disease, multiple sclerosis and systemic lupus erythematosus
- dual diagnoses involving psychiatric illness and drug or alcohol addiction
- ageing-related changes in motor, cognitive and sensory abilities together with degenerative disease
- chronic pain.

Although these medical standards are designed principally around individual conditions, clinical judgement is needed to integrate and consider the effects on safe driving of any medical conditions and disabilities that a patient may present with. However, it is insufficient simply to apply the medical standards contained in this publication for each condition separately because a driver may have several minor impairments that alone may not affect driving but when taken together may make risks associated with driving unacceptable. Therefore, it is necessary to integrate all clinical information,

bearing in mind the additive or compounding effect of each condition on the overall capacity of the patient to drive safely.

Where one or more conditions is progressive, it may be important to reduce driving exposure and ensure ongoing monitoring of the patient (refer to section [2.2.5. Progressive conditions](#)). Conditional licences that may limit the driver (e.g. no night driving) or place requirements on the vehicle (e.g. automatic transmission only) are an option in these circumstances (refer to section [4.4. Conditional licences](#)). The requirement for periodic reviews can be included as recommendations on driver licences.

Periodic reviews are also important for drivers with conditions likely to be associated with future reductions in insight and self-regulation. If lack of insight may become an issue in the future, it is important to advise the patient to report the condition(s) to the driver licensing authority. Where lack of insight already appears to impair self-assessment and judgement, public safety interests should prevail, and the health professional should report the matter directly to the driver licensing authority and, if appropriate, seek the support of the patient's family members.

2.2.9. Drugs and driving

Any drug that acts on the central nervous system has the potential to adversely affect driving skills. Central nervous system depressants, for example, may reduce vigilance, increase reaction times and impair decision making in a very similar way to alcohol. In addition, drugs that affect behaviour may exaggerate adverse behavioural traits and introduce risk-taking behaviours.

Where medication is relevant to the overall assessment of fitness to drive in managing specific conditions such as diabetes, epilepsy and psychiatric conditions, this is covered in

the respective chapters. Prescribing doctors and dispensing pharmacists do, however, need to be mindful of the potential effects of all prescribed and over-the-counter medicines and to advise patients accordingly. Patients receiving continuing long-term drug treatment should be evaluated for their reliability in taking the drug according to directions. They should also be assessed for their understanding that medicines can have undesired consequences that may impair their ability to drive safely and this may be unexpectedly affected by other factors such as drug interactions.

General guidance for prescription drugs and driving

While many drugs have effects on the central nervous system, most, with the exception of benzodiazepines, tend not to pose a significantly increased crash risk when the drugs are used as prescribed and once the patient is stabilised on the treatment. This may also relate to drivers self-regulating their driving behaviour. When advising patients and considering their general fitness to drive, whether in the short or longer term, health professionals should consider:

- the balance between potential impairment due to the drug and the patient's improvement in health on safe driving ability
- the individual response of the patient – some people are more affected than others
- the type of licence held and the nature of the driving task (i.e. commercial vehicle driver assessments should be more stringent)
- the added risks of combining two or more drugs capable of causing impairment, including alcohol
- the added risks of sleep deprivation or fatigue while driving, which is particularly relevant to commercial vehicle drivers

- the potential impact of changing medications or changing dosage
- the cumulative effects of medications
- the presence of other medical conditions that may combine to adversely affect driving ability
- other factors that may exacerbate risks such as known history of alcohol or drug misuse.

Acute alcohol and drug intoxication

Acute impairment due to alcohol or drugs (including illicit, prescription and over-the-counter drugs) is managed through specific road safety legislation that prohibits driving over a certain blood alcohol concentration (BAC), with the presence of certain drugs in bodily fluids, or when driving is impaired by drugs (refer to **Appendix 4. Drivers' legal BAC limits**). This may include requirements for using alcohol interlocks, the application of which varies between jurisdictions (refer to **Appendix 5. Alcohol interlock programs**). This is a separate consideration to long-term medical fitness to drive and licensing, therefore specific medical requirements are not provided in this publication. Dependency and substance misuse, including chronic misuse of illicit, non-prescription and prescription drugs, is a licensing issue and standards are outlined in Part B section **9. Substance misuse**.

Further guidance for prescribing drugs of dependence can be found in the Royal Australian College of General Practitioners' guide *Prescribing drugs of dependence in general practice* (visit www.racgp.org.au).

The effects of specific drug classes^{13,14}

Medicinal cannabis (cannabinoids)^{15-25, 36, 37}

Medicinal cannabis refers to medically prescribed cannabis preparations intended for therapeutic use, including pharmaceutical cannabis preparations with set amounts of cannabinoids such as oils, tinctures, sprays and other extracts. The main active components of cannabis (medicinal or recreational) are delta-9-tetrahydrocannabinol (THC) and cannabidiol (CBD). THC, the psychoactive ingredient in cannabis (including medicinal) can cause cognitive and psychomotor impairments that degrade the ability to drive safely including attention and concentration deficits, mild cognitive impairment, dizziness and anxiety. These deficits can begin at low doses and are highly individualised.

The pharmacokinetics of cannabinoids are complex, making it difficult to predict the severity of impairment. Other influencing factors include the history of use, frequency of dose, ratio of cannabinoids and route of administration (vaporised, oral, oral-mucosal, transdermal). The onset and duration of impairing effects can vary significantly between individuals. The effects can typically last for three to six hours after inhalation or five to eight hours after oral administration, but may be significantly longer for either route of administration and should be determined individually. Further information on the route of administration and THC pharmacokinetic/pharmacodynamics can be found in the TGA's Guidance for the use of medicinal cannabis in Australia - Overview (<https://www.tga.gov.au/publication/guidance-use-medicinal-cannabis-australia-overview>).

Based on current evidence, CBD does not cause psychomotor or cognitive impairment or strong psychoactive effects. CBD may produce side effects including sedation or fatigue, which can be more pronounced at higher doses. CBD may interact with other prescribed medication, potentially increasing the risk of driving

impairment. The effects of other cannabinoids have not been systematically studied.

Managing medicinal cannabis and driving

Strategies to mitigate or manage THC impairments include a 'start low, go slow' approach to treatment and administration during periods when an individual is unlikely to drive (e.g. at night before sleep). A period of restricted or non-driving, generally a minimum of four weeks, may be considered while adaptation to medication and treatment outcomes are determined.

Medicinal cannabis (THC and CBD) can interact with other medications, impairing the metabolism of other drugs or causing cumulative effects such as sedation, which can increase the road safety risk. Alcohol should be avoided when taking medicinal cannabis due to the significant additive effects and the increased risk of having a crash. CBD may affect the metabolism of certain antiseizure drugs, elevating plasma levels of other drugs, including some benzodiazepines.

Assessing fitness to drive

Fitness-to-drive assessments for the underlying chronic medical condition or disability treated with medicinal cannabis can be undertaken as per the applicable standards. The assessment should consider the nature of the driving task, impairment of cognitive, visuospatial and motor control functions from the condition or medications, and treatment outcomes. Conditions with specific standards, such as seizures (Part B section 6.2. **Seizures and epilepsy**) or chronic pain (Part B section 5. **Musculoskeletal conditions**), may consider medicinal cannabis under the existing criteria. Conditions without specific criteria in **Part B. Medical standards** may be assessed according to section 2. **Assessing fitness to drive - general guidance**.

Medicinal cannabis and commercial license holders

Assessments against the commercial licensing medical standards are more stringent than the private standards and reflect increased driver exposure and the increased risk associated with motor vehicle crashes involving these vehicles. Sleep deprivation or fatigue while driving are common risks among commercial vehicle drivers. Particular attention should be paid to the commercial vehicle driving task. Considerations may include the vehicle type, the nature of goods transported, the distances and roads being travelled, the cumulative time driving over a work period, and whether driving will occur at night or disrupt normal sleep patterns. Impacts of driving patterns on dosage requirements may also be relevant.

Medicinal cannabis and drug driving laws

Drug driving and enforcement laws for cannabis are established through state and territory legislation and can vary. In general, it is against the law for a person to drive with any amount of THC present in their bodily fluids (blood, saliva, or urine). In most states and territories there are no exceptions to these laws, including therapeutic use. Tasmanian law provides a medical defence for driving with the presence of THC in bodily fluids. The medical defence only applies if the medicinal cannabis is obtained and administered in accordance with the Poisons Act 1971 (Tas). It remains illegal for these patients to drive if impaired by THC and they must still comply with directions given by law enforcement regarding roadside testing.

Drivers prescribed medicinal cannabis in one jurisdiction may be treated differently if driving in another. The individual's driving needs, including interstate travel and licensing classes, should be discussed when considering prescribing medicinal cannabis, and it is critical to identify if driving is required as part of their occupation.

Point of prescription advice regarding medicinal cannabis and driving

The implications of drug driving regulations and THC should be discussed at the point of prescription and reviewed routinely with the patient as part of good fitness-to-drive medical management. In addition to the legal consequences, there may also be insurance implications for patients who are convicted of drug driving offences. CBD is not subject to these controls and can be used while driving, so long as treatment is free of side effects or drug interactions that may cause impairment. Specific information can be sourced from local driver licensing authorities, health departments or law enforcement agencies and should be consulted alongside the information presented here.

Possible drug-seeking behaviour in those directly requesting cannabis as an alternative to, or to supplement, medicinal cannabis should be kept in mind. Medically prescribed cannabis is distinct from other sources of cannabis that people may access for illicit or unregulated medicinal purposes. These other products are highly variable in their cannabinoid content and can significantly increase the road safety risk. More information can be found in section 9. **Substance misuse.**

Benzodiazepines²⁶

Benzodiazepines are well known to increase the risk of a crash and are found in about 4 per cent of fatalities and 16 per cent of injured drivers taken to hospital. In many of these cases benzodiazepines were either abused or used in combination with other impairing substances. If a hypnotic is needed, a shorter acting drug is preferred. Tolerance to the sedative effects of the longer acting benzodiazepines used to treat anxiety gradually reduces their adverse impact on driving skills.

Antidepressants

Although antidepressants are one of the more commonly detected drug groups in fatally injured drivers, this tends to reflect their wide use in the community. The ability to impair is greater with sedating tricyclic antidepressants (e.g. amitriptyline and dothiepin) than with the less sedating serotonin and mixed reuptake inhibitors such as fluoxetine and sertraline. However, antidepressants can reduce the psychomotor and cognitive impairment caused by depression and return mood towards normal. This can improve driving performance.

Antipsychotics

This diverse class of drugs can improve performance if substantial psychotic-related cognitive deficits are present. However, most antipsychotics are sedating and have the potential to adversely affect driving skills through blocking central dopaminergic and other receptors. Older drugs such as chlorpromazine are very sedating due to their additional actions on the cholinergic and histamine receptors. Some newer drugs (clozapine, olanzapine, quetiapine) are also sedating, while others (aripiprazole, risperidone and ziprasidone) are less sedating. Sedation may be a particular problem early in treatment and at higher doses.

Opioids²⁷⁻³¹

Opioid analgesics are central nervous system depressants and as such can suppress cognitive and psychomotor responses in driving situations. While cognitive performance is reduced early in treatment (largely due to their sedative effects) neuroadaptation is rapidly established. This means that patients on a stable dose of an opioid may not have a higher risk of a crash. This includes patients on buprenorphine and methadone for their opioid dependency, providing the dose has been stabilised over some weeks and they are not abusing other impairing drugs. Driving at night may be a problem due to the persistent miotic effects of these drugs reducing peripheral vision.

Further guidance on opiate prescribing can be found from:

- the Royal Australian College of Physicians' Prescription Opioid Policy: Improving management of chronic non-malignant pain and prevention of problems associated with prescription opioid use²⁷
- the Australian and New Zealand College of Anaesthetists and Faculty of Pain Management's Statement regarding the use of opioid analgesics in patients with chronic non-cancer pain³¹
- the Royal Australian College of General Practitioners' Prescribing drugs of dependence in general practice²⁸⁻³⁰
- local health agency websites.

2.3. Assessing and supporting functional driver capacity

2.3.1. Practical driver assessments

The impact of a medical condition or multiple conditions or disability on driving is not always clear, so a practical driver assessment may be useful. Such assessments are different from the tests of competency to drive used with entry level drivers that are routinely conducted by driver licensing authorities for licensing purposes. These practical driver assessments are suitable only for persistent impairments.

When is a practical driver assessment indicated?

A practical driver assessment is designed to assess the impact of injury, illness, disability or the ageing process on driving skills including judgement, decision-making skills, observation and vehicle handling. The assessment may also be helpful in determining the need for special training in compensatory techniques or vehicle modification to assist drivers with musculoskeletal or other disabilities.

A health professional may request a practical driver assessment to provide information to supplement the clinical assessment in some borderline cases and to assist in making recommendations about a person's fitness to drive. However, practical assessments have limitations in that a patient's condition may fluctuate (good days and bad days), and it is not possible to create emergency situations on the road to assess reaction time. Practical assessments are therefore intended to inform but not necessarily override the clinical opinion of the examining health professional. In addition, there are clinical situations that are clearly unsuitable for on-road assessments such as significant visual impairment or significant cognitive impairment.

What types of assessments are available?

There is a wide range of practical assessments available, including off-road, on-road and driving simulator assessments, each with strengths and limitations. Assessments for cars, motorcycles, buses or heavy vehicles may be conducted or overseen by occupational therapists trained in driver assessment or by others approved by the particular driver licensing authority, such as training providers for commercial vehicle drivers. Processes for initiating and conducting driver assessments vary between the states and territories, and the choice of assessment depends on resource availability, logistics, cost and individual requirements. Generally, the assessments may be initiated by the examining health professional, other referrers (e.g. police, self, family) or by the driver licensing authority.

It is not the intent of this publication to specify the assessment to be used in a particular situation. Health professionals should contact their local driver licensing authority (**Appendix 9. Driver licensing authority contacts**) for details of options or refer to **Appendix 10. Specialist driver assessors**.

What does a practical assessment involve?

Occupational therapy driver assessment usually involves two components: (a) an off-road screening and (b) an in-car practical driver assessment. The purpose of the off-road screening is to evaluate the nature, frequency and requirement for driving, underlying impairments, knowledge of road law, insight, medical history and requirements for the on-road test. Depending on the individual situation, the occupational therapy driver in-car assessment may involve evaluating:

- the need for specialised equipment or vehicle modifications
- the driver's ability to control the motor vehicle truck, bus or motorcycle
- the driver's functional status whilst driving including cognitive function, physical strength and skills, reaction time, insight level and ability to self-monitor their driving

Recommendations following assessment may relate to licence status, licence conditions, the specific vehicle modifications, rehabilitation or retraining (refer to section 2.3.2. **Driver rehabilitation**), licence conditions or restrictions (refer to section 4.4. **Conditional licences**) and reassessment.

Where can I go to get more information?

More information about occupational therapy driver assessments can be found in the publication *VicRoads Guidelines for Occupational Therapy Driver Assessors, 3rd Edition, March 2018*, available from the VicRoads website at www.vicroads.vic.gov.au/licences/health-and-driving/information-for-health-professionals/occupational-therapist.³² Refer also to **Appendix 10. Specialist driver assessors**.

2.3.2. Driver rehabilitation³³⁻³⁵

A practical driver assessment may indicate a need for the person to participate in a rehabilitation or retraining program. A rehabilitation or retraining program will be developed based on the assessment results. It will be graded to increase the degree of difficulty or complexity in the task/environment and may include clinic-based activities, simulator or computer-based training, or on-road training with a driving instructor under the direction of an occupational therapist. It may also include training in the use of vehicle modifications or aids/adaptations as well as education to develop driver awareness and improve driving confidence. There is currently limited evidence to support the use of particular rehabilitation or retraining strategies. Designed and tested driving simulation activities may offer controlled and repeatable driving conditions for rehabilitation that are not available or limited in on-road driving situations, allowing practice and skills related to the behavioural, cognitive and physical skills related to driving.

On completing the rehabilitation program, a reassessment of the patient's driving skills may be made and a report sent to the driver licensing authority with recommendations regarding driver competency and licensing.

2.3.3. Equal employment opportunity and discrimination

The purpose of the standards, particularly for commercial vehicle driving, is to protect public safety. They should not be used as a barrier to employment per se. The system of conditional licences aims to support employability without compromising road safety by providing for periodic medical review and driving conditions as appropriate.

Commonwealth and state/territory legislation exists to protect workers against unfair discrimination based on disability. If a patient suspects they are being unfairly discriminated against based on the disability outlined on their conditional licence, they may contact their union or the Human Rights and Equal Opportunity Commission, or the relevant commission in their state or territory.

2.3.4. Information and assistance for drivers

Assessment by a health professional is one piece of information taken into account by the driver licensing authority in making a decision about the future licensing status of a person. The driver licensing authority may cancel, refuse or suspend a driver licence or place conditions on a licence. Because most people consider a driver licence critical to continued independence, employment and recreation, the risk of it being withdrawn can evoke strong emotions and reactions. Patients may become upset, anxious, frustrated or angry, especially if their livelihood or lifestyle is threatened (refer to section 3.3.2. Patient–health professional relationship).

In cases where licensing decisions may affect a patient's ability to earn a living, the health professional should demonstrate some sensitivity in the interests of ongoing patient health. Timely provision of medical reports is important in this regard. Offering some direction in developing coping strategies may help alleviate some of the patient's concerns or fears. Where appropriate, the health professional should consider direct referral rather than simply providing sources for further information, for example:

- Vocational assessors will assess a person's ability to rehabilitate, retrain and reskill for another industry, or a new sector within the industry.
- There may be government-funded assistance programs to support work-based assessments and workplace modifications including vehicle modifications.

- Condition-specific support and advocacy agencies may also offer advice, support and services, for example, Diabetes Australia, Dementia Australia, MS Australia, Epilepsy Action Australia, and the Epilepsy Foundation.

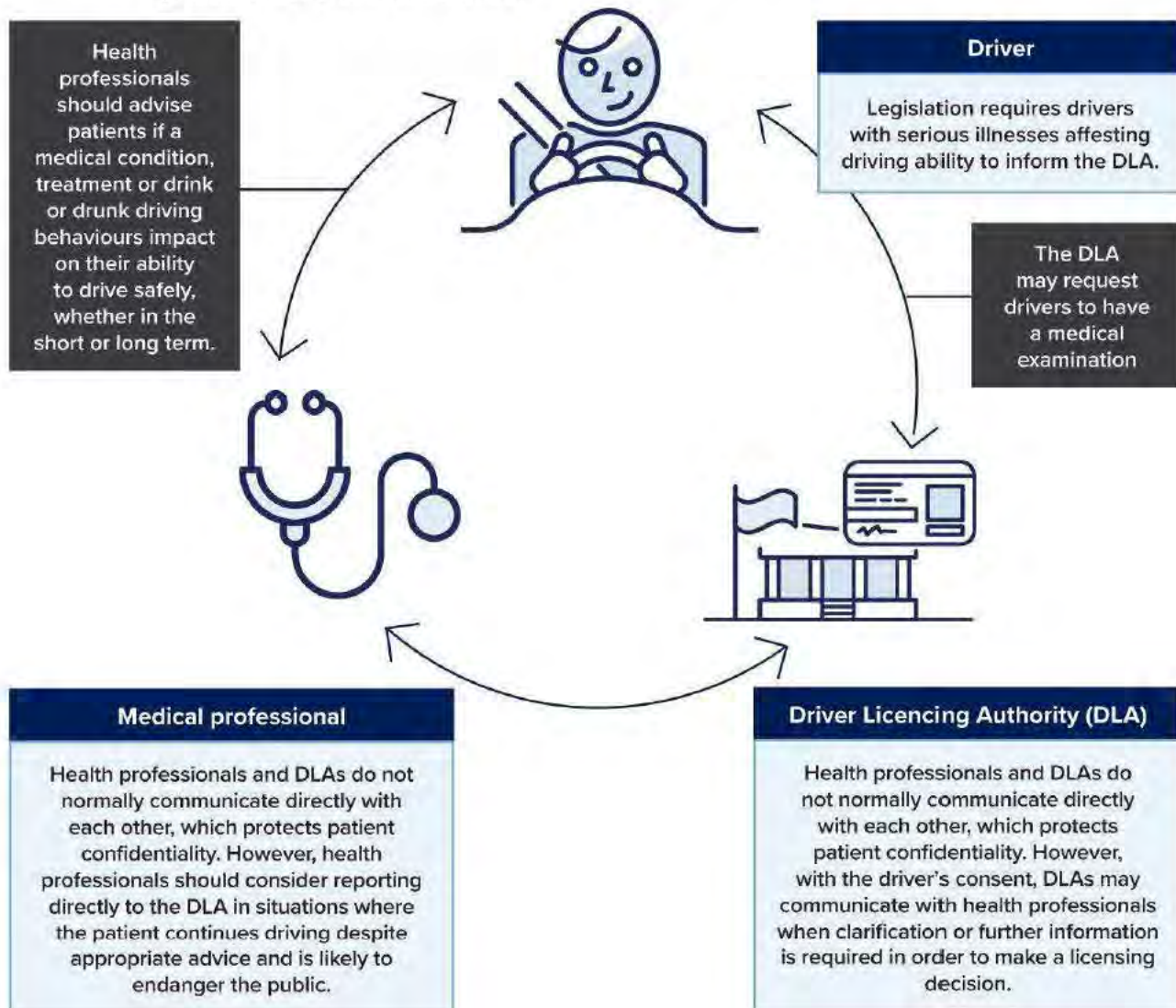
For older drivers, early advice will help them plan for the inevitable changes in their independence. Some Driver Licensing Authorities have a range of dedicated fact sheets explaining the impacts of ageing and common medical conditions on driving safety: check the licensing authority website in your state or territory.

3. Roles and responsibilities

The roles and responsibilities of those involved in fitness-to-drive assessments and decision making are summarised in Table 2 and discussed in this section. The descriptions and the relationships depicted in Figure 2 are

generalised and may vary between states/territories in terms of legislative requirements. For specific requirements refer to Appendix 3. Legislation relating to reporting.

Figure 2. The relationships and interactions between the driver licensing authority, health professional and vehicle driver



DLA = driver licensing authority

The responsibility for issuing, renewing, suspending, refusing, cancelling or reinstating a person's driver licence (including a conditional licence) lies ultimately with the driver licensing authority. Licensing decisions are based on a full consideration of relevant factors relating to the driver's health and driving performance record.

Table 2. Key roles and responsibilities with respect to fitness to drive

Driver	Health professional	Driver licensing authority
<ul style="list-style-type: none"> • To report to the driver licensing authority any long-term or permanent injury, illness, medical condition, disability or treatment that may affect their ability to drive safely. • To respond truthfully to questions from a health professional about their health status and the likely impact on their driving ability. • To adhere to prescribed medical treatment. • To comply with requirements of a conditional licence as appropriate, including periodic medical reviews. • For drivers who have previously advised the driver licensing authority about their health and driving, to report any changes to their health that could affect their ability to drive safely as soon as practicable. (Note: Drivers should report as soon as they become aware of these new/changed conditions – they should not wait for the periodic review.) 	<ul style="list-style-type: none"> • To assess the person's fitness to drive based on relevant clinical and functional information and on the relevant published medical standards. • To advise the person about: <ul style="list-style-type: none"> – the impact of their medical condition, disability or treatment on their ability to drive and recommend restrictions, ongoing monitoring, rehabilitation/training or transitional arrangements as required – their responsibility to report their condition to the driver licensing authority if their long-term or permanent injury or illness may affect their ability to drive safely. • To treat, monitor and manage the person's condition with ongoing consideration of their fitness to drive. • To report to the driver licensing authority regarding a person's fitness to drive, including their suitability to hold a conditional licence, in accordance with legislated requirements and public safety and ethical considerations. <p>Note: Medical practitioners or other clinicians do not have the legal authority to restrict, reinstate or apply conditions to a patient's driver licence; this can only be done by the relevant driver licensing authority.</p>	<ul style="list-style-type: none"> • To make all decisions regarding the licensing of drivers. The driver licensing authority will consider reports provided by health professionals, police and members of the public, as well as crash involvement and driving histories. • To make all decisions regarding the issue of conditional licences. The driver licensing authority will consider the recommendations of health professionals as well as other relevant factors. • To educate the driving public of their responsibility to report any long-term or permanent injury, illness, medical condition, disability or treatment to the driver licensing authority if the condition may affect their ability to drive safely. • To provide relevant information resources and support for health professionals about driver fitness assessment and licensing.

Brochures describing the responsibilities of patients, health professionals and licensing authorities may be available from state and territory driver licensing authorities. Refer to **Appendix 9** for contact details. Information is also available from the Austroads website at austroads.com.au.

3.1. Roles and responsibilities of driver licensing authorities

The responsibility for issuing, renewing, suspending, refusing or cancelling a person's driver licence (including a conditional licence) lies ultimately with driver licensing authorities.

Licensing decisions are individualised and are based on a full consideration of relevant factors relating to the driver's:

- health
- functional capacity (including their ability to compensate for any impairment)
- insight into their condition
- compliance with any prescribed treatment
- compliance with existing licence conditions
- driving history
- any other relevant information.

In making a licensing decision, the authority will seek input directly from the driver and/or from a health professional. The authority will also act on unsolicited reports from health professionals, the police or members of the public about a person's fitness to drive.

Under national driving licensing arrangements current at the time of publication, the driver licensing authority issuing the driver licence and the driver's residential address should be in the same jurisdiction.

Payment for health examinations or assessments related to fitness to drive is generally not the responsibility of driver licensing authorities.

Each state and territory has an appeal system for situations where drivers do not agree with a decision made about their driver licence. The driver licensing authority will inform drivers of the appeal process when informing them of the licensing decision.

Driver licensing authorities can provide health professionals with information about:

- licensing and administrative processes
- medical aspects (while not all driver licensing authorities have medical officers on staff, they are able to assist health professionals who require guidance with particular cases)
- practical driver assessments
- legal and ethical issues (the driver licensing authority can provide guidance about the legislative requirements for licensing and assessing fitness to drive. For general advice on legal or ethical issues, health professionals should contact their professional defence organisation).

Appendix 9 contains the contact details for driver licensing authorities around Australia.

3.2. Roles and responsibilities of drivers

In all states and territories, legislation requires a driver to advise their driver licensing authority of any long-term or permanent injury or illness, disability, or medical treatment that may affect their safe driving ability.

At licence application and renewal, drivers can be asked to complete a declaration regarding their health, including whether they have any long-term conditions such as diabetes, epilepsy or cardiovascular disease. Based on this information the driver licensing authority may request a medical examination to confirm a driver's fitness to hold a driver licence. In the case of medical examinations requested by the driver licensing authority, drivers have a duty to declare their health status to the examining health professional and respond truthfully to any questions for this purpose.

Drivers must also report to the driver licensing authority when they become aware of a health condition that may affect their ability to drive safely. There is some variability in these

laws between the states and territories, so drivers and health professionals should be aware of the specific reporting requirements in their jurisdiction and should contact their driver licensing authority for details of local requirements. These laws may impose penalties for failure to report (refer to **Appendix 3. Legislation relating to reporting**).

Drivers may be liable at common law if they continue to drive knowing that they have a condition that is likely to adversely affect safe driving. Drivers should be aware that there may be long-term financial, insurance and legal consequences where there is failure to report any long-term illness, disability, medical condition or injury, or the effects of the treatment for any of those things to their driver licensing authority.

3.3. Roles and responsibilities of health professionals

Patients rely on health professionals to advise them if a permanent or long-term illness, disability, medical condition or injury, or the effects of the treatment for any of those things may affect their safe driving ability and whether it should be reported to the driver licensing authority. The health professional has an ethical obligation, and potentially a legal one, to give clear advice to the patient in cases where a long term illness, disability, medical condition or injury, or the effects of the treatment for any of those things may affect safe driving ability. Health professionals are advised to note in the patient's medical record the nature of the advice given.

3.3.1. Confidentiality, privacy and reporting to the driver licensing authority

Health professionals have both an ethical and legal duty to maintain patient confidentiality. The ethical duty is generally expressed through codes issued by professional bodies. The legal duty is expressed through legislative and administrative means and includes measures to protect personal information about a specific individual. The duty to protect confidentiality also applies to driver licensing authorities.

The patient–professional relationship is built on a foundation of trust. Patients disclose highly personal and sensitive information to health professionals because they trust that the information will remain confidential. If such trust is broken, patients could forgo examination/treatment or modify the information they give to their health professional, potentially placing their health at risk.

Although confidentiality is an essential component of the patient–professional relationship, there are, on rare occasions, ethically or legally justifiable reasons for breaching confidentiality. With respect to assessing and reporting fitness to drive, the duty to maintain confidentiality is legally qualified in certain circumstances in order to protect public safety. Health professionals should consider reporting directly to the driver licensing authority in situations where a patient is either:

- unable to appreciate the impact of their condition
- unable to take notice of the health professional's recommendations due to cognitive impairment
- provides unreliable information on their condition, or
- continues driving despite appropriate advice and is likely to endanger the public.

In the Australian Capital Territory, New South Wales, Queensland, Tasmania, Victoria and Western Australia, statute provides that health professionals who make such reports to driver licensing authorities without the patient's consent but in good faith that a patient is unfit to drive are protected from civil and criminal liability. The Northern Territory does not currently provide this protection (refer to [Appendix 3. Legislation relating to reporting](#)).

In South Australia and the Northern Territory current legislation imposes mandatory reporting. A positive duty is imposed on health professionals to notify the relevant authority in writing of a belief that a driver is physically or mentally unfit to drive (refer to [Appendix 3. Legislation relating to reporting](#)).

It is preferable that any action taken in the interests of public safety should be taken with the consent of the patient wherever possible and should certainly be undertaken with the patient's knowledge of the intended action.

The patient should be fully informed as to why the information needs to be disclosed to the driver licensing authority and be given the opportunity to consider this information. Failure to inform the patient will only exacerbate the patient's (and others') mistrust in the patient-professional relationship. It is recognised that there might be an occasion where the health professional feels that informing the patient of the disclosure may place the health professional or others at risk of violence. Under such circumstances the health professional must consider how to appropriately manage such a situation (refer to section [3.3.3. Patient hostility towards the health professional](#)).

In making a decision to report directly to the driver licensing authority, it may be useful for the health professional to consider:

- the seriousness of the situation (i.e. the immediate risks to public safety or others both from the patient's attitude and the degree of risk their condition poses)
- the risks associated with disclosure without the individual's consent or knowledge, balanced against the implications of non-disclosure
- the health professional's ethical and professional obligations
- whether the circumstances indicate a serious and imminent threat to the health, life or safety of any person.

Considerations involving cases where there is an immediate threat to public safety may require the health professional to exercise their duty of care in line with relevant professional standards and report the driver to the driver licensing authority or the police. This may be appropriate in instances where there is a high risk, for example drivers with a history of reckless driving, crashes or intentions to cause harm involving motor vehicles.

Examinations requested by a driver licensing authority

When a patient presents for a medical examination at the request of a driver licensing authority the situation is different with respect to confidentiality. The patient may present with a form or letter from the driver licensing authority requesting an examination for the purposes of licence application or renewal, or as a stipulation of a conditional licence. The completed form should be sent directly to the driver licensing authority, rather than returned to the driver. In the case where an electronic medical report form is completed, these reports will be returned directly to the driver licensing authority.

Privacy legislation

All health professionals and driver licensing authorities should be aware of the National Privacy Principles, the Health Privacy Principles and other privacy legislation applicable in their jurisdiction (e.g. health records legislation) when collecting and managing patient information and when forwarding such information to third parties.

3.3.2. Patient–health professional relationship

It is expected that health professionals will be able to act objectively in assessing a patient's fitness to drive. If this cannot be achieved – for example, where there may be the possibility of the patient ceasing contact or avoiding all medical management of their condition – health professionals should be prepared to disqualify themselves and refer their patient to another practitioner.

A difficult ethical situation arises in the event that the health professional has reason to doubt the veracity of the information provided by a patient regarding their health, and their capacity to drive safely. In this case health professionals could consider the following strategies:

- contacting their professional indemnity insurer, discussing the problem and documenting the advice
- discussing the problem with colleagues
- referring the person for a second or specialist opinion
- contacting the relevant driver licensing authority and, without identifying the patient, discussing the problem and documenting the advice.

With these additional inputs it may be possible to carefully discuss and reassess the situation with the patient, taking care to document the proceedings.

3.3.3. Patient hostility towards the health professional

Sometimes patients feel affronted by the possibility of restrictions to their driving or withdrawal of their licence and may be hostile towards their treating health professional. In such circumstances the health professional may elect to refer the driver to another practitioner or may refer them directly to the driver licensing authority without a recommendation regarding fitness to drive. Driver licensing authorities recognise that it is their role to enforce the laws on driver licensing and road safety and will not place pressure on health professionals that might needlessly expose them to risk of harassment or intimidation.

The health professional may refer the patient to the standards in this publication when dealing with such situations. They may point out that the standards are developed by the National Transport Commission in cooperation with professional medical, allied health associations and road safety experts based on current evidence and are enforced by driver licensing authorities.

More information about managing patient–professional hostility is available from the Royal Australian College of General Practitioners website at www.racgp.org.au/your-practice/business/tools/safetyprivacy/gpsafeplace/.

3.3.4. Dealing with individuals who are not regular patients

Care should be taken when health professionals are dealing with drivers who are not regular patients. Some drivers may seek to deceive health professionals about their medical history and health status and may 'doctor shop' for a desirable opinion. If a health professional has doubts about a person's reason for seeking a consultation, they should consider:

- asking permission from the person to request their medical file from their regular health professional
- conducting a more thorough examination of the person than would usually be undertaken
- noting on the medical report returned to the driver licensing authority the length of time the patient has been known to them and whether the health professional had access to the full medical record/history.

3.3.5. Role of medical specialists

In most circumstances medical assessments of drivers of either commercial or private vehicles can be conducted by a general practitioner. However, if doubt exists about a patient's fitness to drive or if the patient's particular condition or circumstances are not covered specifically by the standards, review

by a specialist experienced in managing the particular condition is warranted and the general practitioner should refer the patient to such a specialist.

It is important that treating specialists share their fitness-to-drive assessment outcomes with the patient's general practitioner. This is in recognition of the important role general practitioners have in healthcare coordination and monitoring of long-term health conditions as well as potential road safety and public health implications.

In the case of commercial vehicle drivers, the opinion of a medical specialist is generally required for initial recommendation and periodic review of a conditional licence; the main exceptions to this are set out here and in section **4.4.7. What if there is a delay before a specialist can be seen?**.

This requirement reflects the higher safety risk for commercial vehicle drivers and the consequent importance of expert opinion. In circumstances where access to specialists is limited, once the initial recommendation is made, alternative arrangements for subsequent reviews by the general practitioner may be made with the approval of the driver licensing authority and with the agreement of the specialist and the treating general practitioner.

Box 2: Telehealth

General practitioners and patients are encouraged to use telemedicine technologies such as videoconferencing to minimise any difficulties associated with seeing their regular GP or where there is limited access to specialists.

From 30 March 2020, telehealth (video-call) and phone consultation items became available to all Medicare-eligible Australians for a wide range of consultations, subject to certain limitations. Particularly for people in remote area communities, this provides many patients with easier access to specialists, without the time and expense involved in travelling to major cities.

These measures were introduced in response to the COVID-19 pandemic. A longer-term telehealth model (post 31 December 2021) is currently under development. More information about telehealth services is available from the Medicare website at humanservices.gov.au/health-professionals/services/medicare/mbs-and-telehealth.

Note: The opinion of a specialist is relevant only to their specialty. General practitioners are in a good position to integrate reports from various specialists in the case of multiple disabilities to help the driver licensing authority make a licensing decision. An occupational physician or an authorised health professional may provide a similar role for drivers of commercial vehicles and their employers. For the purposes of this publication, the term ‘specialist’ refers to a medical or surgical specialist other than a general practitioner, acknowledging that Fellows

of the Royal Australian College of General Practitioners and Fellows of the Australian College of Rural and Remote Medicine have specialist status under current medical registration arrangements (refer to www.medicalboard.gov.au).

3.3.6. Role of driver assessors and trainers

As previously described, a practical driver assessment (including on- or off-road components) may be required to assess the impact of injury, illness, disability or the ageing process on driving skills including judgement, decision-making skills, observation and vehicle handling. Such assessments are particularly useful in borderline cases, where vehicle modifications or adaptations are required and/or where the impact of injury, illness, disability or the ageing process on functionality is not clear. They should be conducted by suitably qualified occupational therapy driving assessors. Advice regarding the availability and access to driver assessors is available from the local driver licensing authority and Occupational Therapy Australia (refer also to **Appendix 10. Specialist driver assessors**).

Recommendations following assessment may relate to licence status, the need for vehicle modifications, rehabilitation or retraining (refer to section 2.3.2. **Driver rehabilitation**), licence conditions or restrictions (refer to section 4.4. **Conditional licences**) and reassessment.

Driver training and rehabilitation providers have a role in supporting drivers to retain and regain skills as a result of injury, disability or illness, and to adapt to using vehicle modifications. Training may be conducted on-road and may be supplemented by simulator- or computer-based training.

3.3.7. Role of independent experts/ panels

Recognising that not all medical and driving circumstances can be specifically or fully covered in these standards, driver licensing authorities may draw on independent expert medical advice to inform borderline or otherwise difficult licensing decisions.

3.3.8. Documentation

Clear documentation of the assessment results and communication with the patient and driver licensing authority is important. Refer to section 5.2. [Which forms to use.](#)

4. Licensing and medical fitness to drive

4.1. Medical standards for private and commercial vehicle drivers

This publication outlines two sets of medical standards for driver licensing or authorisation: private vehicle driver standards and commercial vehicle driver standards. The assignment of medical standards for vehicle drivers is based on an evaluation of the driver, passenger, and public safety risk, where:

Risk = Likelihood of the event × Severity of consequences.

Commercial vehicle crashes may present a severe threat to passengers, other road users (including pedestrians and cyclists) and residents adjacent to the road. Such crashes present potential threats in terms of spillage of chemicals, fire and other significant property damage. On the other hand, crashes involving private vehicle drivers are likely to have less severe consequences.

Commercial vehicle drivers generally spend considerable time on the road, increasing the likelihood of a crash. They may also be monitoring various in-vehicle communication

and work-related systems – a further factor that increases the likelihood of a crash. Crash data identifies that commercial vehicle drivers are more than twice as likely to be involved in a fatal crash compared with other drivers.

To ensure that the risk to the public is similar for private and commercial vehicle drivers, the medical fitness requirements for the commercial vehicle driver standards must be more stringent. This is required to reduce the risk of a crash, as much as possible, due to long-term injuries or illnesses. The standards in this publication reflect these differences.

Identifying which standards apply

The choice of which standards to apply when examining a patient for fitness to drive is guided by both the type of vehicle (e.g. heavy vehicle) and the purpose for which the driver is authorised to drive (e.g. carrying passengers or dangerous goods). Generally, the commercial vehicle driver medical standards apply to drivers of heavy vehicles, public passenger vehicles or vehicles carrying dangerous goods. A dangerous goods driver licence is required to transport dangerous goods in an individual receptacle with a capacity greater than 500 litres or net mass greater than 500 kilograms.

The **private standards** should be applied to:

- drivers applying for or holding a licence class C (car), R (motorcycle) or LR (light rigid) unless the driver is also applying for an authority to or is already authorised to use the vehicle for carrying public passengers for hire or reward or for carrying dangerous goods or, in some jurisdictions, for a driving instructor
- voluntary drivers who use their private vehicle but for a voluntary service (e.g. wheels on meals, staff at schools who drive students around, voluntary taxi services for older people, L2P drivers), unless the voluntary driving aligns with the commercial standards.

The **commercial standards** should be applied to:

- drivers of 'heavy vehicles' – those holding or applying for a licence of class MR (medium rigid), HR (heavy rigid), HC (heavy combination) or MC (multiple combination)
- drivers carrying public passengers for hire or reward (bus drivers, drivers of taxis or other ridesharing services, chauffeurs, drivers of hire cars and small buses)
- drivers carrying dangerous goods
- drivers subject to requirements for Basic or Advanced Fatigue Management under the National Heavy Vehicle Accreditation Standard
- other driver categories who may also be subject to the commercial vehicle standards as a result of certification requirements of the authorising body or as required by specific industry standards – for example, driving instructors and members of TruckSafe.








4.2. Considerations for commercial vehicle licensing

The commercial vehicle driver standards acknowledge and allow for the variability in risk among different commercial vehicle drivers. The driver licensing authority will take into consideration the nature of the driving task as well as the medical condition, particularly when granting a conditional licence (refer to section 4.4. **Conditional licences**). For example, the licence status of a farmer requiring a commercial vehicle licence for the occasional use of a heavy vehicle on their own property may be quite different from that of an interstate multiple combination vehicle driver. The examining health professional should bear this in mind when examining a patient and when providing advice to the driver licensing authority.

In developing the standards, several approaches have been adopted to manage the increased risk associated with driving a commercial vehicle (refer to Table 3). These approaches include the following:

- There are generally longer non-driving periods prescribed for commercial vehicle drivers compared with private vehicles – for example, after a seizure or heart attack.
- There is generally a requirement that a specialist (rather than general practitioner) provides information regarding a conditional licence for a commercial vehicle driver (refer to section 4.4. **Conditional licences**).
- Some medical conditions may preclude a person from driving a commercial vehicle but they may still be eligible to hold a full or conditional licence for a private vehicle – for example, early dementia.
- The review period for a conditional licence may be shorter for a commercial vehicle driver.

Table 3. Choice of standard according to vehicle/licence type

National licence class	Applicable standard
Motorcycle (R) 	Motorbike or motortrike Private standards apply unless the driver holds or is applying for an authority to carry public passengers for hire or reward, in which case the commercial standards apply.
Car (C) 	Vehicle not more than 4.5 tonnes GVM (gross vehicular mass) and seating up to 12 adults including the driver Private standards apply unless the driver: <ul style="list-style-type: none"> holds or is applying for an authority to carry public passengers for hire or reward (e.g. taxi driver) is undertaking a medical assessment as a requirement under an accreditation scheme
Light rigid (LR) 	Any rigid vehicle greater than 4.5 tonnes GVM or a vehicle seating more than 12 adults that is not more than 8 tonnes, plus a trailer of no more than 9 tonnes GVM Private standards apply unless the driver: <ul style="list-style-type: none"> holds or is applying for an authority to hold a dangerous goods driver licence holds or is applying to hold authority to be a driving instructor (may vary between jurisdictions). In these cases the commercial standards apply.
Medium rigid (MR) 	Any two-axle rigid vehicle greater than 8 tonnes GVM, plus a trailer of no more than 9 tonnes GVM Commercial standards apply at all times.
Heavy rigid (HR) 	Any rigid vehicle with three or more axles greater than 8 tonnes GVM, plus a trailer of no more than 9 tonnes GVM Commercial standards apply at all times.
Heavy combination (HC) 	Prime mover + single semitrailer greater than 9 tonnes GVM and any unladen converter dolly trailer Commercial standards apply at all times.
Multiple combination (MC) 	Heavy combination vehicle with more than one trailer Commercial standards apply at all times.

Notes on national licence classes and standards:

- A person who does not meet the commercial vehicle medical requirements may still be eligible to retain a private vehicle driver licence. In such cases, both sets of standards may need to be consulted.
- The driver licence authority periodic and medical examination requirements for each licence class are outlined in Appendix 1. Regulatory requirements for driver testing
- The standards are intended for application to drivers who drive within the ambit of ordinary road laws. Some

drivers, such as emergency service and first responder vehicle drivers (e.g. ambulance, fire, police), are given special exemptions from these laws. Due to the nature of the work performed by these drivers (e.g. carrying passengers who may be unrestrained on stretchers or in locked vans, working shifts, under pressure) they should have a risk assessment and an appropriate level of medical standard applied by the employer. As a minimum they should always be considered under the commercial driver standard.

4.3. Prescribed periodic medical examinations for particular licensing/authorisation classes

Some classes of driver are required to present periodically for prescribed examinations based on the standards as part of their licensing or authorisation requirements.

Such requirements may vary between states and territories and might apply, for example, to:

- drivers of vehicles that are physically difficult to drive or require the capacity to monitor many vehicle functions – for example, multiple combinations
- drivers of vehicles for which the consequences of a crash are usually serious – for example, drivers holding a dangerous goods driver licence or drivers of public passenger vehicles.

There are also requirements in some states and territories for older drivers to undergo periodic medical assessment.

These requirements are determined and directed by individual state and territory driver licensing authorities and are outlined in [Appendix 1. Regulatory requirements for driver testing](#). Industry groups such as the Australian Trucking Association and national programs such as the Fatigue Management Program under the National Heavy Vehicle Accreditation Standard may also require drivers to have periodic examinations; however, the requirements of these programs are not discussed specifically in this standard.

4.4. Conditional licences

4.4.1. What is a conditional licence?

A conditional licence provides a mechanism for optimising driver and public safety while maintaining driver independence when a driver has a long-term or progressive health condition or injury that may affect their ability to drive safely. A conditional licence permits the driver to drive in conditions that suit their capability – for example, no night driving, only driving in familiar areas (local area restriction) or having to wear corrective lenses. A conditional licence identifies the need for medical treatments, vehicle modifications or driving restrictions that would enable the person to drive safely. It may also specify a review period, after which the person must undertake a medical review to establish the status of their condition and their continued fitness to drive. A conditional licence therefore offers an alternative to withdrawing a licence and enables individual case-based decision making.

4.4.2. Who allocates a conditional licence?

The final decision regarding conditional licences rests with the driver licensing authority (refer to [section 3.1. Roles and responsibilities of driver licensing authorities](#)). The decision is based on information provided by the driver's health professional and on road safety considerations. The driver licensing authority will issue a conditional licence to a driver with a long-term injury or illness on the basis that any additional road safety risk posed by the person driving is acceptable.

4.4.3. What is the role of the health professional?

While the driver licensing authority makes the final decision about whether a driver is eligible for a conditional licence, the health professional provides information to assist the authority in its decision making. The health professional should advise the driver licensing authority of:

- which medical requirements (for an unconditional licence) have not been met (referring to medical criteria/thresholds outlined in this document)
- the likely adequacy of treatments, driver aides or vehicle modifications in optimising driver capacity
- the plan to monitor the driver's performance and the medical condition, including timeframes for review
- if appropriate, information relating to possible licence conditions – for example, vehicle type or licence restrictions such as no night driving, radius restriction or downgrading to a lower class of licence
- any other medical information that may be relevant to the driving task.

This information is needed so the driver licensing authority can make an informed decision and determine what conditions will be endorsed on the licence.

4.4.4. What sort of conditions/restrictions may be recommended?

Examples of licence conditions, restrictions or vehicle modifications are shown in Table 4. **Examples of licence conditions that may be required by the driver licensing authority***. These are indicative only and will vary depending on the medical condition and the type of licence. They include standard conditions that will appear as codes on the driver licence (e.g. corrective lenses, automatic transmission, hand controls). They also include conditions that are 'advisory' in nature and as such may not appear on the actual licence (e.g. take medication as prescribed, don't drive more than a specified number of hours in any 24-hour period).

One option available to maintain a driver's independence despite a reduction in capacity is to recommend that an area restriction be placed on the licence. This effectively limits where the person can drive and is most commonly expressed as a kilometre radius restriction based on their home address. Drivers should be capable of managing usual driving demands (e.g. negotiating intersections, giving way to pedestrians) as required in their local area. These licence conditions are only suitable for drivers who can reasonably be expected to understand and remember the limits as well as reliably compensate for any functional declines. The ability to respond appropriately and in a timely manner to unexpected occurrences such as roadworks or detours that require problem solving should also be considered. Individuals lacking insight or with significant visual, memory or cognitive-perceptual impairments are usually not suitable candidates for a radius restriction (e.g. refer to Part B section 6.1. Dementia).

The health professional can support a patient in making an application for a conditional licence by indicating the patient's driving needs, but the final decision rests with the driver licensing authority.

Table 4. Examples of licence conditions that may be required by the driver licensing authority*

Examples of disability/situation	Examples of licence conditions
Left leg disability /	Automatic transmission
Left arm disability	Automatic transmission, steering aide
Short stature	Built-up seat and pedals
Loss of bilateral leg function	Hand-operated acceleration/brake controls
Reduced lower limb strength	Power brakes required
Reduced upper limb strength	Power steering required; steering aide
Short leg(s)	Extended pedals
Hearing deficiency (commercial drivers)	Hearing aid must be worn (commercial vehicles – assuming hearing standard is met)
Deafness, both ears (commercial vehicle driver – assuming meets specified hearing standard)	Vehicle fitted with two external rear-view mirrors and other devices as required to assist external visual surveillance and recognition of emergency vehicles (e.g. additional wide-angle internal mirror, rear view camera)
Visual acuity deficiency	Prescribed corrective lenses must be worn
Loss of limb function	Prosthesis must be worn
Degenerative medical conditions	Periodic review by driver assessor
Night blindness	Driving in daylight hours only
Age or medical condition-associated impairments, for example, attention	Driving during off-peak only; drive within a specified km radius of place of residence; in daylight hours only; no freeway driving (local area restriction – see below for further description).
Spinal cord injury (above T12)	Not to drive when temperature more than 25°C unless vehicle air-conditioned
Substance misuse (alcohol)	Ignition interlock device

* These are not mandatory requirements and may be unsuitable in some circumstances.

4.4.5. What monitoring is required for a conditional licence?

Conditional licences should be subject to periodic review so the medical condition, disability or treatment, including the compliance with treatments, can be monitored. The frequency of formal review regarding licence status is sometimes specified in this publication but often is left to the judgement of the health professional, given the variations in severity and stability of a medical condition, disability or treatment and the possible effects on driving.

In the course of providing advice about a conditional licence, health professionals should advise the driver licensing authority of the period for which a conditional licence could be issued before formal review. This may be months or years depending on the condition in question and its progression; these reviews differ from the ordinary follow-up consultations that a health professional may be offering in the course of general management.

At the time of a periodic review or during general management of a patient's condition, it may become apparent that the patient no longer meets the requirements of the conditional licence because their health has deteriorated for some reason. The patient should be advised to inform the driver licensing authority of their changed circumstances with respect to fitness to drive (refer to section 3.2. Roles and responsibilities of drivers).

4.4.6. What about conditional licences for commercial vehicle drivers?

In addition to the examples in Table 4, the driver licensing authority may consider issuing a conditional commercial vehicle licence – for example, in certain circumstances or situations where crash risk exposure can be managed. A case-by-case risk assessment is required

that considers relevant factors including driver insight, stability of the health condition, treatment compliance, nature of goods being transported, size/complexity of the vehicle and periodic review requirements. Examples of such circumstances or situations may include:

- off-road driving of commercial vehicles where licences are still required
- where driving is not the primary occupation – for example, mechanics who need to test drive the vehicle, primary producers who need to get product to market and only need to drive a couple of times a year and drivers who need to move buses not carrying public passengers within a bus depot or from a nearby workshop.

In the case of commercial vehicle drivers, the opinion of a medical specialist is generally required for consideration of a conditional licence – the main exceptions to this are set out in the next paragraph and in section 4.4.7. **What if there is a delay before a specialist can be seen?** This requirement reflects the higher safety risk for commercial vehicle drivers and the consequent importance of expert opinion.

In areas where access to specialists may be difficult, the driver licensing authority may agree to a process in which:

- initial assessment and advice for the conditional licence is provided by a specialist
- ongoing periodic review for the conditional licence is provided by the treating general practitioner, with the cooperation of the specialist.

Where appropriate, telemedicine is encouraged to facilitate access to specialist opinion.

4.4.7. What if there is a delay before a specialist can be seen?

In the case of a commercial vehicle driver or applicant for a commercial vehicle licence who is assessed by a general practitioner as not meeting the criteria to hold an unconditional licence for one or more conditions but who may meet the criteria to hold a conditional licence, the driver licensing authority may permit the person to drive, or to continue to drive, a commercial vehicle pending assessment of the person by an appropriate specialist(s) if:

- the person has an appointment to see the relevant specialist(s) at the earliest practicable opportunity
- in the opinion of the general practitioner the condition is not, or the conditions are not, likely to lead to acute incapacity or loss of cognitive ability or insight before the assessment or assessments occur.

Examples of such conditions include early peripheral neuropathy, early rheumatoid arthritis or diabetes treated by diet and exercise alone. Examples of conditions that could lead to acute incapacity or loss of concentration include ischaemic heart disease, sleep apnoea and blackouts (other than vasovagal).

In applying this section the driver licensing authority may impose conditions on the licence.

4.5. Reinstatement of licences or removal or variation of licence conditions

Situations may arise in which a medical condition improves to such an extent that the patient's licence restriction may be reconsidered by the driver licensing authority, resulting in reinstatement of the licence or removal or variation of licence conditions, including requirements for periodic medical review.

Under such circumstances a letter or notification to this effect from the treating health professional to the licensing authority (refer to **Appendix 2.2. Medical condition notification form**) should include:

- details of the requirements now met which were not previously met (refer medical criteria in this document)
- the response to treatment, interventions and/or rehabilitation and the long-term prognosis
- the duration of improvement
- other relevant information including consideration of the driving task (e.g. the requirements of a person who drives occasionally to the shops are likely to be different from those of a person undertaking extensive interstate travel or who drives regularly as part of their employment/voluntary work).

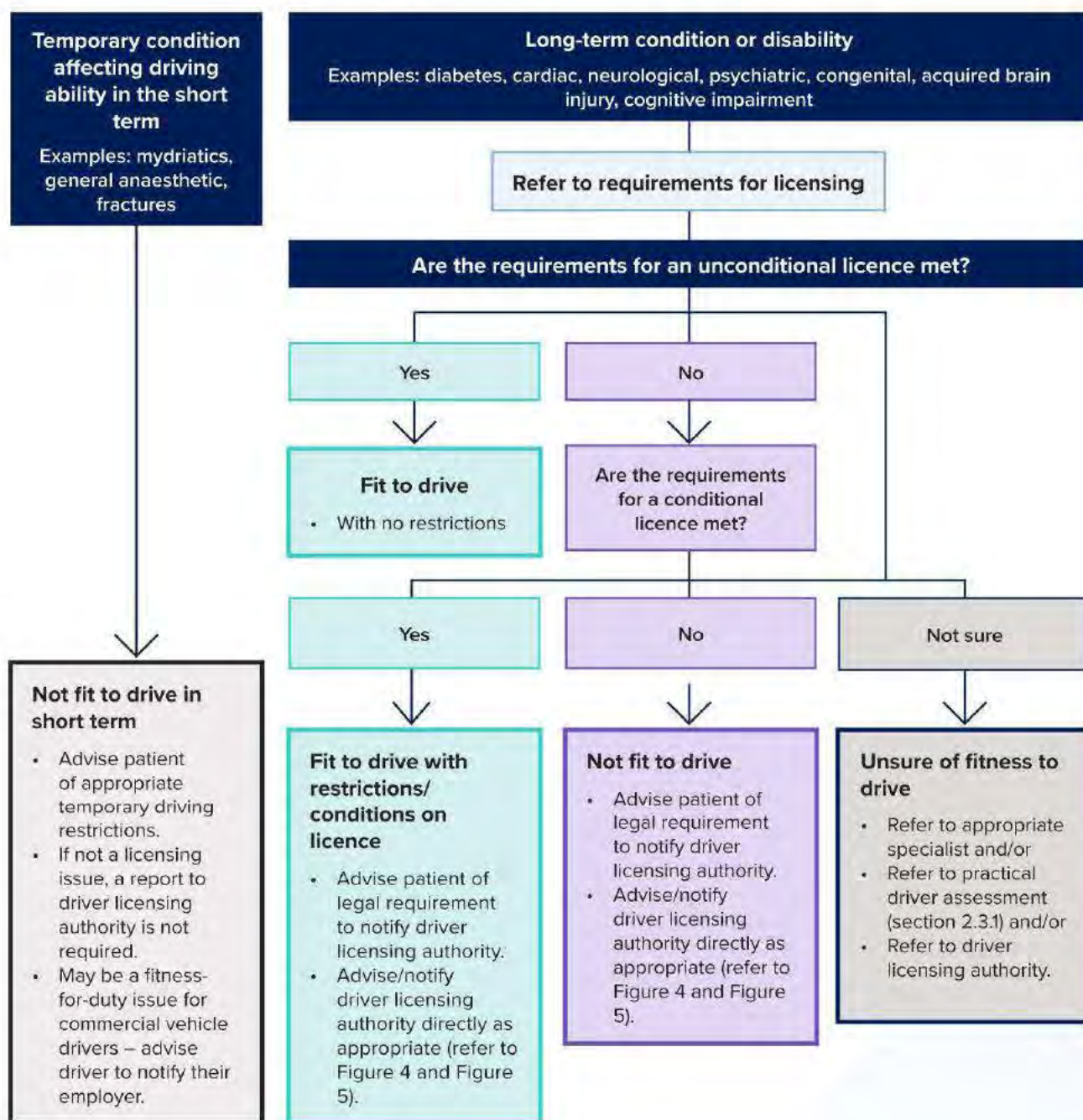
The driver licensing authority will consider the request and advise the driver of their determination; licence decisions may be contingent on the requirement for the driver/applicant to undertake and pass an on-road evaluation to confirm their driving abilities.

5. Assessment and reporting process - step by step

Assessing fitness to drive is based on the decision-making processes outlined in Figure 3. **Medical decision-making process for assessing fitness to drive.** The nature and extent of the examination will depend on the circumstances and the reasons for the examination. Details of

the process and administrative requirements are described in this section and are further illustrated in Figure 4 and Figure 5. Note also the further considerations outlined in section 3. **Roles and responsibilities.**

Figure 3. Medical decision-making process for assessing fitness to drive



5.1. Steps in the assessment and reporting process

Step 1: Consider the type of licence held or applied for

The type of licence will determine whether the commercial or private medical standards are referred to. In the case of examinations requested by a driver licensing authority, the authority will identify the type of licence on the request. In cases of assessment as part of an ongoing therapeutic relationship, the health professional will need to determine from the patient what sort of driver licence or authority they hold. Given the potential for patients to withhold information if their mobility or livelihood is threatened, it is helpful for health professionals to be aware of their patients' occupations as a matter of course.

The health professional should refer to Table 3 to determine which standards to apply.

The medical standards for commercial vehicle drivers are more stringent than those for drivers of private vehicles. A person who is not eligible for a commercial vehicle licence may still be eligible for a private vehicle driver licence. In such cases, both sets of standards may need to be consulted.

Step 2: Establish relevant medical and driving history

The nature and extent of this aspect of the assessment will vary depending on the particular circumstances. In the case of examinations requested by a driver licensing authority for the first time, a detailed history will need to be established including:

- whether the person has ever been found unfit to drive a motor vehicle in the past, and the reasons
- whether there is any history of epilepsy, syncope or other conditions of impaired consciousness including: sleep disorders; neurological conditions;
- psychiatric conditions; problems arising from alcohol and/or drugs; diabetes; cardiovascular conditions, especially ischaemic heart disease; locomotor disorders; hearing or visual problems
- whether the person has a history of motor vehicle incidents (e.g. crashes, near misses, driving offences, drink/drug driving)
- whether the person is taking medications that might affect their driving ability
- the existence of other medical conditions that, when combined, might exacerbate any road safety risks (refer to section 2.2.8. **Multiple medical conditions**)
- the degree of insight the patient has into their ability to drive safely
- the nature of their current driving patterns and needs, for example, how frequently they drive, for what purposes, over what distances and whether they travel at night.

Special examinations called ‘for cause’ examinations may be requested by the driver licensing authority out of concern for driving behaviour such as recurrent motor vehicle crashes. Under such circumstances, it is desirable that all aspects of the driver–vehicle–road system (refer to **Figure 1**) be considered – for example, fatigue factors in the case of a commercial vehicle driver. A full medical history and history of any motor vehicle crashes should be taken and a complete physical examination conducted.

While attention should be given to conditions discussed in Part B of this publication, unusual conditions or the effect of multiple small disabilities affecting the driving task also warrant consideration, investigation and, where justified, specialist referral.

In cases of review assessments requested by the driver licensing authority as a requirement to maintain a conditional licence, the medical history is likely to be well established and the health professional may focus on the recent status of the particular medical condition(s) and the impacts on driving and general functionality.

In cases of assessment as part of an ongoing therapeutic relationship, the medical history is also likely to be well established; however, an exploration of the person’s driving history may be undertaken.

Step 3: Undertake a clinical examination

In the case of examinations requested by a driver licensing authority, a comprehensive clinical examination will generally be required; this will involve assessing the functionality of various body systems including physical and cognitive functioning. The examination should focus on determining the risk of the patient’s involvement in a serious motor crash caused by their inability to control the vehicle or inability to act and react appropriately to the driving environment.

This publication focuses on common conditions known to affect fitness to drive in the long term (Part B); however, it is not possible to define all clinical situations where an individual’s overall function would compromise public safety. For example, where a person has a systemic disorder or several co-occurring medical conditions, there may be additive or cumulative detrimental effects on judgement and overall function (refer to section **2.2.8. Multiple medical conditions**).

Additional tests or referral to a specialist may be required if and when clinical examination raises the possibility of potentially significant problems.

In cases of review assessments requested by the driver licensing authority as a requirement to maintain a conditional licence, the clinical examination may focus on the status and management of the particular medical condition(s) while also considering other medical issues that have developed and may impact on driving and general functionality.

Step 4: Consider the clinical examination results in conjunction with the patient's medical history, driving history and driving needs

Upon consideration of the information available, the health professional may draw one of a number of conclusions about the patient's fitness to drive:

1. The person has a temporary condition that may affect their driving ability in the short term but will not affect their licence status.
2. The person complies with all medical requirements appropriate to the type of licence held or requested.
3. The person does not meet the unconditional licensing requirements, but medical treatments and/or vehicle or driving modifications may enable them to drive safely under a conditional licence.
4. The person does not meet the medical requirements for an unconditional or conditional licence.
5. The health professional is in doubt about the patient's fitness to drive.

Where doubt exists about a patient's fitness to drive or when the patient's particular condition or circumstances are not covered precisely by the standards, review by a specialist experienced in managing the particular condition is warranted. In cases where that specialist may still be uncertain about the relative merits of a particular case, a practical driver assessment is one option that may be appropriate (refer to section 2.3.1. **Practical driver assessments**). Clearance from the driver licensing authority may be required prior to an assessment taking place. Ultimately, the case may need to be referred to the driver licensing authority for evaluation.

Note: It is the driver licensing authority that is ultimately responsible by law for making the licensing decision. It is sufficient for a

professional in such circumstances to prepare a report for the driver licensing authority stating the facts and their opinions clearly.

Where a condition of significance with respect to driving is suspected but not proven (e.g. angina) the health professional should proceed to investigate this. Where there is doubt about the safety of the driver continuing to drive while the condition is being investigated, the patient should be advised accordingly (refer to section 2.2.4. **Undifferentiated conditions**).

Step 5: Inform and advise the patient

Health professionals should routinely advise patients about how their condition may impair their ability to drive safely. As part of this process, the patient becomes better informed about the nature of their condition, the extent to which they can maintain control over it, the importance of periodic medical review and the need for regular medication where appropriate.

In the case of temporary conditions that may affect driving ability in the short term, the examining health professional should provide appropriate advice about not driving and should, with the patient's consent, seek support as required from family members. Notification to the driver licensing authority is not required in such instances.

In the case of an examination requested by a driver licensing authority, the advisory process is straightforward because the patient is actively seeking an examination as part of a licence application or renewal, or as a requirement of a conditional licence. They will be expected to return the report to the driver licensing authority to complete the licensing process. Should the patient be found not to meet the medical criteria, the health professional will take a conciliatory and supportive role while fully explaining

the risks posed by the patient's condition with respect to driving a vehicle. The health professional should be particularly aware of the needs of the patient whose livelihood is likely to be affected because of the assessment findings. There are also special considerations for dealing with individuals who are not regular patients (refer to section 3.3.4. **Dealing with individuals who are not regular patients**).

The situation may be more challenging when fitness to drive is considered in the **course of a patient's regular treatment** and they are found not to meet the medical criteria. In such situations the health professional may be seen by the patient to be making the licensing decision even though this is not the case. Nonetheless, where the health professional believes that continued driving or continued unconditional driving would likely be dangerous, the patient should be informed of the risk to themselves, and to others, of continuing to drive. Where possible, it is helpful to involve a family member or friend in this process. The driver should be encouraged to report their condition voluntarily to the driver licensing authority and should be reminded of their legal obligation to do so.

The standards in this publication should be consulted when dealing with any such situation since they carry an authority that is not imposed on the driver by the health professional but by the national consensus of the driver licensing authorities.

Information brochures may be available from the driver licensing authority to support the patient

advisory process (refer to **Appendix 9. Driver licensing authority contacts**). A range of driver information resources are also listed in section 2.3.4. **Information and assistance for drivers**.

Where patients are found not to meet the medical criteria or when conditions or restrictions are recommended, advice should be provided regarding alternative means of transport. Reference may also be made to disabled car parking and taxi services (refer to **Appendix 6. Disabled car parking and taxi services**).

Step 6: Report to the driver licensing authority as appropriate

In the case of an examination requested by a driver licensing authority, the reporting process involves completing the relevant form provided by the driver licensing authority via the patient. Only information relevant to the patient's ability to drive should be included in the report, and it should be signed by the examining professional. The original of the medical report should be provided to the patient to return to the driver licensing authority, and a copy should be kept on file in the patient's medical record. Since the patient generally returns the medical report to the driver licensing authority, there is no need for signed consent in this regard. However, the driver licensing authority may ask the patient to provide signed consent for the driver licensing authority to contact the health professional to seek additional information about their condition for the purposes of assessing their fitness to drive.

In the case of assessments made during patient treatment, when encouraging patients to self-report their condition to the driver licensing authority, the health professional should complete a copy of the Medical condition notification form (refer to [Appendix 2.2. Medical condition notification form](#)) and provide this to the patient to take to the driver licensing authority. Some states and territories may provide an online version of the medical report for completion by health professionals. It is recommended that the health professional keeps a copy of the Medical condition notification form in the patient record. The driver licensing authority will also accept a letter describing the patient's condition and the nature of any driving restrictions recommended.

Providing a medical assessment report in an accepted format will reduce the need for the patient to attend on a second occasion for an assessment requested by the driver licensing authority. It will also reduce the time taken by the driver licensing authority to review the case and arrive at a decision about the patient's driver licence status, in turn reducing patient stress and uncertainty.

If the health professional is aware that a patient is continuing to drive and is likely to endanger the public despite the health professional's advice and despite the driver's own obligation to report, reasonable measures to minimise that danger will include notifying the driver licensing authority. A copy of the model Medical condition

notification form (refer to [Appendix 2.2. Medical condition notification form](#)) should be used for this purpose, with additional information provided as deemed necessary by the health professional. The patient should be informed of the health professional's intent to report (refer to section [3. Roles and responsibilities](#)).

Cases where there is an immediate threat to public safety may require the health professional to exercise their duty of care in line with relevant professional standards and report the driver to the licensing authority or the police. This may be appropriate in instances where there is a high risk, for example drivers with a history of reckless driving, crashes or intentions to cause harm involving motor vehicles.

Step 7: Record keeping and sharing

Appropriate records need to be maintained should the driver licensing authority require more information. Medical specialists and others (e.g. optometrists and occupational therapists) should routinely, as part of best practice patient management, share their fitness-to-drive assessments with the patient's general practitioner. This facilitates information sharing and enhances review/management of long-term health conditions and better care coordination. The forms discussed above (refer to section [5.2. Which forms to use](#)) and included in [Appendix 2. Forms](#) are designed to assist with this.

Step 8: Follow-up

A health professional has no obligation to contact the patient or driver licensing authority to determine if the patient has reported their condition to the driver licensing authority as advised by the health professional. However, it is appropriate that the health professional, during future patient contacts, enquires about their driving. This is particularly important for public safety in cases where some cognitive deterioration is detected or suspected. If the patient continues to drive despite advice to the contrary, the health professional should consider notifying the driver licensing authority as indicated above.

If the patient did not notify the driver licensing authority and subsequently became involved in a vehicle crash as a result of their condition/illness, the health professional would not be at risk unless it could be demonstrated that they were aware of the patient's continuing driving and were also aware of the imminent and serious risk (refer to section 3, Roles and responsibilities).

Figure 4. Conducting an examination at the request of a driver licensing authority (DLA)

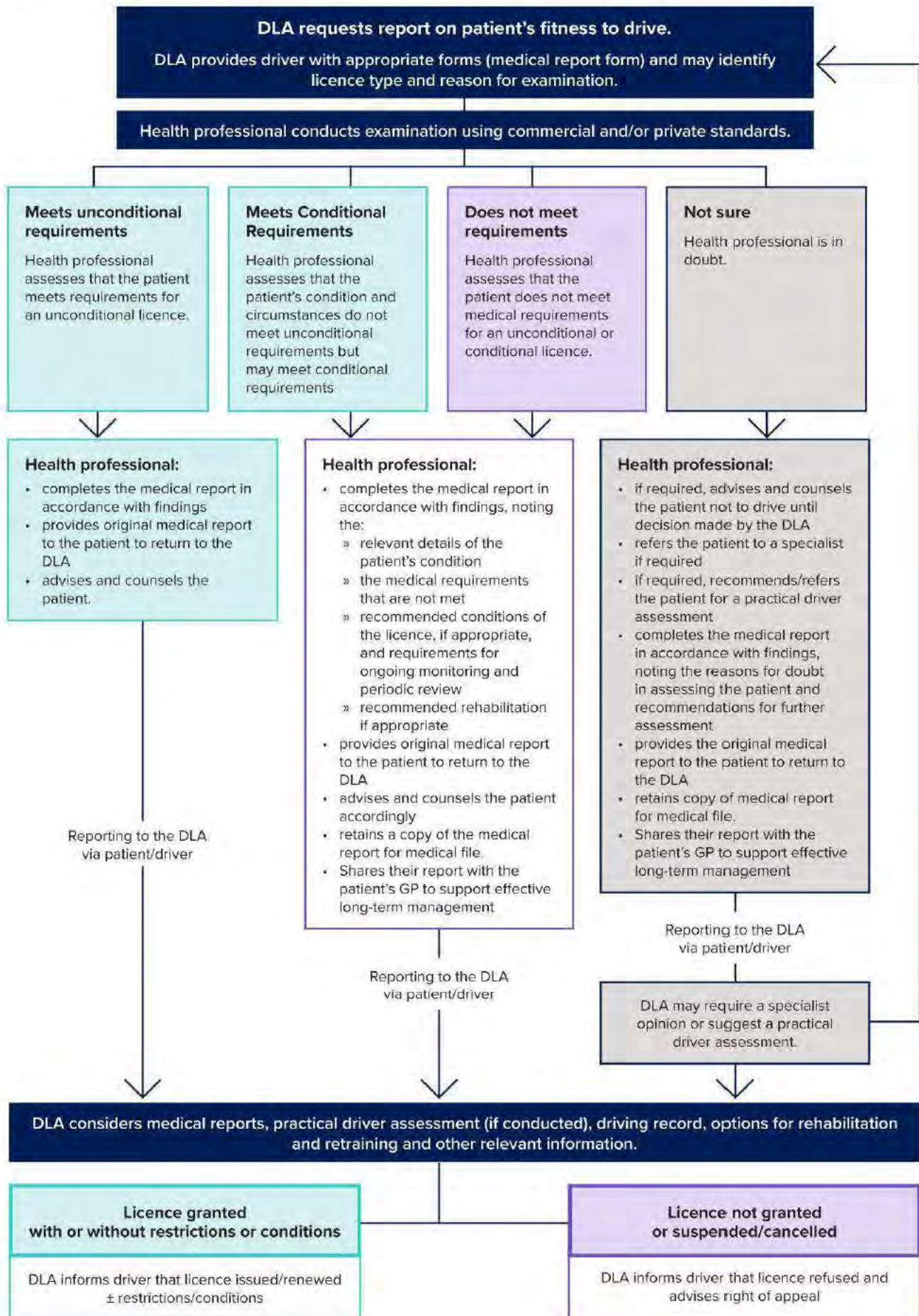
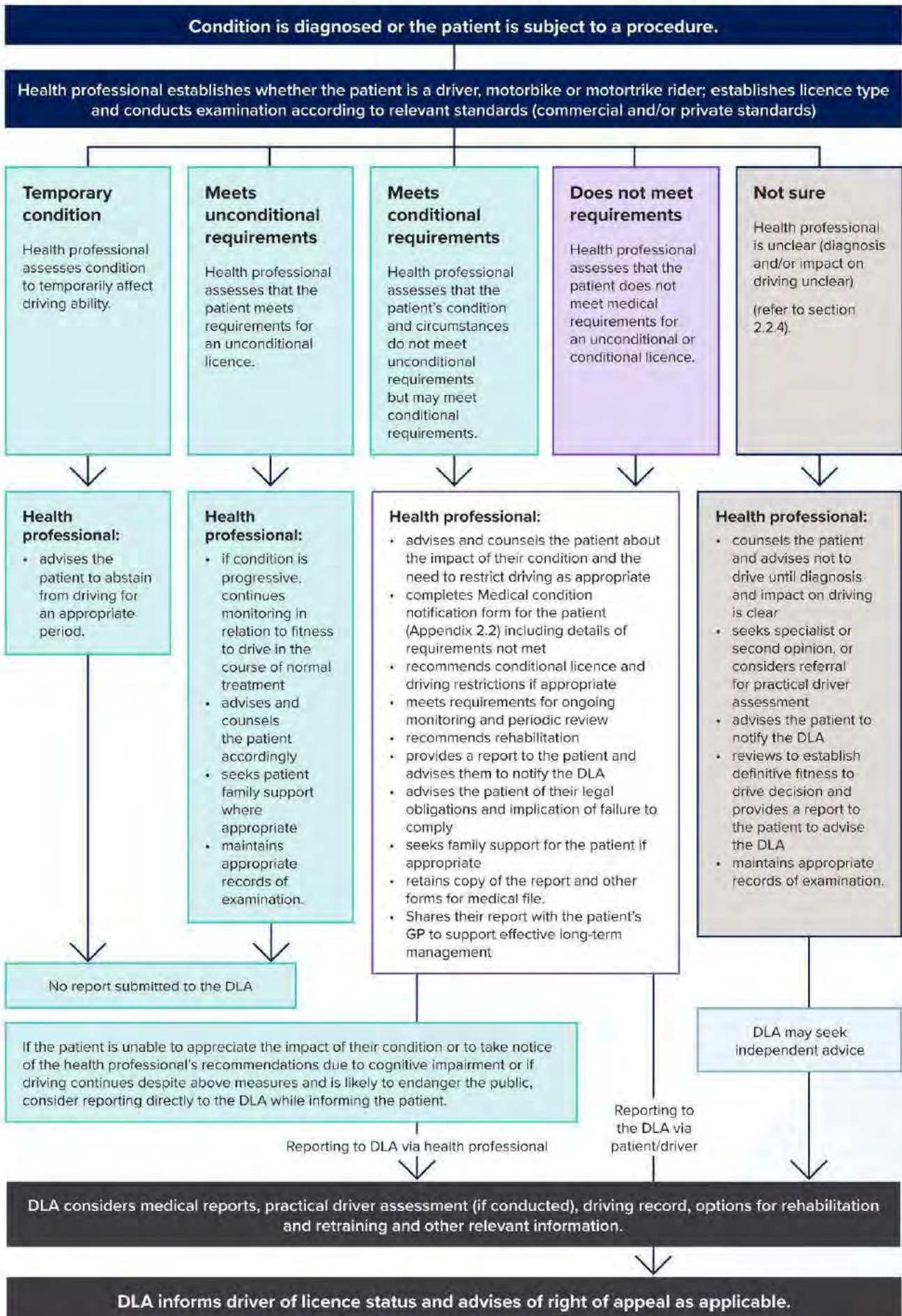


Figure 5. Assessing and reporting on fitness to drive in the course of patient treatment



5.2. Which forms to use

5.2.1. When conducting an assessment at the request of a driver licensing authority

When conducting an assessment at the request of a driver licensing authority, the key form is the medical report. This form is the mechanism for communication between the health professional and the driver licensing authority about the patient's fitness (or otherwise) to drive, albeit via the patient/driver. It should be completed with details of any medical requirements not met as well as details of recommended restrictions and monitoring requirements for a conditional licence. For privacy reasons, only medical information relevant to the patient's fitness to drive should be included on this form.

The local driver licensing authority will provide a blank report to the patient, who will present it to their health professional for completion and signing. Some driver licensing authorities insert personal details on their medical report forms before them issuing to a driver. In these circumstances, drivers can only obtain the form by attending a motor registry branch or by calling the authority's contact centre. Electronic forms are also available from some driver licence agencies and can be accessed online or through some practice management software systems. The completed form is returned to the driver for forwarding to the driver licensing authority. The forms used by each state or territory differ in certain administrative aspects but should contain the key elements described in [Appendix 2. Forms](#). Some states or territories may provide an electronic or online version of the medical report for completion by health professionals.

5.2.2. When assessing fitness to drive in the course of patient treatment

If in the course of treatment it is considered that a patient's condition may affect their ability to drive safely, the health professional should, in the first instance, encourage the patient to report their condition to the driver licensing authority. A standard form, Medical condition notification form, has been produced to facilitate this process. Refer to [Appendix 2.2. Medical condition notification form](#) or visit www.austroads.com.au. If necessary, the health professional may feel obliged to make a report directly to the driver licensing authority using a copy of this form. Most driver licensing authorities will also accept a letter from the treating practitioner or specialist. Please ensure adequate driver identifying details are included (e.g. driver full name, address, date of birth).

Note that such reporting is not required for temporary conditions. Such conditions do not have an impact on licence status (refer to [section 2.2.3. Temporary conditions](#)), but the patient should be advised not to drive until the temporary situation is resolved.

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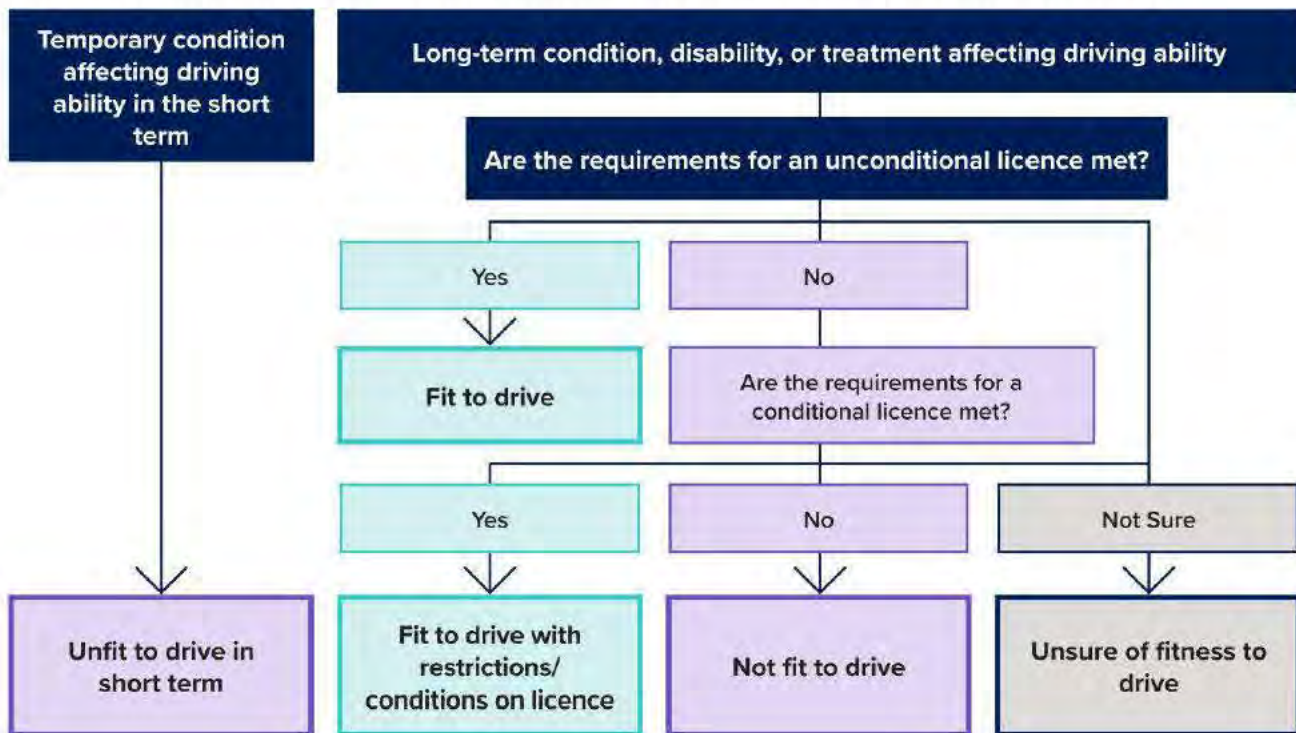
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PART B. **Medical standards**

Fitness to drive assessment

Fitness to drive decision making process and key assessment considerations



Key assessment steps and questions

Establish the medical and driving history and consider the licence type

- Note on the medical report if consulting with a person for the first time without access to their clinical history

Undertake a clinical examination and consider the results, patient history and driving needs

- Could fatigued driving exacerbate the person's condition or medications?
- Are there co-morbidities that individually or additively impair driving ability?
- Does the person rely on other body systems for adaptation or compensation? Have these been assessed?

Inform and advise the patient of their fitness to drive and any driving restrictions

- Is the patient capable of understanding, retaining, or complying with this advice?
- For progressive conditions, plan for the potential impacts on future driving ability




Report to the driver licensing authority as appropriate

- Check the legal requirements for reporting with local driver licensing authority
- Consider reporting to the driver licensing authority if the person continues driving despite appropriate advice and is likely to endanger the public

Record keeping, sharing, and follow-up

- Document the advice in the person's patient file
- Has your advice been shared with the patient's referring GP and/or other treating physicians?

Assessment and licensing responsibilities, obligations and considerations

DRIVER	HEALTH PROFESSIONAL	DRIVER LICENSING AUTHORITY
		
<p>Responsible for meeting licensing obligations and managing their health conditions</p>	<p>Assesses driving fitness by:</p> <ul style="list-style-type: none"> • evaluating conditions against the medical standards • providing advice to driver on their fitness to drive. 	<p>Makes the final licensing decision based on:</p> <ul style="list-style-type: none"> • private and commercial licensing standards • medical advice and driver information.
<p>Licensing obligations</p> <ul style="list-style-type: none"> • Follow licensing requirements, including licence conditions or driving restrictions • Report health changes within a reasonable timeframe • Follow medical advice • Provide accurate information to health professionals and DLAs 	<p>Medical and physical conditions affecting driving</p> <ul style="list-style-type: none"> • Temporary conditions • Substance misuse and intoxication • Chronic illness and conditions • Disabilities • Age-related changes • Multiple medical conditions • Medications and other treatments 	<p>Medical advice and driver information</p> <ul style="list-style-type: none"> • Advice from medical professionals • Advice from independent medical panels • Recommendations for licence conditions • Periodic medical review • Driving history
	<p>Health professional's advice</p> <ul style="list-style-type: none"> • Supports drivers to understand the impact of their condition and meet their licensing obligations • Supports driver licensing authority make final decision 	<p>Driver licensing decision</p> <ul style="list-style-type: none"> • Issue • Renew • Apply a condition • Suspend • Cancel

Further information

- The driving task and assessing medical conditions refer to section 2. [Assessing fitness to drive - general guidance](#)
- Roles, responsibilities, and reporting options refer to section 3. [Roles and responsibilities](#)
- Driver licensing standards and conditional licensing refer to section 4. [Licensing and medical fitness to drive](#)
- Step-by-step guidance to performing an assessment refer to section 5. [Assessment and reporting process – step by step](#)

1. Blackouts

1.1. Relevance to the driving task

For the purposes of this standard, the term 'blackout' means a transient impairment or loss of consciousness. Loss of consciousness is clearly incompatible with safe driving. The evidence for crash risk associated with various causes of blackout is discussed in the relevant chapters. This chapter provides guidance regarding the general management of blackouts, with cross-reference to relevant chapters as per Figure 6. Management of blackouts and driving.

1.2. General assessment and management guidelines

1.2.1. General considerations¹⁻⁵

- Blackouts may occur due to a range of mechanisms including:
- vasovagal syncope or 'faint', which accounts for more than 50 per cent of blackouts and may be due to factors such as hot weather, emotion or venepuncture but may also be due to more serious causes that may recur
- syncope due to other cardiovascular causes such as structural heart disease, arrhythmias or vascular disease
- epileptic seizure, which accounts for less than 10 per cent of blackouts
- other causes including metabolic causes (e.g. hypoglycaemia), drug intoxication or sleep disorder.

Determination of the mechanism of a blackout may be straightforward based on history, investigations and specialist referral, and the person may be managed as per the appropriate chapter. Alternatively, it may require extensive

cardiovascular and neurological investigations and referral to several specialists. People should be advised not to drive until the mechanism is ascertained and the corresponding standard met.

Some drivers may attribute a crash or driving mishap to a 'blackout' to excuse an event that occurred for some other reason such as inattention or distraction (e.g. a mobile phone conversation). There will also be a small proportion of cases in which a clear cause cannot be established.

1.2.2. Vasovagal syncope⁶

The most common cause of transient loss of consciousness is vasovagal syncope ('fainting'). Where this has been triggered by a well-defined provoking factor or a situation that is unlikely to recur while driving (e.g. prolonged standing, venepuncture or emotional situation), it is not necessary to restrict driving. However, vasovagal syncope may also result from other causes that are not so benign. In such cases, fitness to drive should be assessed according to the cardiovascular conditions standards for syncope (refer to section 2. Cardiovascular conditions).

1.2.3. Blackouts due to medical causes not covered in the standards

If the cause of the blackout is determined to be a medical condition not covered in the standards, then first principles regarding fitness to drive should be applied (refer to Part A section 2. Assessing fitness to drive – general guidance). Considerations include the likelihood of recurrence of blackout and the treatability of the condition as well as the nature of the driving task. There should also be an appropriate review period. A more stringent approach should be considered for commercial vehicle drivers.

1.2.4. Blackouts of undetermined mechanism

If, despite extensive investigation, the mechanism of a blackout cannot be determined, fitness to drive should be assessed according to section 1.3. **Medical standards for licensing**. The standards for blackout of undetermined mechanism are similar to those for seizure.

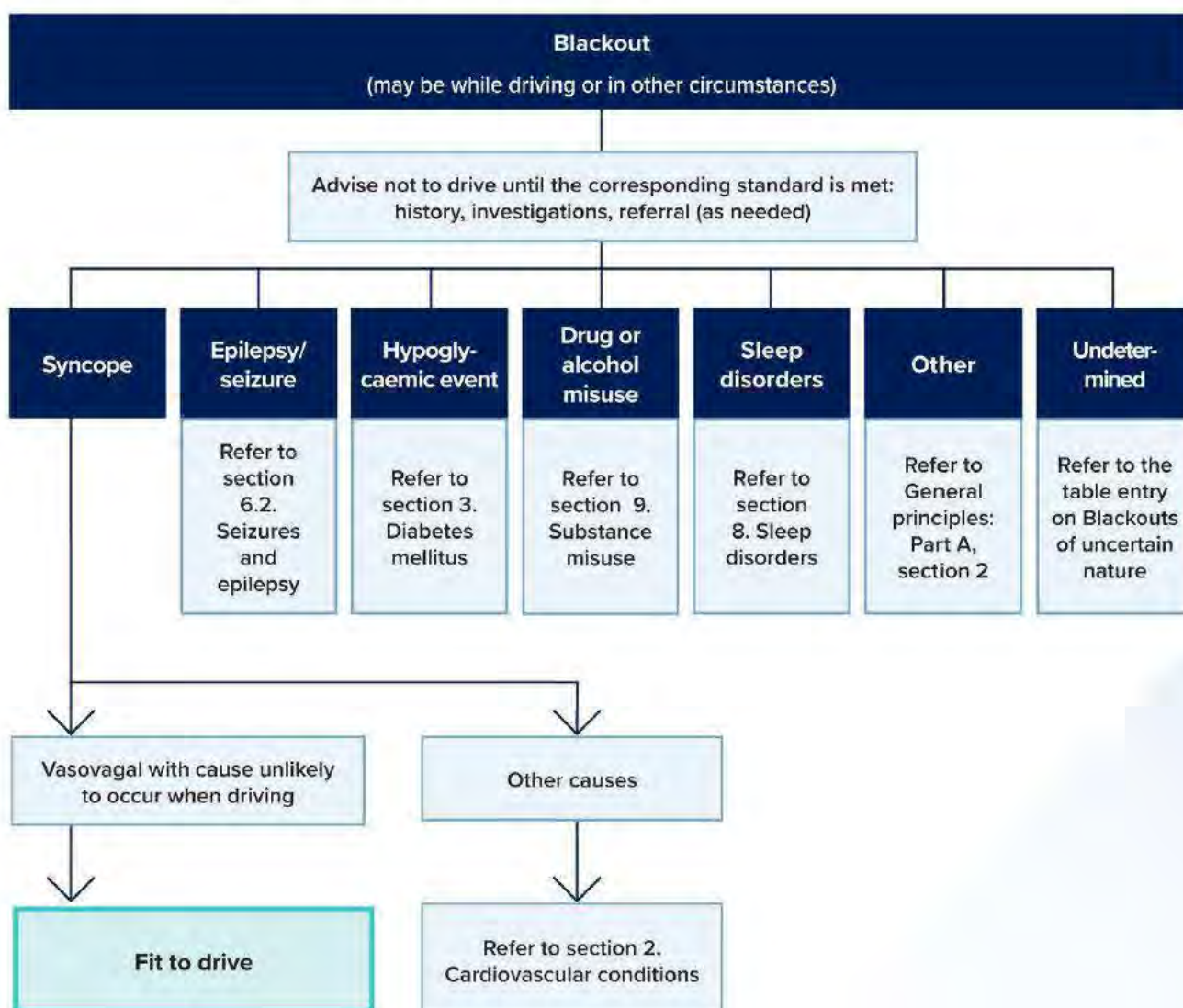
1.3. Medical standards for licensing

Requirements for unconditional and conditional licences are outlined in the following tables. Health professionals should familiarise

themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Where a firm diagnosis has been made, the standard appropriate to the condition should be referred to in this publication (refer to **Figure 6. Management of blackouts and driving**). For blackouts due to medical causes not covered in the standard, refer to first principles (refer to Part A, section 2. **Assessing fitness to drive - general guidance**). For blackouts where, after investigation, it is not possible to diagnose one of the conditions covered elsewhere in this publication, refer to the table for Blackouts –episode(s) or impaired consciousness – of uncertain nature.

Figure 6. Management of blackouts and driving



Medical standards for licensing - blackouts of uncertain nature

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Blackouts – episode(s) or impaired consciousness – of uncertain nature</p>	<p>A person should not drive for 6 months following a single blackout of undetermined nature.</p> <p>A person should not drive for 12 months following two or more blackouts of undetermined nature separated by a 24-hour period.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has experienced blackouts that cannot be diagnosed as syncope, seizure or another condition. <p>If there has been a single blackout or more than one blackout within a 24-hour period, a conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criterion is met:</p> <ul style="list-style-type: none"> there have been no further blackouts for at least 6 months. <p>If there have been two or more blackouts separated by at least 24 hours, a conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criterion is met:</p> <ul style="list-style-type: none"> there have been no further blackouts for at least 12 months. 	<p>A person should not drive for 5 years following a single blackout of undetermined nature.</p> <p>A person should not drive for 10 years following two or more blackouts of undetermined nature separated by a 24-hour period.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has experienced blackouts that cannot be diagnosed as syncope, seizure or another condition. <p>If there has been a single blackout or more than one blackout within a 24-hour period, a conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by an appropriate specialist as to whether the following criterion is met:</p> <ul style="list-style-type: none"> there have been no further blackouts for at least 5 years. <p>If there have been two or more blackouts separated by at least 24 hours, a conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by an appropriate specialist as to whether the following criterion is met:</p> <ul style="list-style-type: none"> there have been no further blackouts for at least 10 years.

Medical standards for licensing - blackouts of uncertain nature

Condition	Private standards	Commercial standards
<p>Exceptional cases</p>	<p>(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>Where a person with one or more blackouts of undetermined mechanism does not meet the standards above for a conditional licence but may, in the opinion of the treating specialist, be safe to drive, a conditional licence may be considered by the driver licensing authority, subject to at least annual review:</p> <ul style="list-style-type: none"> if the driver licensing authority, after considering information provided by the treating specialist(s), considers that the risk of a crash caused by a blackout is acceptably low. 	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>Where a person with one or more blackouts of undetermined mechanism does not meet the standards above for a conditional licence but may, in the opinion of the treating specialist, be safe to drive, a conditional licence may be considered by the driver licensing authority, subject to at least annual review:</p> <ul style="list-style-type: none"> if the driver licensing authority, after considering information provided by the treating specialist(s), considers that the risk of a crash caused by a blackout is acceptably low.

IMPORTANT: The medical standards and management guidelines contained in this chapter should be read in conjunction with the general information contained in Part A of this publication. Practitioners should give consideration to the following:

Licensing responsibility

The responsibility for issuing, renewing, suspending or cancelling a person's driver licence (including a conditional licence) lies ultimately with the driver licensing authority.

Licensing decisions are based on a full consideration of relevant factors relating to health and driving performance.

Conditional licences

For a conditional licence to be issued, the health professional must provide to the driver licensing authority details of the medical criteria not met, evidence of the medical criteria met, as well as the proposed conditions and monitoring requirements.

The presence of other medical conditions

While a person may meet individual disease criteria, concurrent medical conditions may combine to affect fitness to drive – for example, hearing, visual or cognitive impairment (refer to Part A section 2.2.7.

Older drivers and age-related changes and section 2.2.8. Multiple medical conditions).

The nature of the driving task

The driver licensing authority will take into consideration the nature of the driving task as well as the medical condition, particularly when granting a conditional licence. For example, the licence status of a farmer requiring a commercial vehicle licence for the occasional use of a heavy vehicle may be quite different from that of an interstate multiple combination vehicle driver. The examining health professional should bear this in mind when examining a person and when providing advice to the driver licensing authority.

Reporting responsibilities

Patients should be made aware of the effects of their condition on driving and should be advised of their legal obligation to notify the driver licensing authority where driving is likely to be affected. The health professional may themselves advise the driver licensing authority as the situation requires (refer to section 3.3 and step 6).

References and further reading

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2. Cardiovascular conditions

2.1. Relevance to the driving task

2.1.1. Effects of cardiovascular conditions on driving

Cardiovascular conditions may affect the ability to drive safely due to sudden incapacity such as from a heart attack or arrhythmia. They may also affect concentration and the ability to control a vehicle due to the onset of chest pain, palpitations or breathlessness.

Cardiovascular conditions may also have end-organ effects such as on the brain (stroke), the extremities and the eyes. The relevant chapters should be referred to for advice on the assessment and requirements for these effects (refer to section 6. **Neurological conditions** and section 10. **Vision and eye disorders**).

2.1.2. Effects on the heart

A further problem in those who have established ischaemic heart disease is that situations experienced while driving may lead to a faster heart rate and fluctuation in blood pressure, which could trigger angina or even infarction.

2.1.3. Evidence of crash risk^{1,2}

Evidence suggests that people who have severe and even fatal heart attacks while driving may have enough warning to slow down or stop before losing consciousness, since less than half of such attacks result in property damage and injury. However, sometimes no warning occurs or a warning sign is misinterpreted or ignored, and this may result in severe injury or death to the driver and other road users. The quality of available evidence is variable and there

are a number of sources of potential bias, so drawing clear conclusions is not always possible (refer to Part A section 1.5. **Development and evidence base**).

2.2. General assessment and management guidelines³⁻⁵

2.2.1. Non-driving periods

A number of cardiovascular incidents and procedures affect short-term driving capacity as well as long-term licensing status – for example, acute myocardial infarction and cardiac surgery. Such situations present an obvious driving risk that cannot be addressed by the licensing process in the short term. The person should be advised not to drive for the appropriate period, as shown in **Table 5. Suggested non-driving periods after cardiovascular events or procedures**.

The variation in non-driving periods reflects the varying effects of these conditions and is based on expert opinion. These non-driving periods are minimum advisory periods only and are not enforceable by the licensing process. The recommendations regarding long-term licence status (including conditional licences) should be considered once the condition has stabilised and driving capacity can be assessed as per the licensing standards outlined in this chapter.

2.2.2. Ischaemic heart disease

In people with ischaemic heart disease, the severity rather than the mere presence of ischaemic heart disease should be the primary consideration in assessing fitness to drive.

Health professionals should consider any symptoms of sufficient severity to be a risk while driving. Those who have had a previous myocardial infarction or similar event are at greater risk of recurrence than the normal population, so cardiac history is an important consideration. An electrocardiogram (ECG) should be performed if clinically indicated.

Exercise testing

The Bruce protocol or equivalent is recommended for formal exercise testing. Where a patient is not capable of performing a treadmill test due to a medical condition, for example osteoarthritis of the knee, an equivalent stress test may be used. Nomograms for assessing functional capacity are shown in Figure 7 and Figure 8.

Suspected angina pectoris

Where chest pains of uncertain origin are reported, every attempt should be made to reach a diagnosis. In the meantime, the person should be advised to restrict their driving until their licence status is determined, particularly in the case of commercial vehicle drivers. If the tests are positive or the person remains symptomatic and requires antianginal medication to control symptoms, the requirements listed for proven angina pectoris apply (refer to page 82).

Risk factors

Multiple risk factors interact in the development of ischaemic heart disease and stroke. These factors include age, gender, blood pressure, smoking, total cholesterol:HDL ratio, diabetes and ECG evidence of left ventricular hypertrophy. The combined effect of these factors on risk of cardiovascular disease may be calculated using the Australian Cardiovascular Risk Charts (an electronic calculator is available at www.cvdcheck.org.au).

Routine screening for these risk factors is not required for licensing purposes, except where specified for certain commercial vehicle drivers as part of their additional accreditation or endorsement requirements. However, when a risk factor such as high blood pressure is being managed, it is good practice to assess other risk factors and to calculate overall risk. This risk assessment may be helpful additional information in determining fitness to drive, especially for commercial vehicle drivers (refer also to section 2.2.3. **High blood pressure**).

Table 5. Suggested non-driving periods after cardiovascular events or procedures

Event/procedure	Minimum non-driving period (advisory) - private vehicle drivers	Minimum non-driving period (advisory) - commercial vehicle drivers
Ischaemic heart disease		
Acute myocardial infarction	2 weeks	4 weeks
Percutaneous coronary intervention – for example, for angioplasty	2 days	4 weeks
Coronary artery bypass grafts	4 weeks	3 months
Disorders of rate, rhythm and conduction		
Cardiac arrest	6 months	6 months
Implantable cardioverter defibrillator (ICD) insertion	6 months after cardiac arrest	6 months for primary prevention Not applicable for secondary prevention
Generator change of an ICD	2 weeks	2 weeks for primary prevention Not applicable for secondary prevention
ICD therapy associated with symptoms of haemodynamic compromise	4 weeks	Not applicable
Cardiac pacemaker insertion	2 weeks	4 weeks
Vascular disease		
Aneurysm repair	4 weeks	3 months
Valvular replacement (including treatment with MitraClips and transcatheter aortic valve replacement)	4 weeks	3 months

Event/procedure	Minimum non-driving period (advisory) - private vehicle drivers	Minimum non-driving period (advisory) - commercial vehicle drivers
Other		
Deep vein thrombosis	2 weeks	2 weeks
Heart/lung transplant	6 weeks	3 months
Ventricular assist device	3 months	Not applicable
Pulmonary embolism	6 weeks	6 weeks
Syncope (due to cardiovascular causes)	4 weeks	3 months

2.2.3. High blood pressure

The cut-off blood pressure values at which a person is considered unfit to hold an unconditional licence do not reflect usual goals for managing hypertension. Rather, they reflect levels that are likely to be associated with sudden incapacity due to neurological events (e.g. stroke). The cut-off points are based on expert opinion.

It is a general requirement that conditional licences for commercial vehicle drivers are issued by the driver licensing authority based on the advice of an appropriate medical specialist and that these drivers are reviewed periodically by the specialist to determine their ongoing fitness to drive (refer to Part A section 4.4. Conditional licences). In the case of high blood pressure, ongoing fitness to drive may be assessed by the treating general practitioner, provided this is mutually agreed by the specialist and the general practitioner. The initial recommendation of a conditional licence must, however, be based on the opinion of the specialist.

2.2.4. Cardiac surgery (open chest)

Cardiac surgery may be performed for various reasons including valve replacement, excision of atrial myxoma and correction of septal defects. In some cases this is curative of the underlying disorder and so will not affect licence status for private or commercial vehicle drivers (refer also to Table 5. Suggested non-driving periods after cardiovascular events or procedures). In other cases, the condition may not be stabilised, and the effect on driving safety and hence on licence status needs to be individually assessed. All cardiac surgery patients should be advised regarding safety of driving in the short term as for any other post-surgery patient (e.g. taking into account the limitation of chest and shoulder movements after sternotomy).

2.2.5. Disorders of rate, rhythm or conduction.

People with recurrent arrhythmias causing syncope or pre-syncope are usually not fit to drive. A conditional licence may be considered after appropriate treatment and an event-free non-driving period (refer to Table 5, Suggested non-driving periods after cardiovascular events or procedures).

2.2.6. Implantable cardioverter defibrillators^{6,7}

People fitted with an implantable cardioverter defibrillator (ICD) have a risk of sudden incapacity, which poses a crash risk. The risk is mainly a consequence of the underlying condition; however, there is also a risk of inappropriate discharge of the device (i.e. when there is no ventricular arrhythmia). This risk is considered unacceptable for commercial vehicle drivers to hold an unconditional licence. A conditional commercial licence may be considered by the driver licensing authority on the advice of a specialist in electrophysiology based on the nature of the driving tasks and criteria outlined in the medical standards table when the device is inserted for primary prevention. A person is not fit to hold a conditional commercial licence when the ICD is inserted for secondary prevention.

2.2.7. Aneurysms⁸

Thoracic aortic aneurysms are largely asymptomatic until a sudden and catastrophic event occurs, such as rupture or dissection. Such events are rapidly fatal in a large proportion of patients. Risk varies with the type and size of aneurysm. The standard is set more stringently for atherosclerotic aneurysms or aneurysms associated with bicuspid aortic valve, compared with aneurysms associated with genetic aortopathy, including Marfan's, Turner's and Ehlers-Danlos syndromes, and familial aortopathy.

2.2.8. Long-term anticoagulant therapy

Long-term anticoagulant therapy may be used to lessen the risk of emboli in disorders of cardiac rhythm, following valve replacement, for deep venous thrombosis, and other similar conditions. If not adequately controlled, there is a risk of bleeding that, in the case of an intracranial

bleed, may acutely affect driving. People on private vehicle licences may drive without licence restriction and without reporting to the driver licensing authority if the treating doctor considers anticoagulation is maintained at the appropriate level for the underlying condition. Commercial vehicle drivers do not meet the requirements for an unconditional licence and may drive only with a conditional licence.

2.2.9. Deep vein thrombosis and pulmonary embolism

While deep vein thrombosis (DVT) may lead to an acute pulmonary embolus (PE), there is little evidence that such an event causes crashes. Therefore, no standard applies for either DVT or PE, although non-driving periods are advised (refer to [Table 5. Suggested non-driving periods after cardiovascular events or procedures](#)). If long-term anticoagulation treatment is prescribed, the standard for anticoagulant therapy should be applied (refer to section [2.2.8. Long-term anticoagulant therapy](#)).

2.2.10. Syncope^{2,9-11}

If an episode of syncope is vasovagal in nature with a clear-cut precipitating factor (such as venesection), and the situation is unlikely to occur while driving, the person may generally resume driving within 24 hours. With syncope due to other cardiovascular causes, an appropriate non-driving period should be advised (at least four weeks for private vehicle drivers and at least three months for commercial vehicle drivers), after which time their ongoing fitness to drive should be assessed (refer to [page 98](#)). In cases where it is not possible to determine an episode of loss of consciousness is due to syncope or some other cause, refer to section [1.2.4. Blackouts of undetermined mechanism](#).

2.2.11. Ventricular assist devices^{12–14}

A ventricular assist device (VAD) is an electromechanical circulatory device used to partially or completely replace the function of a failing heart. Some VADs are intended for short-term use, typically for patients recovering from heart attacks or heart surgery. Others are intended for long-term use (months to years and in some cases for life), typically for heart failure. They carry a small risk of stroke or device failure. The driver licensing authority may consider a conditional licence for a private driver with a LVAD or BIVAD, but not for commercial drivers.

As part of ongoing recovery, patients should undergo a rehabilitation program to ensure confidence in using the equipment.

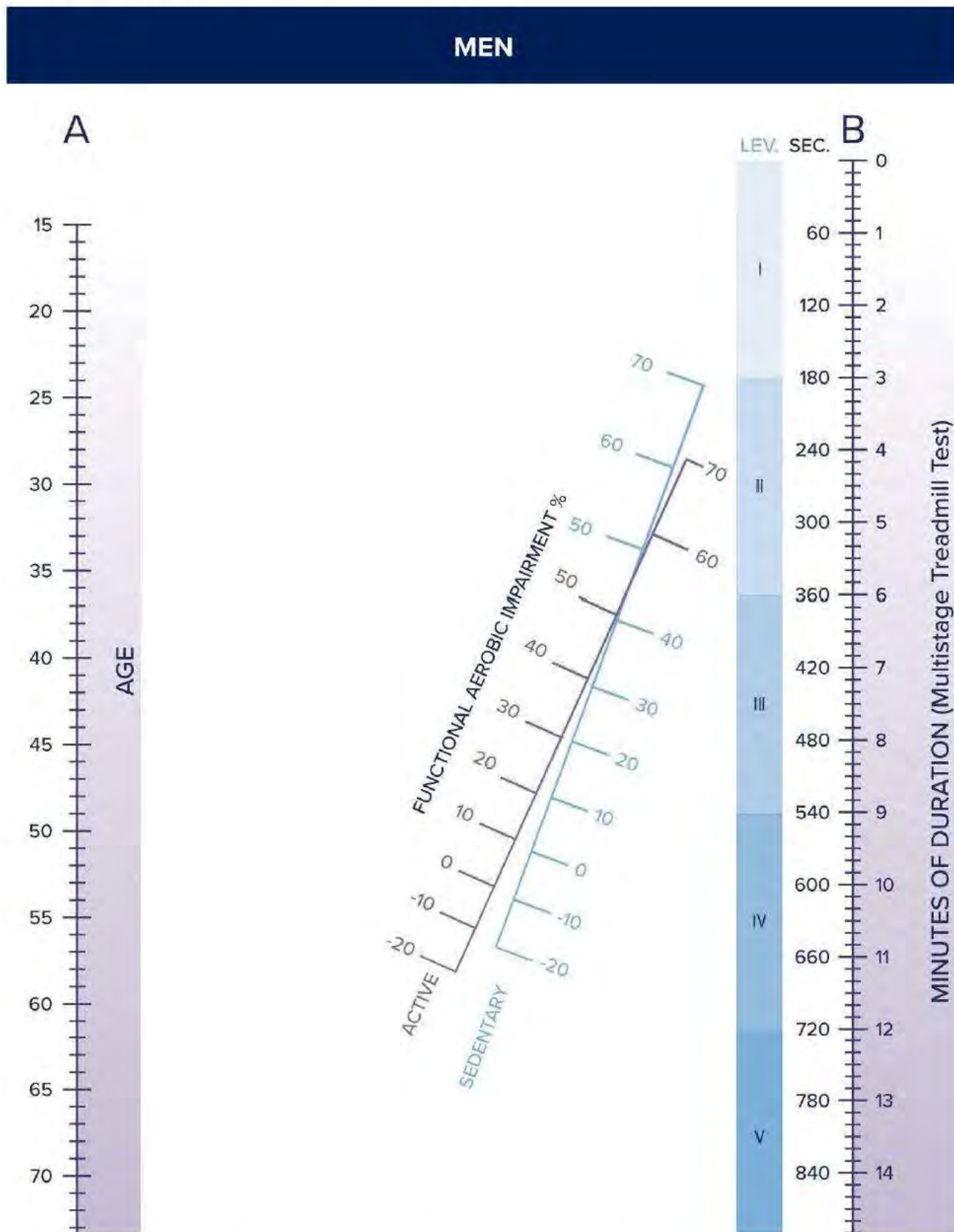
People with very severe heart failure may have persisting cognitive or neurological impairment and warrant a practical driving assessment (refer to Part A section **2.3.1. Practical driver assessments**).

2.2.12. Congenital disorders

The impact of congenital heart disorders on driving safety relates to the effects of the congenital lesion on systemic ventricular function and complicating arrhythmias. Pacemakers and ICD are employed in the management of some individuals with congenital heart disease. People on private vehicle licences may drive without licence restriction and without reporting to the driver licensing authority if they have uncomplicated congenital heart disease with no or minimal haemodynamic effect (e.g. pulmonary stenosis, atrial septal defect, small ventricular septal defect, bicuspid aortic valve, patent ductus arteriosus or mild coarctation of the aorta), and there are no or minimal symptoms (chest pain, palpitations, breathlessness).

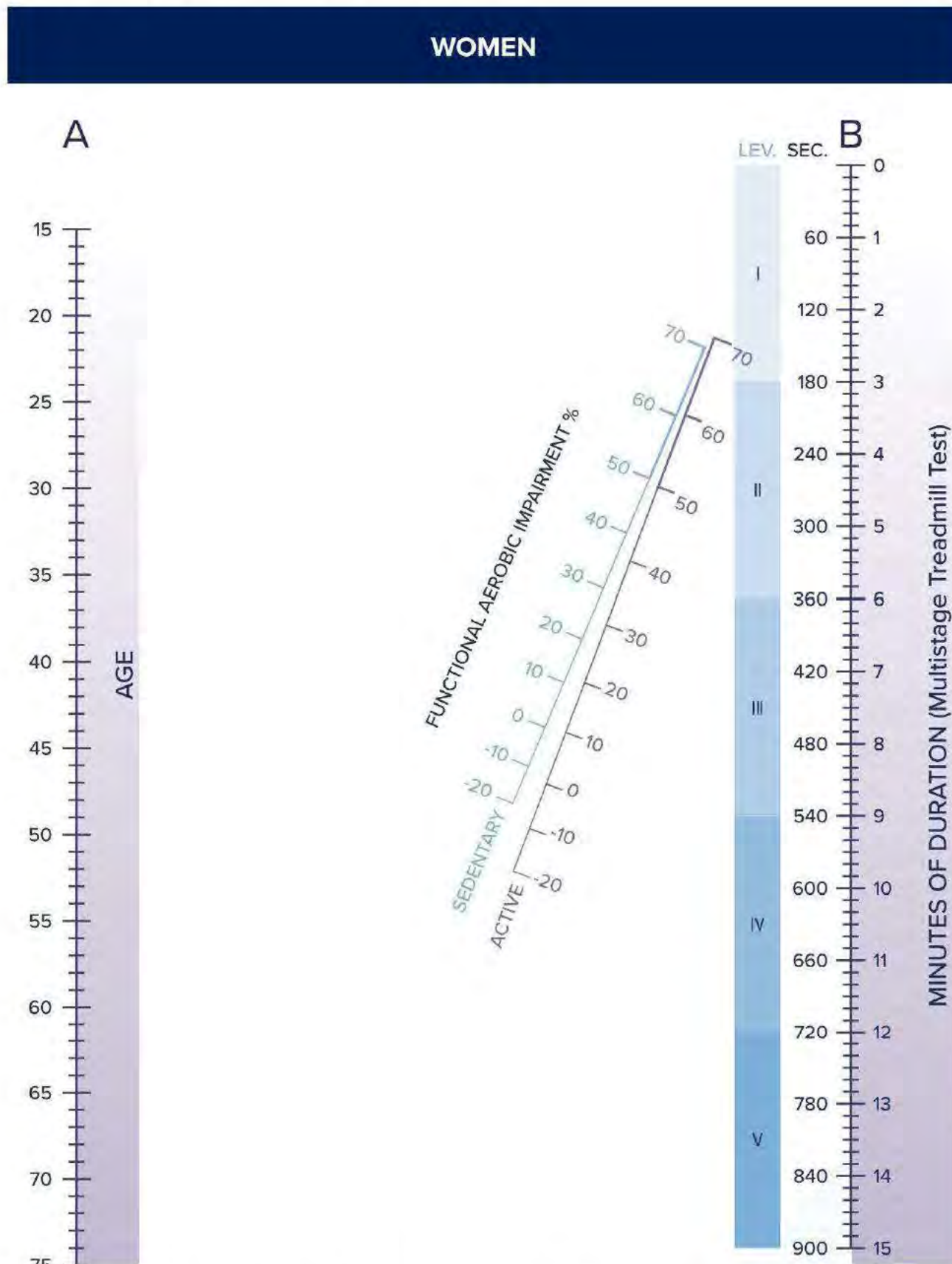
The relevant sections on atrial fibrillation, paroxysmal arrhythmias, implantable cardioverter defibrillators, cardiac pacemaker and heart failure may also apply to persons with complex congenital heart disease.

Figure 7. Bruce protocol nomogram for men



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Figure 8. Bruce protocol nomogram for women



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2.3. Medical standards for licensing

2.3.1. Medical criteria

Requirements for unconditional and conditional licences are outlined in the following tables. Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

The standards for medical conditions in the tables on [page 81](#) to [page 98](#) cover:

- ischaemic heart disease
 - acute myocardial infarction
 - angina
 - coronary artery bypass grafting
 - percutaneous coronary intervention
- disorders of rate, rhythm or conduction
 - arrhythmia
 - cardiac arrest
 - cardiac pacemaker
 - implantable cardioverter defibrillator
 - ECG changes
- vascular disease
 - aneurysms, abdominal and thoracic
 - deep vein thrombosis
 - pulmonary embolism
 - valvular heart disease
- myocardial diseases
 - dilated cardiomyopathy
 - hypertrophic cardiomyopathy
- other conditions and treatments
 - anticoagulant therapy
 - congenital disorders
 - heart failure
 - heart transplant
 - hypertension
 - stroke
 - syncope.

2.3.2. Conditional licences and periodic review

Because many cardiac conditions are stabilised and not cured, periodic review is recommended. In general, the review interval should be a minimum of 12 months unless otherwise recommended by the treating doctor/specialist, taking into consideration the licence type (e.g. commercial versus private vehicle), other health risk factors and how well the underlying illness is managed.

Where a condition has been effectively treated and there is minimal risk of recurrence, the driver may apply for reinstatement of an unconditional licence on the advice of the treating doctor or specialist (in the case of a commercial vehicle driver). Refer to Part A, section 4.5. **Reinstatement of licences or removal or variation of licence conditions.**

Medical standards for licensing – cardiovascular conditions

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Condition	Private standards	Commercial standards
	(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)

Ischaemic heart disease

Acute myocardial infarction (AMI)

Refer also to coronary artery bypass grafting and to percutaneous coronary intervention.

The person should **not** drive for at least **2 weeks** after an AMI.

A person is **not** fit to hold an **unconditional licence**:

- if the person has had an AMI.

A **conditional licence** may be considered by the driver licensing authority subject to **periodic review**, taking into account the nature of the driving task and information provided by the **treating doctor** as to whether the following criteria are met:

- it is at least **2 weeks** after an uncomplicated AMI; **and**
- there is a satisfactory response to treatment; **and**
- there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).

Fitness thereafter should be assessed in terms of general convalescence.

The person should **not** drive for at least **4 weeks** after an AMI.

A person is **not** fit to hold an **unconditional licence**:

- if the person has had an AMI.

A **conditional licence** may be considered by the driver licensing authority subject to **annual review**, taking into account the nature of the driving task and information provided by the **treating specialist** as to whether the following criteria are met:

- it is at least **4 weeks** after an uncomplicated AMI; **and**
- there is a satisfactory response to treatment; **and**
- there is an exercise tolerance $\geq 90\%$ of the age/sex predicted exercise capacity according to the Bruce protocol or equivalent functional exercise test protocol; **and**
- there is no evidence of severe ischaemia – that is, less than 2 mm ST segment depression on an exercise ECG or a reversible regional wall abnormality on an exercise stress echocardiogram or absence of a large defect on a stress perfusion scan; **and**
- there is an ejection fraction $\geq 40\%$; **and**
- there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Angina</p>	<p>A person with angina, which is usually absent on mild exertion, and who is compliant with treatment may drive without licence restriction and without notification to the driver licensing authority, subject to periodic monitoring.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person is subject to angina pectoris at rest or on minimal exertion despite medical therapy, or has unstable angina. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there is a satisfactory response to treatment; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness). 	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person is subject to angina pectoris. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • either or both: <ul style="list-style-type: none"> – there is an exercise tolerance $\geq 90\%$ of the age/sex predicted exercise capacity according to the Bruce protocol or equivalent functional exercise test protocol; – a resting or stress echocardiogram or a myocardial perfusion study, or both, show no evidence of ischaemia; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness). <p>If myocardial ischaemia is demonstrated, a coronary angiogram may be offered.</p> <p>A conditional licence may be considered, subject to annual review, if the following criterion is met:</p> <ul style="list-style-type: none"> • the coronary angiogram (invasive or CT) shows lumen diameter reduction $< 70\%$ in a major coronary branch, and $< 50\%$ in the left main coronary artery. <p>If the result of the angiogram shows a lumen diameter reduction of $\geq 70\%$ in a major coronary branch and $< 50\%$ in the left main coronary artery (or if an angiogram is not conducted), a conditional licence may be considered, subject to annual review, if the following criteria are met:</p> <ul style="list-style-type: none"> • there is an exercise tolerance $\geq 90\%$ of the age/sex predicted exercise capacity according to the Bruce protocol or equivalent functional exercise test protocol; and • there is no evidence of severe ischaemia – that is, less than 2 mm ST segment depression on an exercise ECG or a reversible regional wall abnormality on an exercise stress echocardiogram or absence of a large defect on a stress perfusion scan; and • there is an ejection fraction $\geq 40\%$; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness). <p>The above criteria also apply if an angiogram is not conducted.</p> <p>Where surgery or percutaneous coronary intervention is undertaken to relieve the angina, the requirements listed in the table apply.</p>

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Coronary artery bypass grafting (CABG)	<p>The person should not drive for at least 4 weeks after CABG.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person requires or has had CABG. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • it is at least 4 weeks after CABG; and • there is satisfactory response to treatment; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); and • there is minimal residual musculoskeletal pain after the chest surgery. 	<p>The person should not drive for at least 3 months after CABG.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person requires or has had CABG. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • it is at least 3 months after CABG; and • there is a satisfactory response to treatment; and • there is an exercise tolerance $\geq 90\%$ of the age/sex predicted exercise capacity according to the Bruce protocol or equivalent functional exercise test protocol; and • there is no evidence of severe ischaemia – that is, less than 2 mm ST segment depression on an exercise ECG or a reversible regional wall abnormality on an exercise stress echocardiogram or absence of a large defect on a stress perfusion scan; and • there is an ejection fraction $\geq 40\%$; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); and • there is minimal residual musculoskeletal pain after the chest surgery.

Medical standards for licensing – cardiovascular conditions

Condition	Private standards	Commercial standards
<p>Percutaneous coronary intervention (PCI)</p> <p>(e.g. angioplasty/stent)</p>	<p>The person should not drive for at least 2 days after the PCI.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person requires or has had a PCI. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there was no AMI immediately before or after the PCI; and • there is a satisfactory response to treatment; and <p>there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).</p>	<p>The person should not drive for at least 4 weeks after the PCI.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • If the person requires or has had a PCI. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • it is at least 4 weeks after the PCI; and • there is a satisfactory response to treatment; and • there is an exercise tolerance $\geq 90\%$ of the age/sex predicted exercise capacity according to the Bruce protocol or equivalent functional exercise test protocol; and <ul style="list-style-type: none"> – there is no evidence of severe ischaemia – that is, less than 2 mm ST segment depression on an exercise ECG or a reversible regional wall abnormality on an exercise stress echocardiogram or absence of a large defect on a stress perfusion scan; and • there is an ejection fraction $\geq 40\%$; and there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).

Medical standards for licensing – cardiovascular conditions

Condition	Private standards	Commercial standards
	(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)

Disorders of rate, rhythm and conduction

Atrial fibrillation

The non-driving period will depend on the method of treatment – see below.

A person is **not** fit to hold an **unconditional licence**:

- if an episode of fibrillation results in syncope or incapacitating symptoms.

A **conditional licence** may be considered by the driver licensing authority subject to **periodic review**, taking into account the nature of the driving task and information provided by the **treating doctor** as to whether the following criteria are met:

- there is a satisfactory response to treatment; **and**
- there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).

The person should not drive for:

- at least **1 week** following PCI;
- at least **1 week** following initiation of successful medical treatment;
- an appropriate time following open chest surgery.

The non-driving period will depend on the method of treatment – see below.

A person is **not** fit to hold an **unconditional licence**:

- if the person has a history of recurrent or persistent arrhythmia that may result in syncope or incapacitating symptoms.

A **conditional licence** may be considered by the driver licensing authority subject to **annual review**, taking into account the nature of the driving task and information provided by the **treating specialist** as to whether the following criteria are met:

- there is a satisfactory response to treatment; **and**
- there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); **and**
- appropriate follow-up has been arranged.

The person should not drive for:

- at least **4 weeks** following PCI;
- at least **4 weeks** following initiation of successful medical treatment;
- at least **3 months** following open chest surgery.

If the person is taking anticoagulants refer to 'anticoagulant therapy'.

Medical standards for licensing – cardiovascular conditions

Condition	Private standards	Commercial standards
<p>Paroxysmal arrhythmias</p> <p>(e.g. supraventricular tachycardia, atrial flutter, idiopathic ventricular tachycardia)</p>	<p>(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if there was near or definite collapse. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review,* taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there is a satisfactory response to treatment; and • there are normal haemodynamic responses at a moderate level of exercise; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness) <p><i>* Where the condition is considered to be cured, the requirement for periodic review may be waived.</i></p>	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>The non-driving period is at least 4 weeks.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if there was near or definite collapse. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review,* taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there is a satisfactory response to treatment; and • there are normal haemodynamic responses at a moderate level of exercise; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness) <p>The person should not drive:</p> <ul style="list-style-type: none"> • for at least 4 weeks following PCI; • for at least 4 weeks following initiation of successful medical treatment. <p><i>* Where the condition is considered to be cured, the requirement for periodic review may be waived.</i></p>

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Cardiac arrest	<p>The person should not drive for at least 6 months following a cardiac arrest.</p> <p>Limited exceptions apply – see below.*</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has suffered a cardiac arrest. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • it is at least 6 months after the arrest; and • the cause of the cardiac arrest and response to treatment has been considered; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness) <p><i>* A shorter non-driving period may be considered subject to specialist assessment if the cardiac arrest has occurred within 48 hours of an acute myocardial infarction, or if the arrhythmia causing the cardiac arrest has been addressed by radio frequency ablation surgery or by pacemaker implantation.</i></p>	<p>The person should not drive for at least 6 months following a cardiac arrest.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • If the person has suffered a cardiac arrest. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • it is at least 6 months after the arrest; and • a reversible cause is identified and recurrence is unlikely; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Cardiac pacemaker</p> <p>Refer also to “implantable cardioverter defibrillator” below if appropriate</p>	<p>The person should not drive for at least 2 weeks after a pacemaker is inserted.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if a cardiac pacemaker is required or has been implanted or replaced. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • it is at least 2 weeks after insertion of the cardiac pacemaker; and • there is a satisfactory response to treatment; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness). 	<p>The person should not drive for at least 4 weeks after a pacemaker is inserted.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • If a cardiac pacemaker is required or has been implanted or replaced. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • it is at least 4 weeks after insertion of the cardiac pacemaker; and • the relative risks of pacemaker dysfunction have been considered; and • there are normal haemodynamic responses at a moderate level of exercise; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Implantable cardioverter defibrillator (ICD)	<p>The non-driving period will depend on the reason for ICD implantation – see below.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person requires or has had an ICD implanted for ventricular arrhythmias. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the ICD has been implanted for an episode of cardiac arrest and the person has been asymptomatic for 6 months; or • the ICD has been prophylactically implanted for at least 2 weeks; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness). <p>A person should not drive:</p> <ul style="list-style-type: none"> • for 2 weeks after a generator change of an ICD; • for at least 4 weeks after appropriate ICD therapy associated with symptoms of haemodynamic compromise (if syncopal, refer to 'syncope'). 	<p>The person should not drive for at least 6 months after the ICD is implanted.</p> <p>A person is not fit to hold an unconditional licence or a conditional licence:</p> <ul style="list-style-type: none"> • If the ICD was implanted to manage ventricular arrhythmias (secondary prevention). <p>A conditional licence may be considered by the Driver Licensing Authority subject to annual review taking into account the nature of the driving tasks and information provided by the treating specialist* as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the ICD was implanted for primary prevention; and • it is at least 6 months after the insertion of the ICD; and • there are no episodes of atrial fibrillation; and • there are no discharges from the defibrillator; and • interrogation of the ICD shows no evidence of anti-tachycardic pacing; and • there is an ejection fraction $\geq 40\%$; and • there is an exercise tolerance $> 90\%$ of the age/sex predicted exercise capacity according to the Bruce protocol or equivalent functional test protocol; and • there is no evidence of severe ischaemia – that is, less than 2mm ST segment depression on an exercise test or reversible regional wall abnormality on an exercise stress echocardiogram or absence of a large defect on a stress perfusion scan; and • there are minimal symptoms relevant to driving (chest pain, palpitations, and breathlessness). <p><i>* The initial assessment is to be performed by the treating electrophysiologist.</i></p>

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>ECG changes</p> <p>Strain patterns, bundle branch blocks, heart block, etc.</p> <p>Refer also to 'cardiac pacemaker'.</p>	<p>The person should not drive for at least 2 weeks following initiation of treatment.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the conduction defect is causing symptoms. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the condition has been treated procedurally or medically for at least 2 weeks; and • there is a satisfactory response to treatment; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness). <p><i>* Where the condition is considered to be cured, the requirement for periodic review may be waived.</i></p>	<p>The person should not drive for at least 3 months following initiation of treatment.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has an electrocardiographic abnormality – for example, left bundle branch block, right bundle branch block, pre-excitation, prolonged QT interval or changes suggestive of myocardial ischaemia or previous myocardial infarction. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • all of the following: <ul style="list-style-type: none"> – the condition has been treated procedurally or medically for at least 3 months; and – there is a satisfactory response to treatment; and – there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); or • follow-up investigation has excluded underlying cardiac disease. <p><i>* Where the condition is considered to be cured, the requirement for periodic review may be waived.</i></p>

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Vascular disease		
Aneurysms – abdominal and thoracic	<p>The person should not drive for at least 4 weeks after repair.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has an unrepaired aortic aneurysm – thoracic or abdominal. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • both: <ul style="list-style-type: none"> – it is at least 4 weeks after repair; and – the response to treatment is satisfactory, according to the treating vascular surgeon; • or <ul style="list-style-type: none"> – In the case of atherosclerotic aneurysm or aneurysm associated with the bicuspid aortic valve, the aneurysm diameter is less than 55 mm; or – the diameter is less than 50 mm for all other aneurysms. 	<p>The person should not drive for at least 3 months after repair.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has an unrepaired aortic aneurysm – thoracic or abdominal. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • both: <ul style="list-style-type: none"> – it is at least 3 months after repair; and – the response to treatment is satisfactory, according to the treating vascular surgeon; • or <ul style="list-style-type: none"> – in the case of atherosclerotic aneurysm or aneurysm associated with the bicuspid aortic valve, the aneurysm diameter is less than 55 mm; or – the diameter is less than 50 mm for all other aneurysms.
Deep vein thrombosis (DVT)	<p>There are no licensing criteria for DVT.</p> <p>For advisory non-driving period following DVT refer to Table 5: Suggested non-driving periods after cardiovascular events or procedures.</p> <p>For long-term anticoagulation refer to Table 5: Suggested non-driving periods after cardiovascular events or procedures. Refer also to section 2.2.8 in the text.</p>	<p>There are no licensing criteria for DVT.</p> <p>For advisory non-driving period following DVT refer to Table 5: Suggested non-driving periods after cardiovascular events or procedures.</p> <p>For long-term anticoagulation refer to Table 5: Suggested non-driving periods after cardiovascular events or procedures. Refer also to section 2.2.8 in the text.</p>

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Pulmonary embolism (PE)	<p>There are no licensing criteria for PE.</p> <p>For advisory non-driving period following PE refer to Table 5. Suggested non-driving periods after cardiovascular events or procedures.</p> <p>For long-term anticoagulation refer to Table 5. Suggested non-driving periods after cardiovascular events or procedures. Refer also to section 2.2.8.</p>	<p>There are no licensing criteria for PE.</p> <p>For advisory non-driving period following PE refer to Table 5: Suggested non-driving periods after cardiovascular events or procedures.</p> <p>For long-term anticoagulation refer to Table 5. Suggested non-driving periods after cardiovascular events or procedures. Refer also to section 2.2.8.</p>
Valvular heart disease (including treatment with MitraClips, tricuspid clips, transcatheter aortic valve replacement and transcatheter pulmonary valve replacement)	<p>The person should not drive for at least 4 weeks following valve repair.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has symptoms on moderate exertion. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there is a satisfactory response to treatment; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); and • there is minimal residual musculoskeletal pain after chest surgery, if required. 	<p>The person should not drive for at least 4 weeks following valve repair.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has any history or evidence of valve disease, with or without surgical repair or replacement, associated with symptoms or a history of embolism, arrhythmia, cardiac enlargement, abnormal ECG or high blood pressure; or • if the person is taking anticoagulants (a conditional licence may be issued subject to the requirements specified in Table 5. Suggested non-driving periods after cardiovascular events or procedures in relation to anticoagulant therapy). <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the person's cardiological assessment shows valvular disease of no haemodynamic significance; or • all of the following: <ul style="list-style-type: none"> – it is 3 months following surgery and there is no evidence of valvular dysfunction; and – there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); and – there is minimal residual musculoskeletal pain after chest surgery.

Medical standards for licensing – cardiovascular conditions

Condition	Private standards	Commercial standards
	(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)

Other cardiovascular diseases

<p>Anticoagulant therapy</p>	<p>A person on a private vehicle licence may drive without restriction and without reporting to the driver licensing authority, pending periodic review, if:</p> <ul style="list-style-type: none"> anticoagulation is maintained at the appropriate degree for the underlying condition. 	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person is on long-term anticoagulant therapy. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criterion is met:</p> <ul style="list-style-type: none"> anticoagulation is maintained at the appropriate degree for the underlying condition.
<p>Congenital disorders</p> <p>Refer also to Heart failure</p> <p>Refer also to Atrial fibrillation</p> <p>Refer also to Paroxysmal arrhythmias</p> <p>Refer also to Cardiac pacemaker</p> <p>Refer also to ICD</p>	<p>A person may drive without restriction and without reporting to the driver licensing authority if they have uncomplicated congenital heart disease and there are no or minimal symptoms relevant to driving.</p> <p>A person should not drive for a period of at least 4 weeks after surgery to correct a congenital lesion.</p> <p>The person should not drive for at least 2 weeks following a percutaneous procedure to treat a congenital lesion.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has a complicated congenital heart disorder. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criterion is met:</p> <ul style="list-style-type: none"> there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness). 	<p>A person should not drive for at least 3 months following surgical treatment for congenital heart disease.</p> <p>A person should not drive for 4 weeks following a percutaneous intervention for congenital heart disease.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has a complicated congenital heart disorder. <p>A conditional licence may be considered by the driver licensing authority subject to annual review taking into account the nature of the driving task and the information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); and The ejection fraction of the systemic ventricle is greater than 40%; and there is a minor congenital disorder of no haemodynamic significance such as pulmonary stenosis, atrial septal defect, small ventricular septal defect, bicuspid aortic valve, patent ductus arteriosus or mild coarctation of the aorta; or there has been surgical/percutaneous correction of the congenital lesion including atrial septal defect, ventricular septal defect, patent ductus arteriosus, coarctation, pulmonary stenosis, total correction of tetralogy of Fallot, or total correction of transposition of the great arteries, and there are no or minimal symptoms.

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Dilated cardiomyopathy	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has a dilated cardiomyopathy. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); and • the person is not subject to arrhythmias. <p>Cardiologist assessment is recommended for complex presentations.</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has a dilated cardiomyopathy. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there is an ejection fraction $\geq 40\%$; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); and • the person is not subject to arrhythmias.
Hypertrophic cardiomyopathy (HCM)	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has HCM. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); and • the person is not subject to arrhythmias or syncope. 	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has HCM. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the left ventricular ejection fraction $\geq 40\%$; and • there is an exercise tolerance $\geq 90\%$ of the age/sex predicted exercise capacity according to the Bruce protocol or equivalent functional exercise test protocol; and • there is an absence of: a history of syncope; severe left ventricular hypertrophy; a family history of sudden death; or ventricular arrhythmia on Holter testing; and • there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Heart failure (refer also to ‘ventricular assist devices’ below)</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if symptoms arise on moderate exertion. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> there is a satisfactory response to treatment; and there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness). 	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has heart failure. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> there is a satisfactory response to treatment; and there is an exercise tolerance $\geq 90\%$ of the age/sex predicted exercise capacity according to the Bruce protocol or equivalent functional exercise test protocol; and there is an ejection fraction $\geq 40\%$; and the underlying cause of the heart failure is considered; and there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).
<p>Heart transplant</p>	<p>The person should not drive for at least 6 weeks post transplant.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person requires or has had a heart or heart/lung transplant. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> it is at least 6 weeks after transplant; and there is a satisfactory response to treatment; and there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness). 	<p>The person should not drive for at least 3 months post transplant.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person requires or has had a heart or heart/lung transplant. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> it is at least 3 months after transplant; and there is a satisfactory response to treatment; and there is an exercise tolerance $\geq 90\%$ of the age/sex predicted exercise capacity according to the Bruce protocol or equivalent functional exercise test protocol; and there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness).

Medical standards for licensing – cardiovascular conditions

Condition	Private standards	Commercial standards
<p>Ventricular assist devices (LVAD, BiVAD)</p>	<p>(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person should not drive for at least 3 months following insertion of a ventricular assist device.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person requires an LVAD or BiVAD. <p>A conditional licence may be considered by the driver licensing authority subject to 6-monthly review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the device has been in situ for at least 3 months and there have been no equipment problems during the preceding 2 weeks; and • anticoagulation is stable as per this standard; and • the medical condition is stable and satisfactorily controlled, and there are minimal symptoms relevant to driving (chest pain, palpitations, breathlessness); and • the person is confident in relation to all LVAD or BiVAD equipment. <p>Where there is concern of cognitive or neurological impairment, a practical driver assessment should be conducted (refer to Part A section 2.3.1. Practical driver assessments).</p>	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence or a conditional licence:</p> <ul style="list-style-type: none"> • If the person requires a VAD of any type or an artificial heart.

Medical standards for licensing – cardiovascular conditions

Condition	Private standards	Commercial standards
Hypertension	<p>(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has blood pressure consistently > 200 systolic or > 110 diastolic (treated or untreated). <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the blood pressure is well controlled; and • there are no side effects from the medication that will impair safe driving; and • there is no evidence of damage to target organs relevant to driving. 	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • If the person has blood pressure consistently > 170 systolic or > 100 diastolic (treated or untreated). <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist* as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the person is treated with antihypertensive therapy and effective control of hypertension is achieved over a 4-week follow-up period; and • there are no side effects from the medication that will impair safe driving; and • there is no evidence of damage to target organs relevant to driving. <p><i>* Ongoing fitness to drive for commercial vehicle drivers may be assessed by the treating general practitioner provided this is mutually agreed by the specialist, general practitioner and driver licensing authority. The initial granting of a conditional licence must, however, be based on information provided by the specialist.</i></p>
Stroke	Refer to section 6. Neurological conditions.	Refer to section 6. Neurological conditions.

Medical standards for licensing – cardiovascular conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Syncope</p> <p>Refer also to section 1, Blackouts.</p>	<p>The person can resume driving within 24 hours if the episode was vasovagal in nature with a clear-cut precipitating factor (e.g. venesection) and the situation is unlikely to occur while driving. The driver licensing authority should not be notified.</p> <p>The person should not drive for at least 4 weeks after syncope due to other cardiovascular causes.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the condition is severe enough to cause episodes of loss of consciousness without warning. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the underlying cause has been identified; and • satisfactory treatment has been instituted; and • the person has been symptom-free for at least 4 weeks. 	<p>The person can resume driving within 24 hours if the episode was vasovagal in nature with a clear-cut precipitating factor (e.g. venesection) and the situation is unlikely to occur while driving. The driver licensing authority should not be notified.</p> <p>The person should not drive for at least 3 months after syncope due to other cardiovascular causes.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the condition is severe enough to cause episodes of loss of consciousness without warning. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating specialist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the underlying cause has been identified; and • satisfactory treatment has been instituted; and • the person has been symptom-free for 3 months.

References and further reading

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3. Diabetes mellitus

Refer also to section 2. Cardiovascular conditions, section 8. Sleep disorders and section 10. Vision and eye disorders.

3.1. Relevance to the driving task

3.1.1. Effects of diabetes on driving¹⁻³

Diabetes may affect a person's ability to drive, either through a 'severe hypoglycaemic event' or from end-organ effects on relevant functions, including effects on vision, the heart and the peripheral nerves and vasculature of the extremities, particularly the feet. In people with type 2 diabetes, sleep apnoea is also more common (refer to section 8. Sleep disorders). The main hazard in people with insulin-treated diabetes is the unexpected occurrence of hypoglycaemia.

3.1.2. Evidence of crash risk^{1,4-7}

There is a small but appreciable increase in motor vehicle crash risk for drivers with diabetes. The potential effects of hypoglycaemia are of most concern to road safety. However, findings point to a higher risk among those with a history of severe hypoglycaemia. There is also evidence that 'tighter control', as measured by the HbA1c, may be associated with increased crash risk.

3.2. General assessment and management guidelines

General management of diabetes in relation to fitness to drive is summarised in Figure 10. Note, for the purpose of the diabetes standard, appropriate specialist means an endocrinologist or consultant physician specialising in diabetes. For general guidance on diabetes management refer to relevant best practice guidelines (e.g. Royal Australasian College of General Practitioners' *Management of type 2 diabetes: a handbook for general practice*⁸ or the National Health and Medical Research Council's *National evidence based clinical care guidelines for type 1 diabetes for children, adolescents and adults*⁹).

3.2.1. Hypoglycaemia

Definition: severe hypoglycaemic event^{6,8,9}

For the purposes of this document, a 'severe hypoglycaemic event' is defined as an event of hypoglycaemia of sufficient severity such that the person is unable to treat the hypoglycaemia themselves and so requires someone else to administer treatment. It includes hypoglycaemia causing loss of consciousness or seizure. It can occur during driving or at any other time of the day or night. A severe hypoglycaemic event is particularly relevant to driving because it affects

brain function and may cause impairment of perception, motor skills or consciousness. It may also cause abnormal behaviour. A severe hypoglycaemic event is to be distinguished from mild hypoglycaemic events, the latter with symptoms such as sweating, tremulousness, hunger and tingling around the mouth, which are common occurrences in the life of a person with diabetes treated with insulin and some hypoglycaemic agents.

Potential causes⁷

Hypoglycaemia may be caused by many factors including non-adherence or alteration to medication, unexpected exertion, alcohol intake or irregular meals. Meal regularity and variability in medication administration may be important considerations for long-distance commercial driving or for drivers operating on shifts. Impairment of consciousness and judgement can develop rapidly and result in loss of control of a vehicle. Excessively tight control may contribute to hypoglycaemia.

Advice to drivers

The driver should be advised not to drive if a severe hypoglycaemic event is experienced while driving or at any other time, until they have been cleared to drive by a medical practitioner. The driver should also be advised to take appropriate precautionary steps to help avoid a severe hypoglycaemic event – for example, by:

- complying with general medical review requirements as requested by their general practitioner or specialist
- not driving if either their blood glucose is at or less than 5 mmol/L or if, while wearing a continuous or flash glucose monitor, the predicted glucose level is showing downward trends into the hypoglycaemia range (measured when the vehicle is parked)
- wearing a continuous or flash glucose monitor, preferably with an active hypoglycaemia alert or alarm
- not driving for more than two hours without considering having a snack
- not delaying or missing a main meal
- self-monitoring blood glucose levels before driving and every two hours during a journey, as reasonably practical
- carrying adequate glucose in the vehicle for self-treatment
- treating mild hypoglycaemia if symptoms occur while driving including
 - safely steering the vehicle to the side of the road
 - turning off the engine and removing the keys from the ignition
 - self-treating the low blood glucose
 - checking the blood glucose levels 15 minutes or more after the hypoglycaemia has been treated and ensuring it is above 5 mmol/L
 - not recommencing driving until feeling well and until at least 30 minutes after the blood glucose is above 5 mmol/L.

Non-driving period after a 'severe hypoglycaemic event'

If a severe hypoglycaemic event occurs (as defined in section 3.2.1. Hypoglycaemia), the person should not drive for a significant period of time and will need to be urgently assessed. The **minimum period** of time before returning to drive is generally **six weeks** because it often takes many weeks for patterns of glucose control and behaviour to be re-established and for any temporary 'impaired hypoglycaemia awareness' to resolve (see below). The non-driving period will depend on factors such as identifying the reason for the episode, the specialist's opinion and the type of motor vehicle licence. The specialist's recommendation for returning to driving should be based on the patient's behaviour and objective measures of glycaemic control (documented blood glucose) over a reasonable interval.

Impaired hypoglycaemic awareness¹⁰⁻¹⁴

Impaired hypoglycaemic awareness exists when a person does not regularly sense the usual early warning symptoms of mild hypoglycaemia such as sweating, tremulousness, hunger, tingling around the mouth, palpitations and headache. It markedly increases the risk of a severe hypoglycaemic event occurring and is therefore a risk for road safety. Rates of severe hypoglycaemia may be up to seven times higher compared to those who retain hypoglycaemia awareness. Impaired hypoglycaemia awareness occurs in 20-25% of people with type 1 diabetes and about 10% of those with type 2 diabetes. Prevalence is higher in older people and in those with a longer duration of diabetes.

Impaired hypoglycaemic awareness may be screened for using the Clarke questionnaire **Figure 9. Clarke hypoglycaemia awareness survey**), which may be particularly useful for people with insulin-treated diabetes of longer duration (more than 10 years), or following a severe hypoglycaemic event or after a crash. The use of devices such as continuous or flash glucose monitors do not replace the need for a person to be able to sense the warning signs of hypoglycaemia or to compensate for impaired hypoglycaemia awareness.

When impaired hypoglycaemia awareness develops in a person who has experienced a severe hypoglycaemic event, it may improve in the subsequent weeks and months if further hypoglycaemia can be avoided.

A person with persistent impaired hypoglycaemia awareness should be under the regular care of a medical practitioner with expert knowledge in managing diabetes (e.g. an endocrinologist or diabetes specialist), who should be involved in assessing their fitness to drive. As reflected in the standards table on **page 110**, any driver who has a persistent impaired hypoglycaemia awareness is generally not fit to drive unless their ability to experience early warning symptoms returns or they have an effective management strategy for lack of early warning symptoms. For private drivers, a conditional licence may be considered by the driver licensing authority, taking into account the opinion of an appropriate specialist, the nature and extent of the driving involved and the driver's self-care behaviours.

In managing impaired hypoglycaemia awareness, the medical practitioner should focus on aspects of the person's self-care to minimise a severe hypoglycaemic event occurring while driving, including steps described above (*Advice to drivers*). In addition, self-care behaviours that help to minimise severe hypoglycaemic events in general should be a major ongoing focus of regular diabetes care. This requires attention by both the medical practitioner and the person with diabetes to diet and exercise approaches, insulin regimens and blood glucose testing protocols.

3.2.2. Acute hyperglycaemia

While acute hyperglycaemia may affect some aspects of brain function, there is not enough evidence to determine regular effects on driving performance and related crash risk. Each person with diabetes should be counselled about managing their diabetes during days when they are unwell and should be advised not to drive if they are acutely unwell with metabolically unstable diabetes.

3.2.3. Comorbidities and end-organ complications^{1-3,8,9}

Assessment and management of comorbidities is an important aspect of managing people with diabetes with respect to their fitness to drive. This should be part of routine review as per recommended practice and may include, but is not limited to, the following.

Vision

Refer to section 10. **Vision and eye disorders**. Visual acuity should be tested annually. Retinal screening should be undertaken every second year if there is no retinopathy, or more frequently if at high risk. Visual field testing is not required unless clinically indicated.^{7,8}

Neuropathy and foot care

While it can be difficult to be prescriptive about neuropathy in the context of driving, it is important that the severity of the condition is assessed. Adequate sensation and movement for the operation of foot controls is required (refer to section 6. **Neurological conditions** and section 5. **Musculoskeletal conditions**).

Sleep apnoea

Sleep apnoea is a common comorbidity affecting many people with type 2 diabetes and has substantial implications for road safety. The treating health professional should be alert to potential signs (e.g. BMI greater than 35) and symptoms, and apply the Epworth Sleepiness Scale as appropriate (refer to section 8. **Sleep disorders**).

Cardiovascular

There are no diabetes-specific medical standards for cardiovascular risk factors and driver licensing. Consistent with good medical practice, people with diabetes should have their cardiovascular risk factors periodically assessed and treated as required (refer to section 2. **Cardiovascular conditions**).

3.2.4. Gestational diabetes mellitus

The standards in this chapter apply to diabetes mellitus as a chronic condition. The self-limiting condition known as gestational diabetes mellitus does not affect licensing. However, consideration should be given to short-term fitness to drive in women with gestational diabetes mellitus treated with insulin, although severe hypoglycaemia in this condition is rare. Affected women should be counselled to recognise symptoms and to restrict driving when symptoms occur.

Figure 9. Clarke hypoglycaemia awareness survey¹⁰

Patient Survey

The survey is useful to administer to assess hypoglycaemia awareness including for people who have been on insulin for many years after a severe hypoglycaemic event following a crash.

1. Check the category that best describes you:
(check one only)

- I always have symptoms when my blood sugar is low (A).
- I sometimes have symptoms when my blood sugar is low (R).
- I no longer have symptoms when my blood sugar is low (R).

2. Have you lost some of the symptoms that used to occur when your blood sugar was low?

- Yes (R) No (A)

3. In the past six months, how often have you had moderate hypoglycaemia episodes? (episodes where you might feel confused, disoriented or lethargic and were unable to treat yourself)

- Never (A) Once a month (R)
- Once or twice (R) More than once a month (R)
- Every other month (R)

4. In the past year, how often have you had severe hypoglycaemic episodes? (episodes where you were unconscious or had a seizure and needed glucagon or intravenous glucose)

- Never (A) 3 times (R) 7 times (R) 10 times (R)
- 1 time (R) 5 times (R) 8 times (R) 11 times (R)
- 2 times (R) 6 times (R) 9 times (R) 12 or more times (U)

Scoring

- Four or more 'R' responses implies reduced awareness.
- For questions 5 and 6, one 'R' response is given if the answer to question 5 is less than the answer to question 6.
- 'A' responses imply awareness.
- 'U' response (12 or more severe hypoglycaemic episodes in the last 12 months) indicates unawareness.

5. How often in the last month have you had readings less than 3.8 mmol/L with symptoms?

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Never (A) | <input type="checkbox"/> 2 to 3 times/week |
| <input type="checkbox"/> 1 to 3 times | <input type="checkbox"/> 4 to 5 times/week |
| <input type="checkbox"/> 1 time/week | <input type="checkbox"/> Almost daily |

6. How often in the last month have you had readings less than 3.8 mmol/L without any symptoms?

- | | |
|---------------------------------------|--|
| <input type="checkbox"/> Never | <input type="checkbox"/> 2 to 3 times/week |
| <input type="checkbox"/> 1 to 3 times | <input type="checkbox"/> 4 to 5 times/week |
| <input type="checkbox"/> 1 time/week | <input type="checkbox"/> Almost daily |

(R = answer to 5 is less than answer to 6, A = answer to 6 is greater than answer to 5)

7. How low does your blood sugar need to go before you feel symptoms?

- | | |
|---|---|
| <input type="checkbox"/> 3.3–3.8 mmol/L (A) | <input type="checkbox"/> 2.2–2.7 mmol/L (R) |
| <input type="checkbox"/> 2.7–3.3 mmol/L (A) | <input type="checkbox"/> Less than 2.2 mmol/L (R) |

8. To what extent can you tell by your symptoms that your blood sugar is low?

- | | |
|--|-------------------------------------|
| <input type="checkbox"/> Never (R) | <input type="checkbox"/> Often (A) |
| <input type="checkbox"/> Rarely (R) | <input type="checkbox"/> Always (A) |
| <input type="checkbox"/> Sometimes (R) | |

Note: Units of measure have been converted from mg/dl to mmol/L as per http://www.onlineconversion.com/blood_sugar.htm

3.3. Medical standards for licensing

Medical requirements for unconditional and conditional licences are outlined in the table on page 110. Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Diabetes treated by glucose-lowering agents other than insulin for private drivers

Private vehicle drivers treated by glucose-lowering agents other than insulin may generally drive without licence restriction (i.e. on an unconditional licence) but should be required by the driver licensing authority to have five-yearly reviews.

Recommendation and review of conditional licences for commercial vehicle drivers

It is a general requirement that conditional licences for commercial vehicle drivers are issued by the driver licensing authority based on advice from an appropriate medical specialist (endocrinologist or consultant physician specialising in diabetes) and that these drivers are reviewed periodically by the specialist to determine their ongoing fitness to drive (refer to Part A section 4.4. **Conditional licences**). For commercial drivers receiving insulin treatment, at least three months of blood glucose monitoring records should be reviewed in assessing fitness to drive.

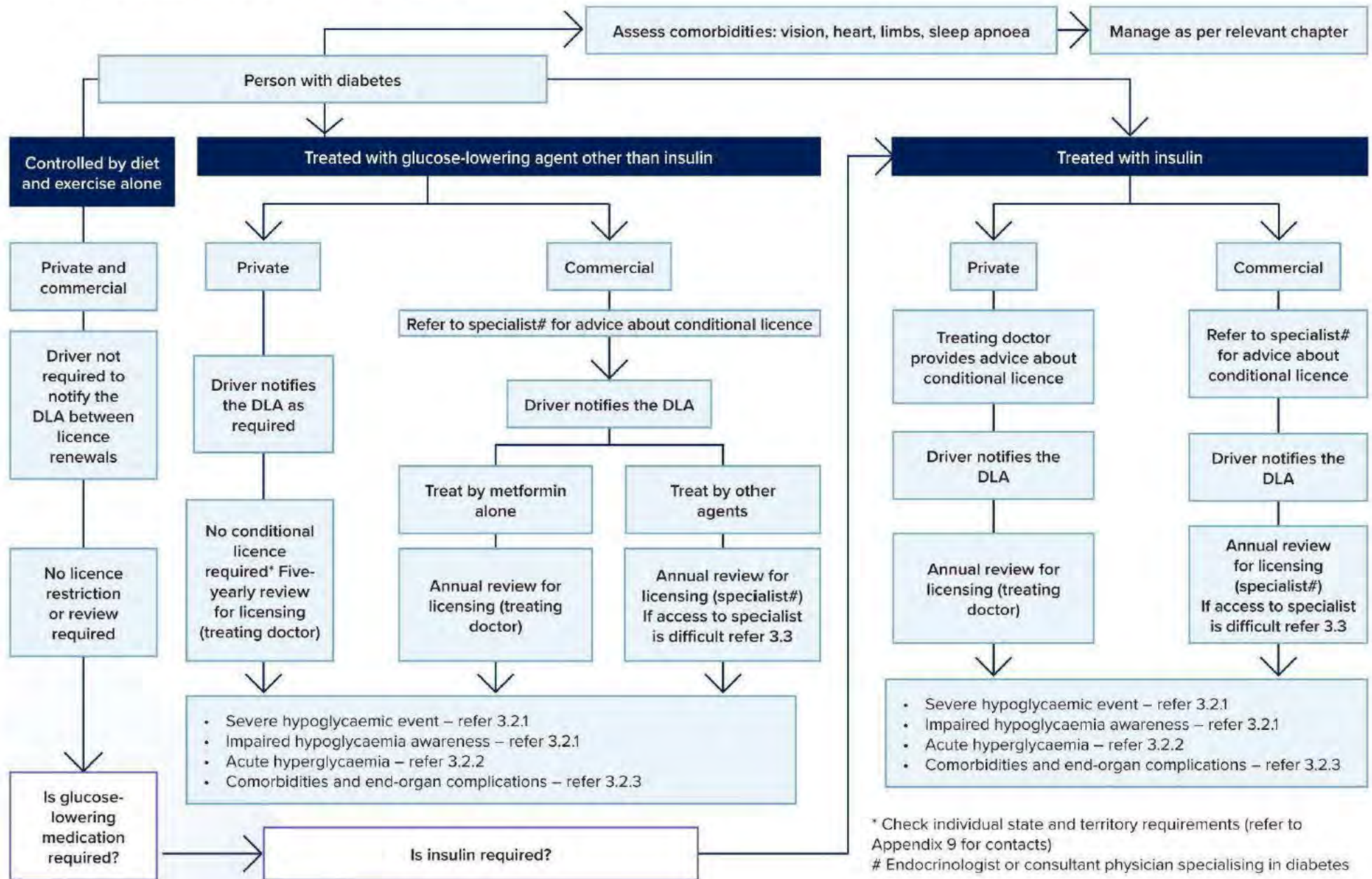
Commercial vehicle drivers treated by glucose-lowering agents other than insulin must have at least an annual review by an appropriate specialist to monitor the progression of their condition. However, in the case of type 2 diabetes managed by metformin alone, ongoing fitness to drive may be assessed by the treating general practitioner by mutual agreement with the specialist. The initial recommendation of a conditional licence must be based on the opinion of an endocrinologist or consultant physician specialising in diabetes.

In areas where access to specialists may be difficult, the driver licensing authority may agree to a process in which:

- initial assessment and advice for the conditional licence is provided by a specialist (endocrinologist or consultant physician specialising in diabetes)
- ongoing periodic review for the conditional licence is provided by the treating general practitioner, with the cooperation of the specialist.

Where appropriate and available, the use of telemedicine technologies such as videoconferencing is encouraged as a means of facilitating access to specialist opinion (refer to Part A, section 3.3.5. **Role of medical specialists**).

Figure 10. Management of diabetes and driving



Medical standards for licensing – diabetes mellitus

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Condition	Private standards	Commercial standards
<p>Diabetes controlled by diet and exercise alone</p>	<p>(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person with diabetes treated by diet and exercise alone may drive without licence restriction. They should be reviewed by their treating doctor periodically regarding the progression of their diabetes.</p>	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person with diabetes treated by diet and exercise alone may drive without licence restriction. They should be reviewed by their treating doctor periodically regarding the progression of their diabetes.</p>
<p>Diabetes treated by glucose-lowering agents other than insulin</p> <p>For definition and management of a 'severe hypoglycaemic event' refer to section 3.2.1</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has end-organ complications that may affect driving, as per this publication; or • the person has had a recent 'severe hypoglycaemic event'. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into consideration the nature of the driving task and information provided by the treating doctor on whether the following criteria are met:</p> <ul style="list-style-type: none"> • any end-organ effects are satisfactorily treated, with reference to the standards in this publication; and • the person is following a treatment regimen that minimises the risk of hypoglycaemia; and • the person experiences early warning symptoms (awareness) of hypoglycaemia or has a documented management plan for lack of early warning symptoms; and • any recent 'severe hypoglycaemic event' has been satisfactorily treated, with reference to the standards in this publication (refer to section 3.2.1). <p>For private drivers who do not meet the above criteria, a conditional licence may be considered by the driver licensing authority, taking into account the opinion of an endocrinologist or consultant physician specialising in diabetes and subject to regular specialist review.</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has non-insulin treated diabetes mellitus and is being treated with glucose-lowering agents other than insulin. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into consideration the nature of the driving task and information provided by an endocrinologist or consultant physician specialising in diabetes* on whether the following criteria are met:</p> <ul style="list-style-type: none"> • there is no recent history of a 'severe hypoglycaemic event' as assessed by the specialist; and • the person experiences early warning symptoms (awareness) of hypoglycaemia; and • the person is following a treatment regimen that minimises the risk of hypoglycaemia; and • there is an absence of end-organ effects that may affect driving as per this publication. <p><i>* For a commercial driver with type 2 diabetes who is being treated with metformin alone, the annual review for a conditional licence may be undertaken by the driver's treating doctor upon mutual agreement of the treating doctor, specialist and driver licensing authority. The initial granting of a conditional licence must, however, be based on information provided by the specialist.</i></p>

Medical standards for licensing – diabetes mellitus

Condition	Private standards	Commercial standards
<p>Insulin-treated diabetes (except gestational diabetes)</p> <p>For definition and management of a 'severe hypoglycaemic event' refer to section 3.2.1</p>	<p>(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has insulin-treated diabetes. <p>A conditional licence may be considered by the driver licensing authority subject to at least 2-yearly review, taking into consideration the nature of the driving task and information provided by the treating doctor on whether the following criteria are met:</p> <ul style="list-style-type: none"> • there is no recent history of a 'severe hypoglycaemic event'; and • the person is following a treatment regimen that minimises the risk of hypoglycaemia; and • the person experiences early warning symptoms (awareness) of hypoglycaemia (refer to section 3.2.1) or has a documented management plan for lack of early warning symptoms; and • there are no end-organ effects that may affect driving as per this publication. <p>For private drivers who do not meet the above criteria, a conditional licence may be considered by the driver licensing authority, taking into account the opinion of an endocrinologist or consultant physician specialising in diabetes and subject to regular specialist review.</p>	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has insulin-treated diabetes. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into consideration the nature of the driving task and information provided by an endocrinologist or consultant physician specialising in diabetes on whether the following criteria are met:</p> <ul style="list-style-type: none"> • there is no recent history (generally at least 6 weeks) of a 'severe hypoglycaemic event' as assessed by the specialist; and • the person is following a treatment regimen that minimises the risk of hypoglycaemia; and • the person experiences early warning symptoms (awareness) of hypoglycaemia (refer to section 3.2.1); and • there are no end-organ effects that may affect driving as per this publication.

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4. Hearing loss and deafness

Refer also to Part B section 5, **Musculoskeletal conditions** and section 10, **Vision and eye disorders**.

This section deals with fitness to drive in relation to hearing loss and deafness. Hearing loss and deafness may be well compensated for when driving by relying on vision, attention and physical mobility to adequately scan the driving environment. Hearing loss and deafness may coexist with other impairments that could compromise these adaptive capabilities, such as visual, mobility and cognitive impairment, particularly in older people. For guidance in assessing multiple medical conditions refer to Part A 2.2.8, **Multiple medical conditions**).

4.1. Relevance to the driving task

4.1.1. Effect of hearing loss on driving¹⁻⁷

The evidence base regarding hearing loss and driving safely is limited; however, the analysis of the small number of quality studies report that hearing loss has no effect on motor vehicle crash risk.¹ It may be that a loss of hearing is well compensated for since most people who are hard of hearing are aware of their disability and therefore tend to be more cautious and rely more on visual cues and other sensations such as vibrations. Functional hearing is used in the driving task to:

- sense alarms, notifications and other auditory cues in the driving environment (e.g. railway crossings, first responder sirens)
- sense auditory cues on the state and position of the vehicle from vehicle technology systems (e.g. alarms, warning systems using sound alerts)

- compensate for comorbidities or general reduction in functional abilities that may impair driving (e.g. slower reaction times, reduced neck rotation due to musculoskeletal changes)
- assist in maintaining general vigilance, alertness and arousal.

4.1.2. Considerations for commercial vehicle drivers^{8,9}

While driving ability per se might not be affected by a hearing loss, responsiveness to critical events is an important safety consideration for drivers of commercial vehicles. These drivers therefore require the capacity to ensure safety and the capacity to respond to environmental situations that may involve sirens, rail crossings and emergency signals as well as conditions of the vehicle and roads. It may be challenging to rely solely on vision to compensate for a significant hearing loss in a commercial vehicle. The internal commercial vehicle cabin can place additional attentional, workload and visual demands on drivers for undertaking tasks such as checking multiple displays or monitors and using communication systems. These additional tasks reduce capacity to compensate for a lack of hearing by relying on vision to monitor the external environment.

4.2. General assessment and management guidelines

4.2.1. Commercial vehicle drivers

Only drivers of commercial vehicles are required to meet a hearing standard for the reasons outlined above. The following hearing assessment applies to all forms of hearing loss including congenital and childhood hearing loss, and hearing loss acquired in later years. The process is summarised in **Figure 11**.

Management of hearing loss in commercial vehicle drivers.

- Compliance with the standard should be clinically assessed initially by the treating doctor, audiologist* or audiometrist.** If there is doubt about the person's hearing, audiometry should be performed by an ear, nose and throat (ENT) specialist, audiologist* or audiometrist.** The person need not undergo audiometry if their hearing is satisfactory.
- If on audiometry the person has unaided hearing loss greater than or equal to 40 dB in the better ear (averaged over the frequencies 0.5, 1, 2 and 3 KHz), they do not meet the criteria for an unconditional licence.
- If the standard is able to be met with a hearing aid, the driver licensing authority may consider a conditional licence, subject to periodic assessment of hearing, the use of the hearing aid whilst driving and of the hearing aids set at a frequency advised by the ENT specialist, audiologist* or audiometrist.** Stable conditions may not require periodic review.

- If the standard is not able to be met with a hearing aid, this does not disqualify the person from driving. They should be offered individualised assessment to determine their eligibility for a conditional licence. This may comprise assessment by an ENT specialist or audiologist* including consideration of:
 - the person's medical history – for example, childhood deafness may have led to good adaptation
 - the person's driving record before and since the hearing loss
 - the nature of the driving task – for example, the type of vehicle (e.g. truck, bus), roads and distances to be travelled
 - the ergonomics of the driving cab – for example, assistive devices such as mirrors and a GPS
 - concomitant medical conditions such as vision impairment or cognitive impairment
 - practical driver assessment if required (refer to Part A section **2.3.1. Practical driver assessments**). The report may advise on assistive technologies as a licence condition.

The driver licensing authority may consider a conditional licence based on the information received. Periodic review may include medical review and/or a practical driver assessment at the discretion of the driver licensing authority. The health professional should advise on the frequency of review as determined by the natural history of the condition. Stable conditions may not require periodic review.

In some cases, noise amplification from wearing hearing aids may lead to driver distraction and may warrant individualised assessment as above to determine fitness to drive without the hearing aid.

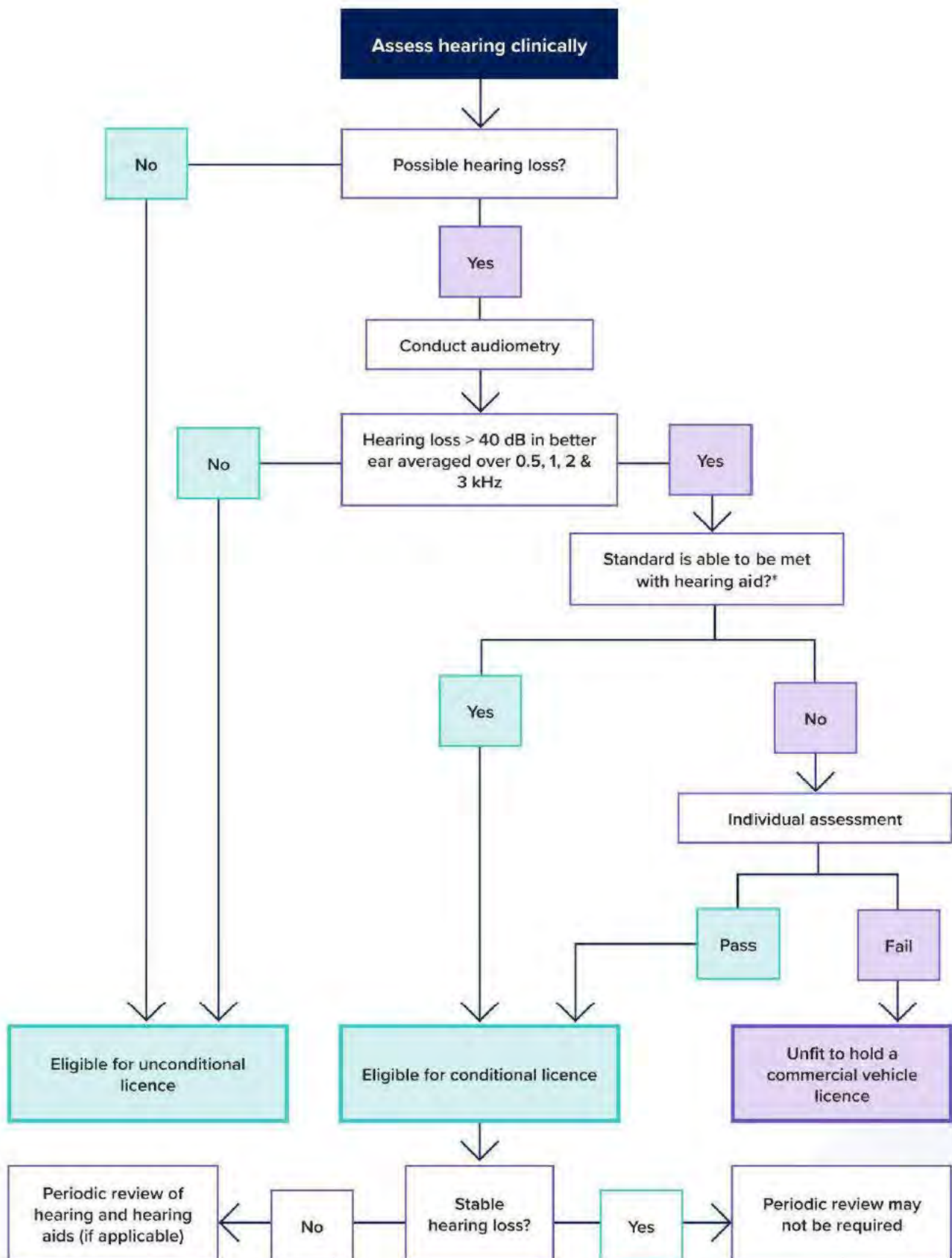
4.2.2. Private vehicle drivers

While hearing loss will not preclude driving a private car, people with hearing loss should be advised regarding their loss and their limited ability to hear warning signals. Assistive technologies such as hearing aids, sensors and/or physical equipment such as additional mirrors might also be used upon consideration of the needs of the individual driver. Occupational therapist driving assessors can assist with identifying vehicle aides.

* For the purposes of this document an audiologist is a person accredited as such by Audiology Australia (refer to www.audiology.asn.au) or the Australian College of Audiology (refer to www.acaud.org).

** For the purposes of this document, an audiometrist is a person accredited as such by the Australian College of Audiology (refer to www.acaud.org) or the Hearing Aid Audiology Society of Australia (refer to www.haasa.org.au).

Figure 11. Management of hearing loss in commercial vehicle drivers



* In some cases noise amplification as a result of wearing hearing aids may lead to driver distraction and may warrant individualised assessment to determine fitness to drive without the hearing aid (refer to section 4.2.1).

4.3. Medical standards for licensing

Requirements for unconditional and conditional licences are outlined in the following table.

Medical standards for licensing – hearing		
Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.		
Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Hearing loss	<p>There is no hearing standard for private vehicle drivers.</p> <p>Refer to 4.2. General assessment and management guidelines.</p>	<p>Compliance with the standard should be clinically assessed initially. If the initial clinical assessment indicates possible hearing loss, the person should be referred for audiometry.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has unaided hearing loss ≥ 40 dB in the better ear (averaged over the frequencies 0.5, 1, 2 and 3 KHz). <p>A conditional licence may be considered by the driver licensing authority subject to periodic review,* taking into account the nature of the driving task and information provided by an ENT specialist or audiologist,** as to whether:</p> <ul style="list-style-type: none"> the standard is able to be met with a hearing aid.*** <p>If the standard is not able to be met with a hearing aid, further individualised assessment should be offered.</p> <p>A conditional licence may be considered by the driver licensing authority subject to periodic review,* taking into account:</p> <ul style="list-style-type: none"> the nature of the driving task; and information provided by an ENT specialist or audiologist;** and the results of a practical driver assessment if required. <p>* <i>Stable conditions may not require periodic review.</i></p> <p>** <i>Refer to section 4.2. General assessment and management guidelines.</i></p> <p>*** <i>In some cases, noise amplification as a result of wearing hearing aids may lead to driver distraction and may warrant individualised assessment to determine fitness to drive without the hearing aid (refer to 4.2. General assessment and management guidelines).</i></p>

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5. Musculoskeletal conditions

Refer also to Part A section 2.2.7. Older drivers and age-related changes and 2.2.9. Drugs and driving; Part B section 6. Neurological conditions and section 10. Vision and eye disorders.

This section deals with fitness to drive in relation to a variety of musculoskeletal conditions and disabilities that may result in chronic pain, muscle weakness, joint stiffness, sensory loss or loss of limbs. Specific neuromuscular conditions, such as multiple sclerosis, are addressed under section 6. **Neurological conditions**. Musculoskeletal conditions are also likely to coexist with other impairments, such as visual and cognitive impairment, particularly in older people. For guidance in assessing older drivers and multiple medical conditions refer to Part A section 2.2.7. **Older drivers and age-related changes** and 2.2.8. **Multiple medical conditions**).

5.1. Relevance to the driving task

5.1.1. Effects of musculoskeletal conditions on driving

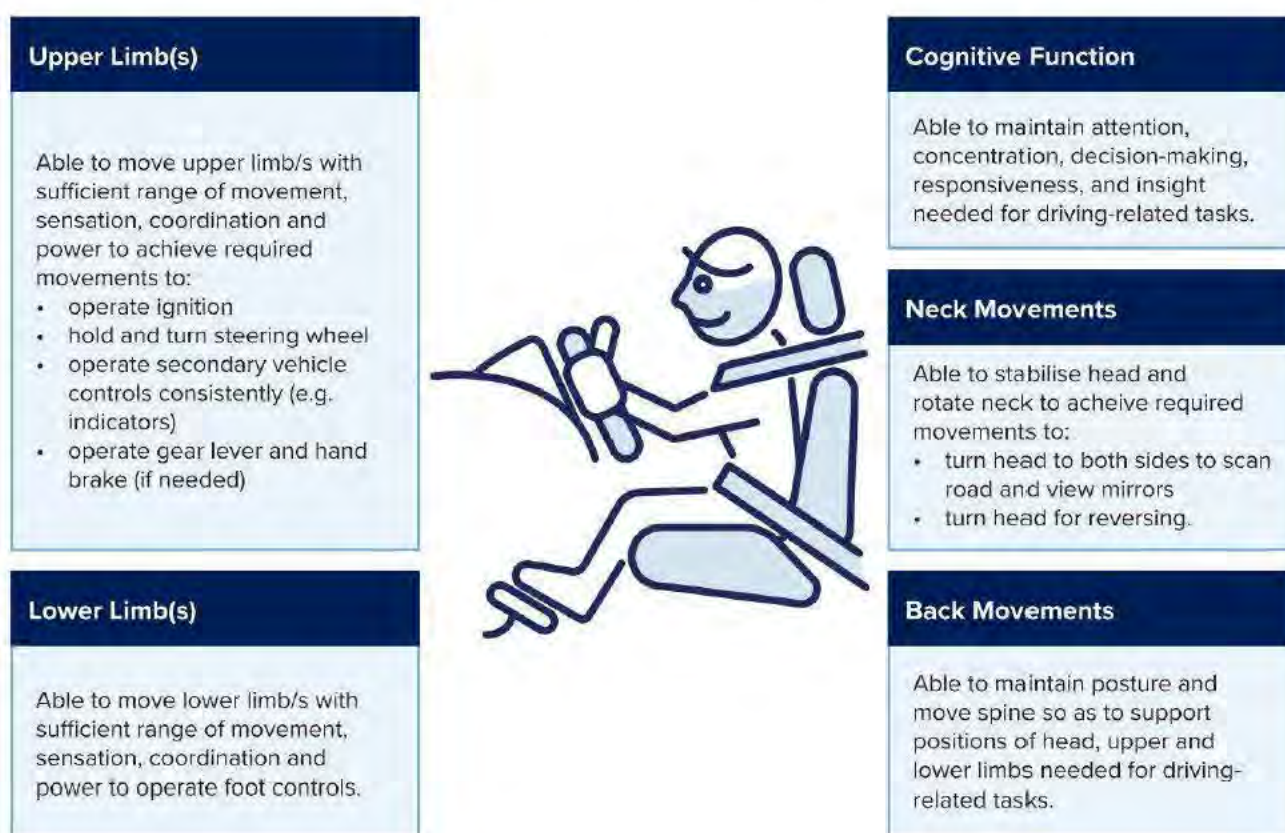
To safely operate a motor a vehicle, drivers must be able to execute and coordinate many complex muscular movements, requiring adequate range of movement, sensation, coordination and power of the upper and lower limbs (refer Figure 12):

- the upper limbs are required to steer and to operate gears/transmission and secondary vehicle controls;
- the lower limbs are required to operate the foot controls;
- the ability to rotate the head is important for scanning the environment including when reversing;
- general postural stability and endurance is also required; and
- entering and leaving the vehicle also requires a degree of strength and flexibility.

There is a close link between these requirements and the cognitive and decision-making requirements of the driving task.

Specific requirements will vary depending on the vehicle and the driving task. Commercial vehicles vary considerably in terms of cabin access and design, vehicle controls and ergonomics, and the commercial driving task can be physically demanding in terms of the vehicle operation as well as the duration of driving. The needs of motorcyclists also differ due to the type of controls and the overall driving task, as well as requirements for balance and agility.

Figure 12. General functional requirements for driving motor vehicles (excluding motorcycles)



The features of modern vehicles, such as digital controls, reversing cameras, automatic transmission, power steering and adjustable seats, accommodate a range of impairments. Adaptive equipment can also be installed (e.g., hand-operated controls) that enable many drivers with impairments to operate vehicles safely (refer to Table 6).

Chronic impairment of musculoskeletal functions may arise from numerous disorders and trauma (e.g., amputations, arthritis, ankylosis, deformities and chronic lower back pain). Issues related to muscle tone, spasm, sitting tolerance and endurance, as well as the effects of medications, may also need to be considered (refer to Part A section 2.2.9. Drugs and driving).

Acute and chronic pain associated with musculoskeletal conditions may also impact the cognitive aspects of driving, with evidence that it affects attention and concentration, as well as emotional responses. This is an important consideration for the overall management of drivers with musculoskeletal conditions (refer to section 5.2. General assessment and management guidelines).

It is possible to drive safely with quite severe functional impairment; however, driver insight into functional limitations, stability of the condition and compensatory body movements or vehicle devices to overcome deficits are usually required (refer to section 5.2. General assessment and management guidelines).

5.1.2. Evidence of crash risk¹

There is limited published data on the risk of a crash or loss of control of a vehicle due to musculoskeletal disorders. While several studies describe driving difficulties experienced by people with physical impairment affecting the musculoskeletal system, the evidence suggests there is only a slightly increased risk of crash associated with these disorders. This may be attributed to the driver's ability to compensate for physical impairments while driving or, as for various other conditions, it may be due to self-limiting of driving by people with these conditions.

5.2. General assessment and management guidelines²

5.2.1. Clinical assessment

Given the variability in vehicles and driving tasks, driver assessment should be individualised and based on their defined functional requirements, together with the associated impacts of their condition and treatment.

The clinical assessment aims to identify whether a driver's condition is likely to result in difficulty undertaking the driving task and whether and how they might be supported to drive safely. Several factors need to be considered:

- the person's driving and mobility requirements
- the person's functional capacity relative to the driving task
 - muscle strength
 - flexibility
 - endurance
 - sensory abilities (sensation, proprioception, kinaesthesia)
- the presence of pain that may impede concentration, attention or movement

- the potential impairment from prescription medications balanced against the patient's improvement in function and health more generally
- the likely progression of the condition/disability
- the person's current use of adaptive strategies and equipment, including impacts on functionality and outcomes such as endurance on the driving task
- the impact of comorbidities and age-related change.

5.2.2. Chronic pain associated with musculoskeletal conditions³

Assessment and management of chronic pain should consider the functional and cognitive impacts on driving. This includes whether pain or pain treatments (refer Part A section 2.2.9. *Drugs and driving*) are likely to affect attention, concentration or decision-making, or the person's ability to respond appropriately in the driving environment. The functional and cognitive impacts may fluctuate.

Fitness to drive will depend on the demands of the driving task, and whether these can be managed or modified. It will also depend on self-management and compensatory strategies and the driver's insight into the impact of their chronic pain. A practical driver assessment may assist in some cases to evaluate the impact of chronic pain on driving (refer to Part A section 2.3.1. *Practical driver assessments*).

5.2.3. Functional and practical assessment

In addition to a clinical examination, a functional assessment and/or practical driver assessment may be required to assess functional limitations and identify requirements for vehicle adaptation or personal restrictions (refer to Table 6 for examples).^{4,5}

Processes for initiating and conducting driver assessments vary between the states and territories. Practical assessments may be

conducted by occupational therapists or others approved by the driver licensing authority (refer to Part A section 2.3.1. **Practical driver assessments**). The assessments may be initiated by the examining health professional or by the driver licensing authority. Recommendations following assessment may relate to:

- licence status
- the need for rehabilitation or retraining
- licence conditions such as vehicle modification or personal restrictions
- requirements for reassessment.

If a person installs or upgrades a vehicle modification, reassessment is generally only required if a different class of device will be used. The device classes include:

- hand-operated brake and accelerator lever controls, requiring a steering aid
- hand-operated brake and accelerator controls, maintaining two hands on the steering wheel
- pedal modifications, maintaining operation by the lower limbs (e.g., left foot accelerator, pedal extensions)
- steering aids
- secondary control modifications (e.g., park brake, gear selector).

Information about the options for practical driver assessment in the relevant state or territory can be obtained by contacting the local driver licensing authority (**Appendix 9. Driver licensing authority contacts**). For information about occupational therapists qualified in driver assessment, contact Occupational Therapy Australia (refer to **Appendix 9. Driver licensing authority contacts**).

In the case of a driver seeking a conditional commercial vehicle licence, the person will have to initially demonstrate proficiency in driving a light vehicle (car) before being assessed in a commercial vehicle. For the commercial vehicle licence, an on-road driver assessment will need to be undertaken in the commercial vehicle and with modifications if required. This assessment should be conducted as required by the driver licensing authority.

Motorcyclists with a musculoskeletal disability will require a practical driver assessment (refer to Part A section 2.3.1. **Practical driver assessments**).

Table 6. Examples of vehicle modifications and personal restrictions relevant to musculoskeletal disorders*

Example of disability/situation	Examples of licence conditions (vehicle modification or personal restrictions)
Left leg disability	Automatic transmission
Left arm disability	Automatic transmission and steering aid
Short stature	Built-up seat and pedals
Loss of leg function	Hand-operated controls
Loss of right leg function	Left foot accelerator
Reduced upper limb strength	Power steering only
Short leg(s)	Extended pedals
Loss of limb function or limb-deficient	Prosthesis required

* These are not mandatory requirements and may be unsuitable in some circumstances.

5.2.4. Congenital or non-progressive conditions

Drivers who have conditions of a non-progressive nature (e.g., congenital loss or incapacity of a limb) require a medical assessment for the first issue of a licence. Periodic review is not usually required if the condition is static and there are no comorbidities impacting on fitness to drive.

5.2.5. Use of prosthetic devices

Prosthetic devices are an alternative to vehicle modification and may be suitable for people who are learning to drive or returning to driving after a significant injury. These devices should be recommended by an occupational therapist specialising in the area, with confirmation that:

- the prosthesis manufacturer has not specified that the prosthesis is unsuitable for driving
- the person has demonstrated:
 - the ability to drive safely while using the prosthesis, including maintaining uninterrupted observation of the road (i.e., not needing to visually check the prosthesis' position)
 - adequate strength and endurance to maintain prosthetic use while driving
- the therapist has assessed appropriate sensation (superficial and proprioception) in the stump and remaining limb
- the therapist has confidence in the fit of the prosthesis
- the prosthesis-vehicle control interfaces have been evaluated and addressed (e.g., upper limb prostheses may require a suitably designed steering aid if used to maintain steering control).

Periodic review may not be required where the driver's health is stable and there are no other medical conditions that may impair driving.

5.2.6. Short-term musculoskeletal conditions

People with severe musculoskeletal pain and/or reduced mobility associated with short term conditions, such as injury or surgery should be advised not to drive for the duration of their treatment. Return to driving should be determined by the treating doctor and is not a licensing issue. Considerations include the impact of pharmacologic treatments (refer Part A section 2.2.9. **Drugs and driving**) and non-pharmacologic treatments such as soft collars or braces.

Some loss of neck movement is allowable if the vehicle is fitted with adequate internal and externally mounted mirrors or cameras, and provided the driver meets the visual standards for driving and has no cognitive or insight limitations that might affect adopting compensatory strategies.

An occupational therapy driver assessor opinion may be obtained if there is ongoing limitation of function.

Guidance for managing short-term conditions is included in Part A section 2.2.3. **Temporary conditions**.

5.3. Medical standards for licensing

Requirements for unconditional and conditional licences are outlined in the following table.

Medical standards for licensing - musculoskeletal conditions Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.		
Condition	Private standards	Commercial standards
Musculoskeletal disorders (including chronic pain, muscle weakness, arthritis)	(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3) A person is not fit to hold an unconditional licence : <ul style="list-style-type: none"> • if the driver's ability to perform the required driving activities (refer to section 5.2.1. Clinical assessment and Figure 12) is inadequate. A conditional licence may be considered by the driver licensing authority subject to periodic review , taking into account: <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by the treating doctor on: <ul style="list-style-type: none"> – the stability of the condition; and – the benefit of treatments, prostheses or other devices (see footnote below); or – medications that may impair capacity for safe driving (refer to Part A, section 2.2.9. Drugs and driving). • a practical driver assessment if required;* and • any modification to the vehicle. * <i>Motorcyclists with a musculoskeletal disability will require a practical driver assessment (refer to Part A section 2.3.1. Practical driver assessments).</i>	(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3) A person is not fit to hold an unconditional licence : <ul style="list-style-type: none"> • if the driver's ability to perform the required driving activities (refer to section 5.2.1. Clinical assessment and Figure 12) is inadequate. A conditional licence may be considered by the driver licensing authority subject to periodic review , taking into account: <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by the treating doctor on: <ul style="list-style-type: none"> – the stability of the condition; and – the benefit of treatments, prostheses or other devices (see footnote below); or – medications that may impair capacity for safe driving (refer to Part A, section 2.2.9. Drugs and driving). • the results of a practical driver assessment;* and • any modification to the vehicle. * <i>All commercial vehicle drivers with a musculoskeletal disability will require a practical driver assessment (refer to Part A section 2.3.1. Practical driver assessments).</i>

Note: The evaluation of the effectiveness of prostheses and the specification of appropriate modifications to vehicle controls is a specialist area. It is recommended that the person be referred to an occupational therapist specialising in the area and that the report from that professional be made available to the driver licensing authority (refer to Appendix 10. Specialist driver assessors).

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6. Neurological conditions

Safe driving is a demanding task that requires a number of intact neurological functions including:

- visuospatial perception
- insight
- judgement
- attention and concentration
- comprehension
- reaction time
- memory
- sensation
- muscle power (refer to section 5. **Musculoskeletal conditions**)
- coordination
- vision (refer to section 10, **Vision and eye disorders**).

Impairment of any of these capacities may be caused by neurological disorders and therefore affect safe driving ability. In addition to these deficits, some neurological conditions produce seizures.

This chapter provides guidance and medical criteria for the following conditions:

- dementia (refer to **section 6.1**)
- seizures and epilepsy (refer to **section 6.2**)
- other neurological conditions including (refer to **section 6.3**)

- aneurysms
- cerebral palsy
- head injury
- neuromuscular conditions
- Parkinson's disease
- multiple sclerosis
- Ménière's disease
- stroke
- transient ischaemic attacks
- subarachnoid haemorrhage
- space-occupying lesions including brain tumours
- other neurodevelopmental conditions.

The focus of this chapter is on long-term or progressive disorders affecting driving ability and licensing status. Some guidance (advisory only) is provided regarding short-term fitness to drive – for example, following a head injury. Refer also to Part A section 2.2.3. **Temporary conditions**.

Where people experience musculoskeletal, visual or psychological symptoms, the relevant standards should also be considered. Refer to section 5. **Musculoskeletal conditions**, section 7. **Psychiatric conditions** and section 10. **Vision and eye disorders**.

6.1. Dementia

Refer also to Part A section 2.2.7. Older drivers and age-related changes and section 2.2.8. Multiple medical conditions).

Dementia is a syndrome due to a disease of the brain, usually of a chronic or progressive nature, in which there is disturbance of one or more cognitive functions beyond what might be expected from normal ageing. It can affect memory, thinking, orientation, comprehension, calculation, learning capacity, language, and judgement. Consciousness is not clouded. The impairments are commonly accompanied, and occasionally preceded, by deterioration in emotional control, social behaviour, or motivation.

Disease pathology without cognitive impairment can be seen in preclinical dementia, while a slight but noticeable decline in some cognitive functions may indicate mild cognitive impairment (MCI) or prodromal dementia. Alzheimer's disease is the most common form of dementia and may contribute to 60–70% of cases. Other major forms include vascular dementia, dementia with Lewy bodies, and a group of diseases that contribute to frontotemporal dementia.

The estimated proportion of the general population aged 60 and over with dementia at a given time is between 5–8%. Although age is the strongest known risk factor for dementia, it is not an inevitable consequence of ageing. Further, dementia does not exclusively affect older people – young onset dementia (defined as the onset of symptoms before the age of 65 years) accounts for up to 9% of cases.

6.1.1. Relevance to the driving task

Effects of dementia on driving¹

Dementia is characterised by significant loss of cognitive abilities such as memory capacity, psychomotor abilities, attention, visuospatial functions, insight and executive functions.

Dementia may affect driving ability in several ways including:

- errors with navigation, including forgetting routes and getting lost in familiar surroundings
- limited concentration or 'gaps' in attention, such as failing to see or respond to 'stop' signs
- errors in judgement, including misjudging the distance between cars and misjudging the speed of other cars
- confusion when making choices – for example, difficulty choosing between the accelerator or brake pedals in stressful situations
- poor decision making or problem solving, including failure to give way appropriately at intersections and inappropriate stopping in traffic
- poor insight and denial of deficits
- slowed reaction time, including failure to respond in a timely fashion to instructions from passengers
- poor hand–eye coordination.

Other causes of fluctuating cognitive impairment or delirium, such as hepatic, renal or respiratory failure, do not usually have an impact on licence status and may be managed in the short term according to general principles (refer to Part A section 2. **Assessing fitness to drive - general guidance**).

Evidence of crash risk^{2,3}

Dementia syndrome and symptoms are associated with a moderately high risk of collision compared with matched controls. However, the evidence does not suggest that all people with dementia symptoms should have their licences revoked or restricted. Throughout all stages of their condition, drivers require regular monitoring regarding progression of the disease. While for some drivers the crash risk is minimised because they choose, or are persuaded by their family, to voluntarily cease driving, others with significant cognitive decline and limited insight may require careful management and support in this regard, as discussed below.

6.1.2. General assessment and management guidelines

Preclinical dementia⁴

Preclinical dementia is increasingly being identified using modern diagnostic techniques. The dementia-related pathology is diagnosed in advance of the clinical manifestations of dementia itself, including symptoms that impair driving (e.g. preclinical Alzheimer's disease). A person diagnosed in this manner, who has no clinically significant symptoms of dementia, can be considered fit to drive. Health professional review may be appropriate to monitor disease progression and development of dementia symptoms.

Mild cognitive impairment⁵⁻⁷

Mild cognitive impairment (MCI), which incorporates the prodromal stage of dementia, causes a slight but measurable decline in cognitive abilities. The cognitive changes are noticeable to the person and to family members and friends but generally do not affect the person's ability to carry out everyday activities. Driving studies examining the effects of MCI

found limited evidence of increased driving error rates, concluding that MCI does not significantly impair driving. Where there is impairment across multiple cognitive domains such as visuospatial, attention, and executive functions, it may be appropriate to consider the driver's fitness to drive and perform an assessment as outlined below.

Dementia assessment⁸

Due to the progressive and irreversible nature of the condition, people with a diagnosis of dementia will eventually be a risk to themselves and others when driving. The level of impairment varies widely – each person will experience a different pattern and timing of impairment as their condition progresses, and some people may not need to stop driving immediately. Individual assessment and regular review are therefore important, although it is difficult to predict the point at which a person will no longer be safe to drive.

A combination of medical assessment (including specialist assessment as required) and off-road and on-road practical assessments appears to give the best indication of driving ability. For further information about practical driver assessments refer to Part A section 2.3.1.

Practical driver assessments.

The following points may assist in assessing a person:

- **Driving history.** Have they been involved in any driving incidents? Have they been referred for assessment by the police or a driver licensing authority?
- **Vision.** Can they see things coming straight at them or from the sides? (refer to section 10. Vision and eye disorders)
- **Hearing.** Can they hear the sound of approaching cars, car horns and sirens?
- **Reaction time.** Can they turn, stop or speed up their car quickly?

- **Problem solving.** Do they become upset and confused when more than one thing happens at the same time?
- **Coordination.** Have they become clumsy and started to walk differently because their coordination is affected?
- **Praxis.** Do they have difficulty using their hands and feet when asked to follow motor instructions?
- **Alertness and perception.** Are they aware and understand what is happening around them? Do they experience hallucinations or delusions?
- **Insight.** Are they aware of the effects of their dementia? Is there denial?
- **Other aspects of driving performance.**
 - Can they tell the difference between left and right?
 - Do they become anxious or confused on familiar routes?
 - Can they comprehend road signs?
 - Can they respond to verbal instructions?
 - Do they understand the difference between 'stop' and 'go' lights?
 - Are they able to stay in the correct lane?
 - Can they read a road map and follow detour routes?
 - Has their mood changed when driving? (Some previously calm drivers may become anxious, panicked, angry or aggressive.)
 - Are they confident when driving?

Because of the lack of insight and variable memory abilities associated with most dementia syndromes, the person may minimise or deny any difficulties with driving. Relatives may be a useful source of information regarding overall coping and driving skills. They may comment about the occurrence of minor crashes, or whether they are happy to be driven by the person with dementia. Referral for a practical

driving assessment may be warranted where sufficient concern or uncertainty remains regarding the degree of impact of the cognitive impairments (refer to Part A section 2.3.1. Practical driver assessments).

Transition from driving

Licence restrictions, such as limitation of driving within a certain distance from a driver's home, may be considered by the driver licensing authority (refer to section 6.1.3. Medical standards for licensing). Community mobility assessment and planning with reference to cessation of driving may include family support, accessing local public transport or using community buses, and providing information about taxi and other community transport services available for people with disabilities. A number of resources are available to support the transition. Specific information resources are available from Dementia Australia for drivers with dementia and their family/carers.

Failure to comply with advice or licence restriction

People may continue to drive despite being advised they are unsafe, and despite their licence being restricted or revoked. This may be because of denial, memory loss or loss of insight. Discussions with the person's family/carers may be helpful, and alternative transportation can be explored. Where the person is judged to be an imminent threat to safety, all states and territories provide indemnity for health professionals and other members of the public who notify the driver licensing authority of at-risk drivers; the driver licensing authority will then take the necessary steps.

6.1.3. Medical standards for licensing

Requirements for unconditional and conditional licences are outlined in the following table.

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Due to the progressive nature of dementia and the need for frequent review, a person diagnosed with this condition may not hold an unconditional licence for either a private or commercial vehicle. Private vehicle drivers may be considered for a conditional licence subject to medical opinion and practical assessment as required. The practical assessment is generally appropriate for borderline cases where the impact on driving is unclear. Commercial vehicle drivers require specialist assessment including a practical driver assessment (refer to Part A section 2.3.1. **Practical driver assessments**).

One option available to maintain a driver's independence despite a reduction in capacity is to recommend that an area restriction be placed on the licence. This effectively limits where the person can drive and is most expressed as a kilometre radius restriction based on their home address. Drivers should be capable of managing usual driving demands (e.g. negotiating intersections, giving way to pedestrians) as required in their local area. These licence conditions are only suitable for drivers who can reasonably be expected to understand and remember the limits as well as reliably compensate for any functional declines.

The ability to respond appropriately and in a timely manner to unexpected occurrences such as roadworks or detours that require problem solving should also be considered. People lacking insight or with significant visual, memory or cognitive-perceptual impairments are therefore usually not suitable candidates for a radius restriction. When advising such a restriction it is also important to remember the following:

- A driver may not always appreciate the meaning or extent of a specified number of kilometres from home.
- Potential hazards such as pedestrians, intersections, roadworks, bad weather and detours can still exist in familiar streets close to home and can be a source of confusion.
- A driver licence is a legal document that demonstrates that a driver has satisfied the driver licensing authority that they are fit to use the road system as it exists – this means they must be competent to deal with unexpected and hazardous situations, even when limited to driving close to home.
- Restrictions to specified routes are not practicable and should not be advised.

Drivers with a diagnosis of dementia will generally not meet the commercial standards. In some situations a conditional licence may be considered by the driver licensing authority subject to careful assessment by an appropriate specialist. Commercial vehicle drivers must also be subject to a practical driver assessment (refer to Part A section 2.3.1. **Practical driver assessments**).

Medical standards for licensing - dementia and other cognitive impairment

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Dementia	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has a diagnosis of dementia*. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by the treating doctor regarding the level of impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time or memory and the likely impact on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments). <p>The opinion of an appropriate specialist may also be considered.</p> <p>* <i>This does not include preclinical or prodromal/MCI stages of the disease unless impairments are present as described in section 6.1.2. General assessment and management guidelines</i></p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has a diagnosis of dementia*. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by an appropriate specialist regarding the level of impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time or memory and the likely impact on driving ability; and • the results of a practical driver assessment.** <p>* <i>This does not include preclinical or prodromal/MCI stages of the disease unless impairments are present as described in section 6.1.2. General assessment and management guidelines</i></p> <p>** <i>All commercial vehicle drivers will require a practical driver assessment (refer to Part A section 2.3.1. Practical driver assessments).</i></p>

References and further reading

1. Rapoport, M. J. *et al.* An International Approach to Enhancing a National Guideline on Driving and Dementia. *Current Psychiatry Reports* vol. 20 (2018).
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3. Charlton, J. L. *et al.* *Influence of chronic illness on crash involvement of motor vehicle drivers: 3rd edition.* (Monash University Accident Research Centre, 2020).
4. Dubois, B. *et al.* Preclinical Alzheimer's disease: Definition, natural history, and diagnostic criteria. *Alzheimer's and Dementia* vol. 12 292–323 (2016).
5. Hird, M. A. *et al.* Investigating Simulated Driving Errors in Amnesic Single- and Multiple-Domain Mild Cognitive Impairment. *Journal of Alzheimer's Disease* **56**, 447–452 (2017).
6. Eramudugolla, R., Huque, M. H., Wood, J. & Anstey, K. J. On-Road Behavior in Older Drivers With Mild Cognitive Impairment. *Journal of the American Medical Directors Association* **22**, 399-405.e1 (2020).
7. Anstey, K. J. *et al.* Assessment of Driving Safety in Older Adults with Mild Cognitive Impairment. *Journal of Alzheimer's Disease* **57**, 1197–1205 (2017).
8. Australian and New Zealand Society for Geriatric Medicine. *Australian and New Zealand Society for Geriatric Medicine Position Statement No. 11 Driving and Dementia.* (2009).

6.2. Seizures and epilepsy

Refer also to section 1. Blackouts and section 2. Cardiovascular conditions.

6.2.1. Relevance to the driving task

Effects of seizures on driving¹⁻³

Seizures vary considerably, some being purely subjective experiences – for example, some focal seizures – but most involve some impairment of consciousness (e.g. absence and focal impaired awareness seizures) or loss of voluntary control of the limbs (e.g. focal motor and focal impaired awareness seizures). Convulsive (tonic–clonic) seizures may be generalised from onset or have a focal onset. Seizures associated with loss of awareness, even if brief or subtle, or loss of motor control, have the potential to impair the ability to control a motor vehicle.

Evidence of crash risk⁴⁻⁶

Most studies have reported an elevated crash risk among drivers with epilepsy, but the size of the risk varies considerably across the studies. These studies have found that people with epilepsy are twice as likely to be involved in a motor vehicle crash compared with the general driving population. More recent studies have found that drivers who do not take antiseizure medication as prescribed are at an increased risk for experiencing a crash.

6.2.2. General assessment and management guideline^{7,8}

Epilepsy refers to the tendency to experience recurrent seizures. Not all people who experience a seizure have epilepsy.

Epilepsy is a common disorder with a cumulative incidence of 2 per cent of the population, with 0.5 per cent affected and taking medication at any one time. Most cases respond well to treatment, with a terminal remission rate of 80 per cent or more. The majority suffer few seizures in a lifetime, and about half will have no further seizures in the first one or two years after starting treatment. Some people with epilepsy may eventually cease medication. For others, surgery may be beneficial.

In general, responsible people with well-managed epilepsy (as demonstrated by an appropriate seizure-free period and compliance with treatment and other recommendations) may be considered by the driver licensing authority to be fit to drive a private vehicle. Conditional licences rely on individual responsibility for management of the condition, including compliance with treatment, in conjunction with the support of a health professional and regular review.

Commercial vehicle driving exposes the driver and the public to a relatively greater risk because of the increased time spent at the wheel, as well as the generally greater potential for injury from motor vehicle crashes due to the greater size or weight of commercial vehicles, or large numbers of passengers carried. For this reason, the acceptable risk of a seizure-related crash for commercial driving is much less, and the requirements applied are much stricter; in addition, sleep deprivation is a common provoking factor in epilepsy and may be experienced in long-distance transport driving and amongst drivers doing shift work.

It is good medical practice for any person with initial seizures to be referred to a specialist, where available, for accurate diagnosis of the specific epilepsy syndrome so that appropriate treatment is instituted and all the risks associated with epilepsy, including driving, can be explained.

With regard to licensing, the treating doctor or general practitioner may liaise with the driver licensing authority about whether the criteria are met for driving a private vehicle, but only a specialist may do so for a commercial vehicle driver.

Use of electroencephalograms (EEG)^{9,10}

Electroencephalography is an important tool in diagnosing epilepsy. In people who have had one or more seizures, it has a limited but valuable role in predicting seizure recurrence. It may also be used to identify subtle episodes in which awareness may be impaired. Because there is a wide range of clinical situations, with varying utility of EEG, it does not form part of the driving standards except for the initial fitness assessment of commercial drivers. When epileptiform abnormalities that may represent subtle seizures (e.g. generalised spike-wave bursts lasting longer than three seconds, or photoparoxysmal response) are found on the EEG of those who meet the standard to hold a conditional (or unconditional) licence, their fitness should be assessed on a case-by-case basis. This may require more detailed testing.

Advice to licence holders

All licence holders should be advised of the following general principles for safety when driving:

- The person must continue to take antiseizure medication regularly as recommended.
- The person should ensure they get adequate sleep and not drive when sleep-deprived.

- The person should avoid circumstances, or the use of substances (e.g. excessive alcohol), that are known to increase the risk of seizures.

It is good medical practice for any person with epilepsy to be reviewed periodically. Patients who are licence holders should also be monitored regarding their response to treatment and compliance with the general advice for safety when driving. Drivers of private vehicles who hold a conditional licence should be reviewed at least annually by their treating doctor (unless experiencing an extended seizure-free period – see The default standard on page 139). Commercial vehicle drivers should be reviewed at least annually by a specialist regarding any conditional licence that has been issued.

Refusal of medical advice

Some people with epilepsy choose not to follow medical advice, including the taking of antiseizure medicine and avoidance (where possible) of factors that may provoke seizures. If a patient refuses to follow a treating doctor's recommendation, the patient should be assessed as not fit to drive. The treating doctor may consider reporting this information to the driver licensing authority so it can be considered in the event that another doctor certifies the person as fit to drive without therapy. Further guidance on managing patients who refuse to follow medical advice can be found in Part A section 3.3.1. **Confidentiality, privacy and reporting to the driver licensing authority.** Refer also to *Medication noncompliance* and *Uncertain or unreliable history* in this section.

Concurrent conditions

Where epilepsy is associated with other impairments or conditions, the relevant sections covering those disorders should also be consulted.

Other conditions with risk of seizure

Seizures can occur in association with many brain disorders. Some of these disorders may also impair safe driving because of an associated neurological deficit. Both the occurrence of seizures, as well as the effect of any neurological deficit, must be taken into account when determining fitness to drive. Managing acute symptomatic seizures caused by a transient brain disorder or a metabolic disturbance (e.g. encephalitis, hyponatraemia, head injury or drug or alcohol withdrawal) is covered on [page 150](#). Refer also to section [6.3. Other neurological and neurodevelopmental conditions](#) for seizures associated with a head injury and intracranial surgery.

Loss of consciousness due to other causes

In cases where it is not possible to be certain that loss of consciousness is due to a seizure or some other cause, refer to section [1.2.4. Blackouts of undetermined mechanism](#).

6.2.3. Medical standards for licensing

Given the considerable variation in seizures and their potential impact on safe driving, a hierarchy of standards has been developed that provides a logical and fair basis for decision making regarding licensing (see also [Figure 13. Overview of management of a driver with seizures](#)). This hierarchy comprises:

- a default standard, applicable to all cases of seizure, unless reductions are allowed (refer below and to the table on [page 147](#))
- reductions for specific types of epilepsy or specific circumstances, including an allowance for exceptional circumstances upon the advice of a specialist in epilepsy (refer below and to the table on [page 148](#)).

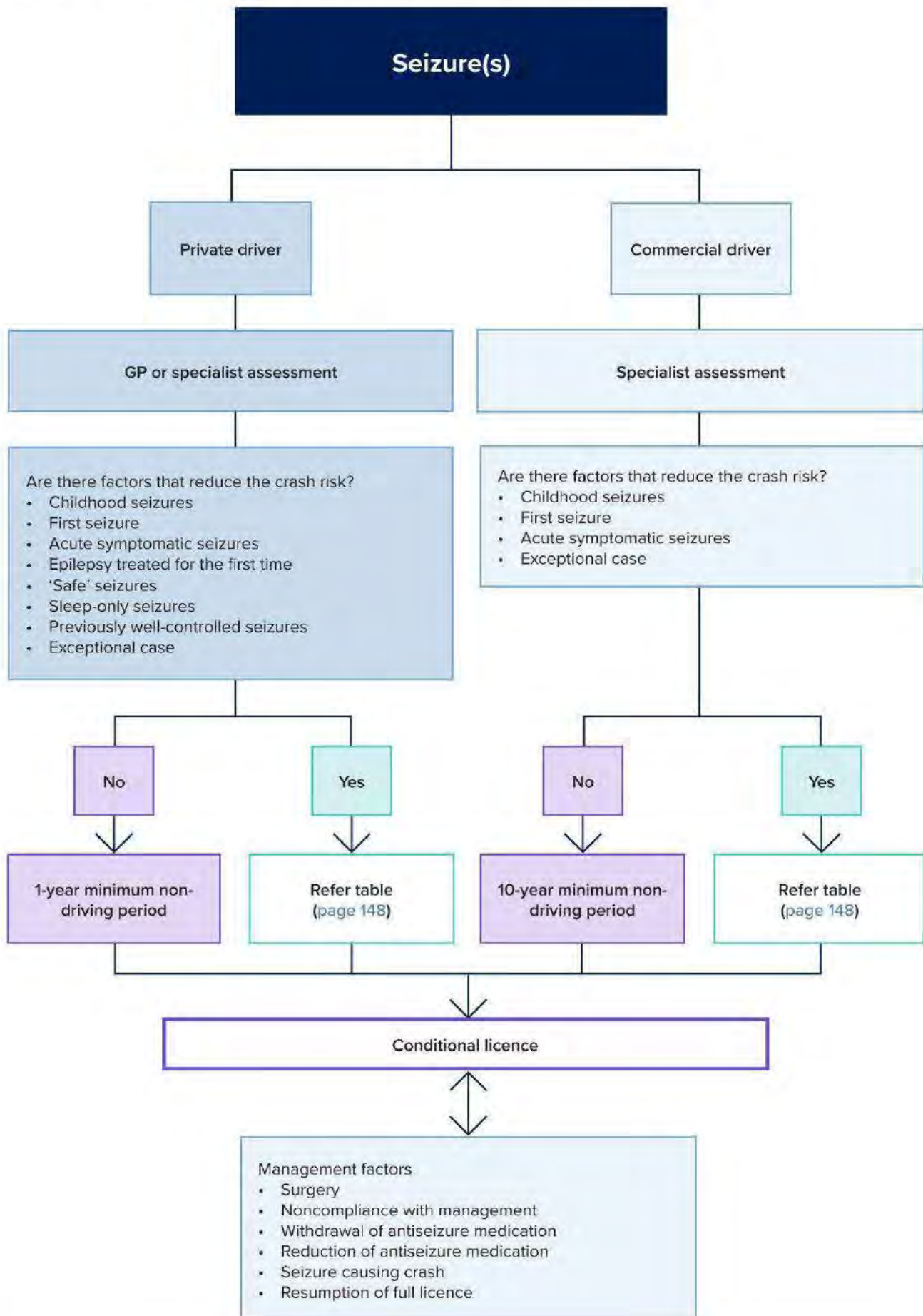
In addition, advice is provided on a number of difficult management issues relating to safe driving for people with seizures and epilepsy (refer below and to the table on [page 155](#)).

The default standard (all cases)

The 'default standard' is the standard that applies to all drivers who have had a seizure unless their situation matches one of a number of defined situations listed in the table and described below. These situations are associated with a lower risk of a seizure-related crash and therefore driving may be resumed after a shorter period of seizure freedom than required under the default standard. However, the need to adhere to medical advice and at least annual review still apply. If a seizure has caused a crash within the preceding 12 months, the required period of seizure freedom may not be reduced below that required under the default standard. If antiseizure medication is to be withdrawn, the person should not drive (refer to table for details).

If a driver who is taking antiseizure medication has experienced an extended seizure-free period (more than 10 years for private drivers, and more than 20 years for commercial drivers) the driver licensing authority may consider reduced review requirements (at least once every three years) based on advice from the treating doctor or specialist.

Figure 13. Overview of management of a driver with seizures



Variations to the default standard

There are several situations in which a variation from the default standard may be considered by the driver licensing authority to allow an earlier return to driving. These are listed below and discussed on subsequent pages:

- seizures in childhood
- first seizure
- epilepsy treated for the first time
- acute symptomatic seizures
- 'safe' seizures
- seizures only in sleep
- seizures in a person previously well controlled
- exceptional circumstances.

In most cases, exceptions to the default standard will be considered only for private vehicle drivers. A reduction in restrictions for commercial vehicle drivers will generally only be granted after considering information provided by a specialist with expertise in epilepsy.

If a person has experienced a crash as a result of a seizure, the default non-driving seizure-free period applies, even if the situation matches one of those above.

In addition to the reduction for particular circumstances or seizure types, there is also an allowance for **'exceptional cases'** in which a conditional licence may be considered for private or commercial vehicle drivers on the recommendation of a medical specialist with specific expertise in epilepsy. This enables individualisation of licensing for cases where the person does not meet the standard but may be safe to drive.

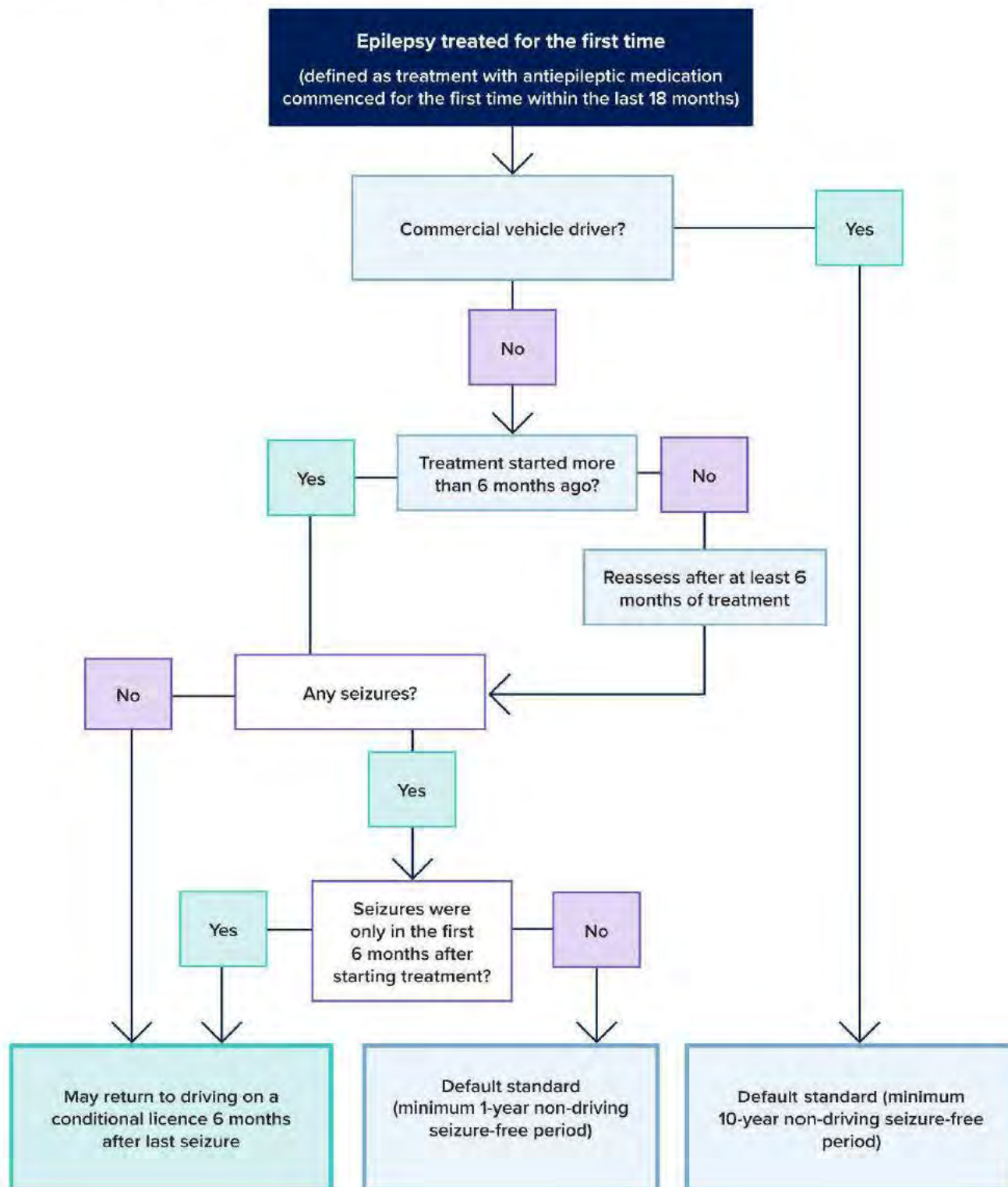
Licensing of drivers with a history of childhood febrile seizures or benign epilepsy syndrome of childhood

In some specific childhood epilepsy syndromes, seizures usually cease before the minimum age of driving. The driver may hold an unconditional licence if no seizures have occurred after the age of 11 years. If a seizure has occurred after 11 years of age, the default standard applies unless the situation matches one of those in this section (*Variations to the default standard*).

The first seizure (of any type)¹¹⁻¹³

The occurrence of a first seizure warrants medical specialist assessment, where available. Approximately half of all people experiencing their first seizure will never have another seizure, while half will have further seizures (i.e. epilepsy). The risk of recurrence falls with time. Driving may be resumed after sufficient time has passed without further seizures (with or without medication) to allow the risk to reach an acceptably low level (refer to the table on page 148). If a second seizure occurs (except on the same day as the first), the risk of recurrence is much higher. The standard for *Epilepsy treated for the first time* will then apply (refer to page 148 and to Figure 14).

Figure 14. Epilepsy treated for the first time



Epilepsy treated for the first time^{14,15}

The risk of recurrent seizures in people starting treatment for epilepsy is sufficiently low to allow driving to resume earlier than required under the default standard. For the purpose of these standards, epilepsy treated for the first time means that treatment was started for the first time within the preceding 18 months.

When treatment with an antiseizure drug is started in a previously untreated person, enough time should pass to establish that the drug is effective before driving is recommenced. However, effectiveness cannot be established until the person reaches an appropriate dose. For example, if a drug is being gradually introduced over three weeks and a seizure occurs in the second week, it would be premature to declare the drug ineffective. The standard allows seizures to occur within the first six months after starting treatment without lengthening the required seizure-free period. However, if seizures occur more than six months after starting therapy, a longer seizure-free period is required (refer to table for details). For commercial drivers, the default standard applies.

For example, if a patient has a seizure three months after starting therapy, they may be fit to drive six months after the most recent seizure (nine months after starting therapy). However, if a person experiences a seizure eight months after starting therapy, the default standard applies and they may not be fit to drive until 12 months after the most recent seizure.

If the patient has received no treatment in the last five years or more, resumption of treatment is managed as if treated for the first time (as above).

Acute symptomatic seizures^{16,17}

Acute symptomatic seizures are caused by a transient brain disorder or metabolic disturbance (e.g. encephalitis, hyponatraemia, head injury or drug or alcohol withdrawal) in patients without previous epilepsy. Acute symptomatic seizures can be followed by further seizures

weeks, months or years after the transient brain disorder resolves. This may occur because of permanent changes to the brain caused by the process underlying the acute symptomatic seizures (e.g. seizures may return years after a resolved episode of encephalitis) or because the transient brain disorder has recurred (e.g. benzodiazepine withdrawal).

People who have experienced a seizure only during and because of a transient brain disorder or metabolic disturbance should not drive for a sufficient period to allow the risk of recurrence to fall to an acceptably low level (refer to table for details). Return to driving for commercial vehicle drivers requires input from an epilepsy specialist. The risk of seizure recurrence varies greatly, depending on the cause.

If seizures occur after the causative acute illness has resolved, whether or not due to a second transient brain disorder or metabolic disturbance, the acute symptomatic seizures standard no longer applies. For example, if a person has a seizure during an episode of encephalitis and then, after recovering from the encephalitis, has another seizure and begins treatment, the standard for epilepsy treated for the first time applies. Similarly, if a person experiences seizures during two separate episodes of benzodiazepine withdrawal, the default standard applies.

The management of late post-traumatic epilepsy is discussed in section 6.3. under *Head injury*.

'Safe' seizures (including prolonged aura)

Some seizures do not impair consciousness or the ability to control a motor vehicle; however, this must be well established without exceptions and corroborated by reliable witnesses or video-EEG recording because people may believe their consciousness is unimpaired when it is not. For example, some 'auras' are associated with impaired consciousness that the person does not perceive. Isolated infrequent myoclonic jerks (without impaired awareness) may be

considered safe in the context of no seizures of any other type for more than 12 months.

For private vehicle drivers, where seizures occur only at a particular time of day (e.g. in the first hour after waking), a conditional licence, which limits driving to certain hours or circumstances, may be acceptable. This applies only to private vehicle drivers.

Seizures may begin with a subjective sensation (the 'aura') that precedes impairment of consciousness. If this lasts long enough, the driver may have time to stop the vehicle. However, this can only be relied upon when this pattern has been well established without exceptions and corroborated by witnesses or video-EEG monitoring. Furthermore, it may be impossible to stop immediately and safely because of traffic conditions. Even if the person is able to stop the vehicle before the seizure, they may then be in a confused state and not appreciate the danger of resuming their journey. For these reasons, such seizures can be considered safe only in exceptional circumstances and must be considered by the driver licensing authority on a case-by-case basis. See *Exceptional cases* in the text and table.

Any seizures that involve confusion/vagueness, automatisms, difficulty speaking or emotional features or memory loss are not considered safe seizures.

Sleep-only seizures

Some seizures occur only during sleep and hence are not a hazard to driving. In people who have never had a seizure while awake but who have an established pattern of seizures exclusively during sleep, the risk of subsequent seizures while awake is sufficiently low to allow private driving, despite continuing seizures while asleep. In people with an established pattern of sleep-only seizures but a history of previous seizures while awake, the risk of further seizures while awake is higher. Therefore, a longer period

of sleep-only seizures is required before driving by this group than in those who have never had a seizure while awake. This applies only to private vehicle drivers.

Seizure in a person whose epilepsy has been previously 'well controlled'

Where a single seizure occurs after a long period (defined in these standards as at least 12 months) without seizures, the risk of further seizures is sufficiently low that driving can be resumed after a shorter period than when the epilepsy has not been as well controlled. The duration of the non-driving seizure-free period depends on whether a provoking factor was identified and can be reliably avoided (refer below). This applies only to private vehicle drivers who are already under treatment.

In people with epilepsy, their seizures are often provoked by factors such as missed doses of antiseizure medication, over-the-counter medications, alcohol or acute illnesses. If the provoking factor is avoided, the risk of subsequent seizures may be sufficiently low to allow private driving to resume after a shorter seizure-free period than following an unprovoked seizure. However, this applies only if the epilepsy has been well controlled until the provoked seizure (refer to previous point). Some provocative factors (e.g. sleep deprivation), unless severe, cannot be reliably avoided.

For the purpose of these standards, sleep deprivation is not considered a provoking factor. Refer also to *Medication noncompliance* below.

Exceptional cases

Where a medical specialist who is experienced in managing epilepsy considers that a person with seizures or epilepsy does not meet the standards for a conditional licence but nonetheless may be safe to drive, a conditional licence may be considered if the driver licensing authority, after considering clinical information provided by the treating medical specialist, considers that the risk of a crash caused by a seizure is acceptably low.

Other factors that may influence licensing status

Several other factors may influence the management of epilepsy in regard to driving and licensing. These include:

- epilepsy treated by surgery
- medication noncompliance
- uncertain or unreliable history
- cessation of antiseizure medication
- a seizure causing a crash
- resumption of an unconditional licence.

These issues are discussed below and criteria are outlined in the table on [page 155](#).

Epilepsy treated by surgery

Resection of epileptogenic brain tissue may eliminate seizures completely, allowing safe driving after a suitable seizure-free period. The vision standard may also apply if there is a residual visual field defect. If medication is withdrawn, refer to *Withdrawal or dose reduction of one or more antiseizure medications* below.

Medication noncompliance

Compliance with medical advice regarding medication intake is a requirement for conditional licensing. Where the treating doctor suspects noncompliance, they may recommend to the driver licensing authority that the licence be granted on the condition that periodic drug-level monitoring is conducted. Where a person without a history of noncompliance with medication experiences a seizure because of a missed dose and there were no seizures in the 12 months leading up to that seizure, the situation can be considered a provoked seizure (refer to the standard for *Seizure in a person whose epilepsy has been previously well controlled* above).

Uncertain or unreliable history

Some people with epilepsy are unable to reliably report the occurrence of seizures because their awareness is impaired by their

seizure. Some others deliberately fail to report seizures. In both situations, the person may report that no seizures have occurred, when, in fact, they have, and the person is unfit to drive. Corroboration by people in regular contact with the person may decrease any uncertainty. Where uncertainty remains, the driver licensing authority can be informed (refer to Part A section **3.3.1. Confidentiality, privacy and reporting to the driver licensing authority**).

Withdrawal or dose reduction of one or more antiseizure medications

In people who have had no seizures while taking antiseizure medication over a suitable period, the specialist may attempt a withdrawal of all antiseizure medication, a reduction in the number of medications or a reduction in dose. The medication may also be changed because of side effects or potential side effects (e.g. teratogenicity). The person should not drive for the full period of withdrawal or dose change and for three months thereafter. However, if the dose is being reduced only because of current dose-related side effects and is unlikely to result in a seizure, driving may continue. The person will already be on a conditional licence, therefore notifying the driver licensing authority is not required. Patients who do not adhere to the prescribed dose should be reminded that compliance is a condition of their licence.

For commercial vehicle drivers, if antiseizure medication is to be withdrawn, the person will no longer meet the criteria to hold a conditional licence. This also applies to a reduction in dose of antiseizure medication except if the dose reduction is due only to the presence of dose-related side effects (refer to [page 155](#)). Driving may continue despite withdrawal of antiseizure medication only after consideration by the driver licensing authority under the *Exceptional cases* standard (e.g. where antiepileptic therapy has been started in a patient without seizures).

Seizure causing a crash or loss of control of a vehicle

Not all seizures carry the same risk of causing a crash or lack of control of a vehicle. People who have lost control of a vehicle as a result of a seizure are likely to have a higher crash risk. If a person who has lost control of a vehicle or experienced a crash due to a seizure, the default seizure-free non-driving period applies, even if they fall into one of the categories that allow a reduction.

Psychogenic nonepileptic seizures

Some transient episodes of impaired consciousness, awareness, or motor control resemble epileptic seizures or syncope, yet have a psychological cause. These episodes are usually termed psychogenic

nonepileptic seizures (PNES), although they are sometimes known as dissociative, functional or pseudoseizures. Refer to section 7.2.9, **Psychogenic nonepileptic seizures**.

Resumption of an unconditional licence

Where a person has had no seizures for at least five years and has taken **no** antiseizure medication for at least the preceding 12 months, the driver licensing authority may consider granting an unconditional licence. This does not apply to commercial vehicle drivers.

The resumption of an unconditional private or commercial licence may be considered in some instances of first seizure or acute symptomatic seizures – refer to these entries in the Table).

Medical standards for licensing – seizures and epilepsy

Requirements for unconditional and conditional licences are outlined in the following table.

Step 1: Read 'All cases'. This applies to all people with seizures.

Step 2: Look through the list of situations in the left-hand column of the Possible reductions in the non-driving seizure-free periods for a conditional licence table below to see if the person matches one of these situations.

Step 3. Look through the left-hand column of the Other factors that may influence licence status table below to see if the person matches one of these situations.

Depending on the situation, the driver licensing authority may consider a conditional licence after a shorter (reduced) seizure-free period.

Note

People are not eligible for a reduction if they have had a motor vehicle crash or lost control of a vehicle due to a seizure.

If withdrawal of all antiseizure medication is planned, refer to the relevant section of the table.

The longer non-driving period applies if the situation is covered by more than one standard.

All cases: default standard

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>All cases (default standard)</p> <p>Applies to all people who have experienced a seizure.</p> <p>Exceptions may be considered only if the situation matches one of those listed in the tables that follow.</p>	<p>A person cannot hold an unconditional licence:</p> <ul style="list-style-type: none"> • If the person has experienced a seizure. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review,* taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there have been no seizures for at least 12 months;** and • the person follows medical advice, including adherence to medication if prescribed or recommended. <p><i>* If a driver undergoing treatment for epilepsy has experienced an extended seizure-free period (more than 10 years) the driver licensing authority may consider reduced review requirements based on independent specialist advice (refer to section 3.3.7. Role of independent experts/panels).</i></p> <p><i>** Shorter seizure-free periods may be considered by the driver licensing authority if the person's situation matches one of those in the tables that follow.</i></p>	<p>A person cannot hold an unconditional licence:</p> <ul style="list-style-type: none"> • If the person has experienced a seizure. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review,* taking into account information provided by a specialist in epilepsy as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there have been no seizures for at least 10 years;** and • an EEG conducted in the last 6 months has shown no epileptiform activity and no other EEG conducted in the last 12 months has shown epileptiform activity***; and • the person follows medical advice, including adherence to medication if prescribed or recommended. <p><i>* If a driver undergoing treatment for epilepsy has experienced an extended seizure-free period (more than 20 years) the driver licensing authority may consider reduced review requirements based on independent specialist advice (refer to section 3.3.7. Role of independent experts/panels).</i></p> <p><i>** Shorter seizure-free periods may be considered by the driver licensing authority if the person's situation matches one of those in the tables that follow.</i></p> <p><i>*** This is only required for initial granting of the conditional licence and not for annual review.</i></p>

Possible reductions in the non-driving seizure-free periods for a conditional licence

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>History of a benign seizure or epilepsy syndrome usually limited to childhood</p> <p>(e.g. febrile seizures, benign focal epilepsy, childhood absence epilepsy)</p>	<p>A history of a benign seizure or epilepsy syndrome usually limited to childhood does not disqualify the person from holding an unconditional licence, as long as there have been no seizures after 11 years of age.</p> <p>If a seizure has occurred after 11 years of age, the default standard (refer above) applies unless the situation matches one of those listed below.</p>	<p>A history of a benign seizure or epilepsy syndrome usually limited to childhood does not disqualify the person from holding an unconditional licence, as long as there have been no seizures after 11 years of age.</p> <p>If a seizure has occurred after 11 years of age, the default standard (refer above) applies unless the situation matches one of those listed below.</p>
<p>First seizure (of any type)</p> <p>The person must report their condition to the driver licensing authority.</p> <p>Note: Two or more seizures in a 24-period are considered a single seizure.</p>	<p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criterion is met:</p> <ul style="list-style-type: none"> • there have been no further seizures (with or without medication) for at least 6 months. <p>Resumption of an unconditional licence may be considered by the driver licensing authority, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • antiseizure medication has not been prescribed in the past 12 months; and • there have been no seizures for at least 2 years. 	<p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by a specialist in epilepsy as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there have been no seizures for at least 5 years (with or without medication); and • an EEG conducted in the last 6 months has shown no epileptiform activity and no other EEG conducted in the last 12 months has shown epileptiform activity*. <p>Resumption of an unconditional licence may be considered by the driver licensing authority, taking into account information provided by a specialist in epilepsy as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • antiseizure medication has not been prescribed in the past 12 months; and • there have been no seizures for at least 10 years; and • an EEG conducted in the last 6 months has shown no epileptiform activity and no other EEG conducted in the last 12 months has shown epileptiform activity. <p>* This is only required for initial granting of the conditional licence and not for annual review.</p>

Possible reductions in the non-driving seizure-free periods for a conditional licence

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Epilepsy treated for the first time</p> <p>This applies when antiepileptic treatment has been started for the first time within the preceding 18 months.</p> <p>See Figure 14. Epilepsy treated for the first time.</p>	<p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the person has been treated for at least 6 months; and • there have been no seizures in the preceding 6 months; and • if any seizures occurred after the start of treatment, they happened only in the first 6 months after starting treatment and not in the last 6 months; and • the person follows medical advice, including adherence to medication. 	<p>There is no reduction. The default standard applies.</p>

Possible reductions in the non-driving seizure-free periods for a conditional licence

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Acute symptomatic seizures</p> <p>Seizures occurring only during a temporary brain disorder or metabolic disturbance in a person without previous seizures. This includes head injuries and withdrawal from drugs or alcohol. This is not the same as provoked seizures in a person with epilepsy.</p>	<p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criterion is met:</p> <ul style="list-style-type: none"> • there have been no further seizures for at least 6 months. <p>If there have been two or more separate transient disorders causing acute symptomatic seizures, the default standard applies.</p> <p>Resumption of an unconditional licence may be considered by the driver licensing authority, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • antiseizure medication has not been prescribed in the past 12 months; and • there have been no seizures for at least 2 years. 	<p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by a specialist in epilepsy as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there have been no further seizures for at least 12 months; and • an EEG conducted in the last 6 months has shown no epileptiform activity and no other EEG conducted in the last 12 months has shown epileptiform activity*. <p>If there have been two or more separate transient disorders causing acute symptomatic seizures, the default standard applies.</p> <p>Resumption of an unconditional licence may be considered by the driver licensing authority, taking into account information provided by a specialist in epilepsy as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • antiseizure medication has not been prescribed in the past 12 months; and • there have been no seizures for at least 10 years; and • an EEG conducted in the last 6 months has shown no epileptiform activity and no other EEG conducted in the last 12 months has shown epileptiform activity. <p>* This is only required for initial granting of the conditional licence and not for annual review.</p>

Possible reductions in the non-driving seizure-free periods for a conditional licence

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>‘Safe’ seizures</p> <p>These are defined as seizures that do not impair driving ability (see text page 143).</p> <p>Normal responsiveness must have been tested by reliable witnesses or during video EEG.</p> <p>Isolated infrequent myoclonic jerks (without impaired awareness) may be considered safe in the context of no seizures of any other type for more than 12 months.</p>	<p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • ‘safe’ seizures have been present for at least 2 years; and • there have been no seizures of other type for at least 2 years; and • the person follows medical advice, including adherence to medication if prescribed. <p>If the above criteria are not met, the default standard applies.</p>	<p>There is no reduction. The default standard applies.</p>

Possible reductions in the non-driving seizure-free periods for a conditional licence

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Sleep-only seizures (seizures occurring only during sleep)</p>	<p>A conditional licence may be considered by the driver licensing authority, despite continuing seizures only during sleep and subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there have been no previous seizures while awake; and • the first sleep-only seizure was at least 12 months ago; and • the person follows medical advice, including adherence to medication if prescribed. <p>OR</p> <ul style="list-style-type: none"> • there have been previous seizures while awake but not in the preceding 2 years; and • sleep-only seizures have been occurring for at least 2 years; and • the person follows medical advice, including adherence to medication if prescribed. <p>If the above criteria are not met, the default standard applies.</p>	<p>There is no reduction. The default standard applies.</p>

Possible reductions in the non-driving seizure-free periods for a conditional licence

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Seizures in a person under treatment whose epilepsy was previously well controlled</p> <p>“Well controlled” is defined as: there were no seizures during the 12 months leading up to the last seizure.</p>	<p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the seizure was caused by an identified provoking factor; and • the provoking factor can be reliably avoided; and • the provoking factor has not caused previous seizures; and • there have been no seizures for at least 4 weeks; and • the person follows medical advice, including adherence to medication (periodic serum drug-level measurements may be required) and avoidance of provoking factors <p>OR</p> <ul style="list-style-type: none"> • no cause for the seizure was identified; and • there have been no seizures for at least 3 months; and • the person follows medical advice, including adherence to medication, <p>If the person has experienced one or more seizures during the 12 months leading up to the last seizure, there is no reduction and the default standard applies.</p> <p><i>* Sleep deprivation is not considered a provoking factor for the purpose of the standards.</i></p>	<p>There is no reduction. The default standard applies.</p>

Possible reductions in the non-driving seizure-free periods for a conditional licence

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Exceptional cases	<p>Where a medical specialist experienced in managing epilepsy considers that a person with seizures or epilepsy does not meet the standards above for a conditional licence but may be safe to drive, a conditional licence may be considered by the driver licensing authority, subject to at least annual review:</p> <ul style="list-style-type: none"> • If the driver licensing authority, after considering information provided by a specialist experienced in managing epilepsy, considers that the risk of a crash caused by a seizure is acceptably low; and • if the person follows medical advice, including adherence to medication if prescribed or recommended. 	<p>Where a specialist in epilepsy considers that a person with seizures or epilepsy does not meet the standards above for a conditional licence but may be safe to drive, a conditional licence may be considered by the driver licensing authority, subject to at least annual review:</p> <ul style="list-style-type: none"> • If the driver licensing authority, after considering information provided by a specialist experienced in managing epilepsy, considers that the risk of a crash caused by a seizure is acceptably low; and • If the person follows medical advice, including adherence to medication if prescribed or recommended.

Other factors that may influence licence status

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Condition	Private standards	Commercial standards
<p>Epilepsy treated by surgery</p> <p>(where the primary goal of surgery is the elimination of epilepsy)</p>	<p>(Drivers of cars; light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criterion is met:</p> <ul style="list-style-type: none"> • there have been no seizures for at least 12 months following surgery; and • the person follows medical advice with respect to medication adherence. <p>The vision standard may also apply if there is a visual field defect.</p> <p>If medication is withdrawn, refer to <i>Planned withdrawal of all antiseizure medication below</i>.</p>	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by a specialist in epilepsy as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • there have been no seizures for at least 10 years; and • an EEG conducted in the last 6 months has shown no epileptiform activity and no other EEG conducted in the last 12 months has shown epileptiform activity*; and • the person follows medical advice with respect to medication adherence. <p>The vision standard may also apply if there is a visual field defect.</p> <p>If any antiseizure medication is to be withdrawn, the person will no longer meet the criteria to hold a conditional licence.</p> <p>* <i>This is only required for initial granting of the conditional licence and not for annual review.</i></p>
<p>Refusal of medical advice or medication noncompliance</p>	<p>Refer to the text on page 138 and page 145.</p>	<p>Refer to the text on page 138 and page 145.</p>
<p>Unreliable or doubtful clinical information</p>	<p>If the treating doctor doubts the reliability of the relevant clinical information (e.g. unreported seizures, likely due to the person not recognising the occurrence of seizures or deliberately not reporting seizures), the person is not fit to drive. Refer to page 145.</p>	<p>If the specialist in epilepsy doubts the reliability of the relevant clinical information (e.g. Unreported seizures, likely due to the person not recognising the occurrence of seizures or deliberately not reporting seizures), the person is not fit to drive. Refer to page 145</p>

Other factors that may influence licence status

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Planned withdrawal of antiseizure medication in a person who satisfies the standard to hold a conditional licence</p>	<p>The person should not drive:</p> <ul style="list-style-type: none"> • during the period in which the dose is being tapered; and • for 3 months after the last dose.* <p>If seizures recur, the driver licensing authority may allow the person to resume driving on a conditional licence subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the previously effective medication regimen is resumed; and • there have been no seizures for 4 weeks after resuming the medication regimen; and • the person follows medical advice, including adherence to medication. <p>If seizures do not recur, the person may become eligible for an unconditional licence (refer to <i>Resumption of unconditional licence</i> below).</p> <p>* If a drug is being withdrawn as part of a switch from one drug to another (e.g. to reduce teratogenic risk), the 3-month non-driving period still applies.</p>	<p>If antiseizure medication is to be withdrawn, the person will no longer meet the criteria to hold a conditional licence. Driving may continue only after consideration by the driver licensing authority under the <i>Exceptional cases</i> standard page 144.</p>

Other factors that may influence licence status

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Recommended reduction in dosage of antiseizure medication in a person who satisfies the standard to hold a conditional licence</p>	<p>Driving may continue:</p> <p>if the dose reduction is due only to the presence of current dose-related side effects and is unlikely to affect seizure control; or</p> <ul style="list-style-type: none"> – if the dose is being reduced after an increase due to a temporary situation that has now resolved (e.g. pregnancy) to the dose that was effective before the increase. <p>In circumstances other than above, the person should not drive:</p> <ul style="list-style-type: none"> • during the period in which the dose reduction is being made; and • for 3 months after completing the dose reduction. <p>If seizures recur, the driver licensing authority may allow the person to resume driving on a conditional licence subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the previously effective medication dose is resumed; and • there have been no seizures for 4 weeks after resuming the previously effective dose; and • the person follows medical advice, including adherence to medication. 	<p>Driving may continue:</p> <ul style="list-style-type: none"> • if the dose reduction is due only to the presence of current dose-related side effects and is unlikely to result in a seizure; or • if the dose is being reduced after an increase due to a temporary situation that has now resolved (e.g. pregnancy) to the dose that was effective before the increase. <p>In circumstances other than the above, the person will no longer meet the criteria to hold a conditional licence.</p>
<p>Seizure causing a crash</p>	<p>If a person has experienced a crash or has lost control of the vehicle as a result of a seizure, the default seizure-free non-driving period applies, even if they fall into one of the seizure categories that allow a reduction.</p>	<p>If a person has experienced a crash or has lost control of the vehicle as a result of a seizure, the default seizure-free non-driving period applies, even if they fall into one of the seizure categories that allow a reduction.</p>
<p>Psychogenic nonepileptic seizures</p>	<p>Refer to section 7.2.9. Psychogenic nonepileptic seizures</p>	<p>Refer to section 7.2.9. Psychogenic nonepileptic seizures</p>

Other factors that may influence licence status

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Resumption of unconditional licence	<p>Unless outlined in the possible reductions above (see first seizure or acute symptomatic seizure), the driver licensing authority may consider granting an unconditional licence, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the person has had no seizures for at least 5 years; and • the person has taken no antiseizure medication for at least the preceding 12 months. 	<p>Unless outlined in the possible reductions above (see first seizure or acute symptomatic seizure), resumption of an unconditional commercial licence will not be considered.</p> <p>Refer to the text on page 146.</p>

References and further reading

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6.3. Other neurological and neurodevelopmental conditions

6.3.1. General assessment and management guidelines¹

People with neurological conditions should be examined to determine the impact on the functions required for safe driving as listed below. If the health professional is concerned about a person's ability to drive safely, the person may be referred for a driver assessment or for appropriate allied health assessment (Box 3) (refer also to Appendix 10. Specialist driver assessors).

Box 3: Checklist for neurological disorders

If the answer is YES to any of the following questions, the person may be unfit to drive and warrants further assessment.

1. Are there significant impairments of any of the following?

- Visuospatial perception
- Insight
- Judgement
- Attention and concentration
- Comprehension
- Reaction time
- Memory
- Sensation
- Muscle power
- Coordination

2. Are the visual fields abnormal? (refer to section 10. Vision and eye disorders)

3. Have there been one or more seizures? (refer to section 6.2. Seizures and epilepsy)

Some neurological conditions are progressive, while others are static. In the case of static conditions in those who are fit to drive, the requirement for periodic review may be waived.

Aneurysms (unruptured intracranial aneurysms and other vascular malformations)

The risk of sudden severe haemorrhage from most unruptured intracranial aneurysms and vascular malformations is low enough to allow unrestricted driving for private vehicle drivers. However, the person should not drive if they are at high risk of sudden

symptomatic haemorrhage (e.g. giant [> 15 mm] aneurysms). Cavernomas frequently produce small asymptomatic haemorrhages that do not impair driving ability. However, if they produce a neurological deficit, the person should be assessed to determine if any of the functions listed above are impaired. Commercial vehicle drivers should be individually assessed for suitability for a conditional licence.

If treated surgically, the advice regarding intracranial surgery applies (refer below). If the person has had a seizure, the seizures and epilepsy standards also apply (refer to section 6.2. Seizures and epilepsy).

Cerebral palsy

Cerebral palsy may impair driving ability because of difficulty with motor control or if it is associated with intellectual impairment. A practical driver assessment may be required (refer to Part A section 2.3.1. Practical driver assessments). As the disorder is usually static, periodic review is not normally required.

Head injury²⁻⁶

A head injury will only affect driver licensing if it results in chronic impairment or seizures. However, any person who has had a traumatic injury causing loss of consciousness should not drive for a minimum of 24 hours, and the effects on functions listed above should be monitored. This is advisory and not a licensing matter.

Minor head injuries involving a loss of consciousness of less than one minute with no complications do not usually result in any long-term impairment. Similarly, immediate seizures that occur within 24 hours of a head injury are not considered to be epilepsy but part of the acute process.

More significant head injuries may impair any of the neurological functions listed in the checklist above and can impair long-term driving ability. There may be focal neurological injury affecting motor or sensory tracts as well as the cranial nerves. Also, personality or behavioural changes may affect judgement and tolerance and be associated with a psychiatric disorder such as depression or post-traumatic stress disorder. Clinical, neuropsychological or practical driver assessments may be helpful in determining fitness to drive (refer to Part A section 2.3.1. Practical driver assessments).

Comorbidities such as drug or alcohol misuse and musculoskeletal injuries may also need to be considered (refer to section 9. Substance misuse and section 5. Musculoskeletal conditions).

Neurological recovery from a traumatic brain injury may occur over a long period, and some people who are initially unfit may recover sufficiently over many months such that driving can eventually be resumed.

Risk of post-traumatic epilepsy

People with depressed skull fractures, traumatic intracranial haematoma or severe traumatic brain injury are at increased risk of epilepsy, especially in the first year. Commercial drivers therefore should not drive for 12 months after the injury and require a conditional licence. Private driving may continue, provided the person otherwise meets the standard to drive (refer to *Head injury* in table). If one or more seizures have occurred, the symptomatic seizures standard applies. Post-traumatic epilepsy should be distinguished from immediate post-traumatic (acute symptomatic) seizures occurring within 24 hours of a head injury, which are considered part of the acute process (refer to *Acute symptomatic seizures*, page 143).

Intracranial surgery (advisory only; non-driving periods may be varied by the neurosurgeon)

Non-driving periods are advised to allow for the risk of seizures occurring after certain types of intracranial surgery. Following supratentorial surgery or surgery requiring retraction of the cerebral hemispheres, the person generally should not drive a private vehicle for six months or a commercial vehicle for 12 months. Notification to the driver licensing authority is not required. There is no specific restriction after infratentorial or trans-sphenoidal surgery.

If one or more seizures occur, the standards for seizures and epilepsy apply (refer to section

6.2. Seizures and epilepsy), and the driver should notify the driver licensing authority. Similarly, if there is long-term impairment of any of the functions listed in **Box 3**, fitness to drive will need to be assessed (refer to section 6.3. **Other neurological and neurodevelopmental conditions**).

Ménière's disease

Ménière's disease may be accompanied by acute vertigo, which can affect driving. However, attacks are usually accompanied by a prodrome of fullness in the ear, which gives sufficient warning to cease driving. Drivers, particularly commercial vehicle drivers, warrant individual assessment by an ENT specialist regarding their ability to respond in a timely manner to an attack. Such commercial drivers need also to meet the hearing standard (refer to section 4. **Hearing loss and deafness**).

Multiple sclerosis⁷

Multiple sclerosis may produce a wide range of neurological deficits that may be temporary or permanent. Possible deficits that may impair safe driving include all of those listed in **Box 3**. Disease-modifying therapies are available that can slow or halt the progression of disability with long periods of stability without impairment for safe driving. Vehicle modifications may assist with some of the listed impairments; the advice of an occupational therapist may be helpful in this regard (refer to Part A section 2.3.1. **Practical driver assessments**).

Neuromuscular disorders

Neuromuscular disorders include diseases of the peripheral nerves, muscles or neuromuscular junction. Peripheral neuropathy may impair driving due to difficulties with sensation (particularly proprioception) or from severe weakness. Disorders of the muscles or neuromuscular junction may also interfere with

the ability to control a vehicle. A practical driver assessment may be required (refer to Part A section 2.3.1. **Practical driver assessments**).

Parkinson's disease^{8–10}

Parkinson's disease is a common, progressive disease that may affect driving in advanced stages² due to its motor manifestations (bradykinesia and rigidity) or cognitive impairments (deficits in executive function and memory and visuospatial difficulties).³ There may also be disturbances of sleep, with episodes of sleepiness when driving. When assessing the response to treatment, the response over the whole dose cycle should be taken into account (e.g. in patients with motor fluctuations, it would not be appropriate to assess fitness to drive only on the basis of the best 'on' response). Most patients with severe fluctuations will be unfit to drive. A practical driver assessment may be required (refer to Part A section 2.3.1. **Practical driver assessments**).

Stroke (cerebral infarction or intracerebral haemorrhage)^{11–13}

Stroke may impair driving ability either because of the long-term neurological deficit it produces or because of the risk of a recurrent stroke or transient ischaemic attack (TIA) at the wheel of a vehicle (refer below).

Stroke and TIA rarely produce loss of consciousness; it is very uncommon for undiagnosed strokes or TIAs to result in motor vehicle crashes. When they do, it is usually due to an unrecognised visual field deficit.

It is common for a person to experience fatigue and impairments in concentration and attention after a stroke, even in those with no persisting neurological deficits. These effects are normally temporary. The effects may temporarily impair the ability to perform the driving task, particularly for commercial vehicle drivers. For this reason,

a minimum non-driving period applies to all drivers after a stroke (at least four weeks for private drivers and at least three months for commercial drivers).

Functionally significant symptoms or neurological deficits that are persistent after a stroke can affect activities of daily living including driving. For drivers with these deficits, subsequent driving fitness will depend on the extent of impairment of the functions listed in **Box 3**, and the likely impact on driving ability. A practical driver assessment may be required (refer to Part A section **2.3.1. Practical driver assessments**). While many people with mild stroke are independent in many activities of daily living, they may have ongoing aphasia (comprehension of written and spoken language), which may impact on their fitness to drive. The musculoskeletal and vision standards may also apply (refer to sections **5. Musculoskeletal conditions** and **10. Vision and eye disorders**). If the person has had a seizure, the seizures and epilepsy standards also apply (refer to section **6.2. Seizures and epilepsy**).

Private drivers without significant impairment (with respect to driving) of the functions listed in **Box 3**, may resume driving after the non-driving period without further medical review or licence restrictions. This also applies to patients assessed and discharged early from specialist care within the four weeks following a stroke, either as an inpatient or outpatient. If the person requires post-stroke rehabilitation their functional deficits may indicate impacts on driving capacity. Documentation of the assessment should be provided at discharge which includes details of the driver's licence, indicate that they have not suffered any permanent neurological deficits that will impact driving, and that they are fit to drive at the end of the non-driving period.

Some private drivers may require a conditional licence depending on the nature of the

impairment. Conditions on the licence can include requirements for vehicle modifications, local area driving only, no night driving, or no freeway driving (refer to Part A, section **4.4. Conditional licences**). Periodic review is not normally required as these impairments are usually static. Reference should be made to the review requirements if musculoskeletal, vision, or seizure standards apply (refer to sections **5. Musculoskeletal conditions**, **10. Vision and eye disorders**, or **6.2. Seizures and epilepsy**).

If symptoms or deficits improve, the driver licensing authority may consider removing the requirement for licence conditions (refer to Part A, section **4.5. Reinstatement of licences or removal or variation of licence conditions**).

Treatable causes of stroke (e.g. high blood pressure, atrial fibrillation or carotid stenosis) should be managed with reference to this standard. Patients should be encouraged to comply with stroke prevention therapy.

Transient ischaemic attack (advisory)^{11,12,14}

TIA's can be single or recurrent and may be followed by a stroke. Included under this definition are patients who may have minor infarction on neuroimaging but who have fully resolved symptoms and a normal neurological examination within a 24-hour period. TIA's may impair driving ability if they occur at the wheel of a motor vehicle. However, because a TIA almost never produces loss of consciousness, it is an extremely uncommon cause of crashes. The risk of a subsequent stroke with modern medical therapy is about 5 per cent in the first year and about half of that risk occurs in the first week. In view of the low risk of a TIA or stroke affecting driving, private vehicle drivers should not drive for two weeks, and commercial vehicle drivers should not drive for four weeks after a TIA. A conditional licence is not required because there is no long-term impairment (refer to Part A section **2.2.3. Temporary conditions**).

Subarachnoid haemorrhage

Driving should be restricted if the person has had a subarachnoid haemorrhage. Aneurysmal subarachnoid haemorrhage has a high chance of associated neurological injury and high rates of post-subarachnoid haemorrhage seizures. For such patients, a conditional licence may be considered after a minimum three-month non-driving period for private vehicle drivers and after at least six months for commercial vehicle drivers, taking into account the presence of neurological disabilities as described in **Box 3**. The vision standard may apply (refer to section **10. Vision and eye disorders**). If the person has had one or more seizures, the seizures and epilepsy standards also apply (refer to section **6.2. Seizures and epilepsy**). If a craniotomy has been performed, the advice for intracranial surgery also applies (refer to **page 162**). A practical driver assessment may be considered (refer to Part A section **2.3.1. Practical driver assessments**).

Minor non-aneurysmal subarachnoid haemorrhage restricted to the cerebral convexity is associated with a range of underlying neurovascular conditions (for instance cerebral amyloid angiopathy, and reversible cerebral vasoconstriction syndrome) with differing symptom associations and risks. For such

patients, assessment of fitness will depend on the underlying aetiology and presence of neurological impairments as described in **Box 3**. The vision standard may apply (refer to section **10. Vision and eye disorders**). If the person has had one or more seizures, the seizures and epilepsy standards also apply (refer to section **6.2. Seizures and epilepsy**). If a craniotomy has been performed, the advice for intracranial surgery also applies (refer to **page 162**). A practical driver assessment may be considered (refer to Part A section **2.3.1. Practical driver assessment**).

Space-occupying lesions including brain tumours^{15,16}

Brain tumours and other space-occupying lesions (e.g. abscesses, chronic subdural haematomas, cysticercosis) may cause diverse effects depending on their location and type. They may impair any of the neurological functions listed in **Box 3**. If the person has had one or more seizures, the seizures and epilepsy standards also apply (refer to section **6.2. Seizures and epilepsy**). If a craniotomy has been performed, the advice regarding intracranial surgery also applies (refer to **page 162**).

Other neurological conditions including autism spectrum disorder and other developmental and intellectual disabilities¹⁷⁻²¹

The impact of other neurological conditions including autism spectrum disorder (ASD) and developmental and intellectual disability should be assessed individually. A practical driver assessment may be required. If the degree of impairment is static, periodic review is not usually required.

People with ASD can have differences in social communication and interaction, with restricted and repetitive patterns of behaviour, interest and activities. Although evidence from driving studies are limited, drivers with ASD may drive differently from people without ASD. Shortcomings in tactical driving skills have been observed, while rule-following aspects of driving are improved. There is considerable difference in the range and severity of ASD symptoms, so assessment should focus on these and the significance of likely functional effects, rather than an ASD diagnosis. People with ASD **may** have difficulty with:

- managing attention and distraction
- understanding non-verbal communication from other drivers
- planning and organisation of the driving task and adapting to unexpected change
- sensory sensitivities (e.g. glare and sound)
- emotional regulation and input overload
- repetitive behaviours such as rocking or hand flapping.

6.3.2. Medical standards for licensing

Requirements for unconditional and conditional licences are outlined in the following table.

The standards for medical conditions in the table on [page 167](#) (in alphabetical order) cover:

- aneurysms (unruptured intracranial aneurysms and other vascular malformations)
- cerebral palsy
- head injury
- intracranial surgery
- Ménière's disease
- multiple sclerosis
- neuromuscular conditions
- Other neurological conditions
- Parkinson's disease
- stroke
- transient ischaemic attacks
- space-occupying lesions including brain tumours
- subarachnoid haemorrhage.

Medical standards for licensing – neurological conditions

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Aneurysms (unruptured intracranial aneurysms) and other vascular malformations of the brain</p> <p>Refer also to subarachnoid haemorrhage.</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has an unruptured intracranial aneurysm or other vascular malformation at high risk of major symptomatic haemorrhage. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by an appropriate specialist regarding:</p> <ul style="list-style-type: none"> the response to treatment. <p>If treated surgically, the intracranial surgery advice applies.</p> <p>If the person has had a seizure, the seizure and epilepsy standards apply (refer to section 6.2. Seizures and epilepsy).</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has an unruptured intracranial aneurysm or other vascular malformation. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by an appropriate specialist regarding:</p> <ul style="list-style-type: none"> the risk of major symptomatic haemorrhage; and the response to treatment. <p>If treated surgically, the intracranial surgery advice applies.</p> <p>If the person has had a seizure, the seizure and epilepsy standards apply (refer to section 6.2. Seizures and epilepsy).</p>

Medical standards for licensing - neurological conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Cerebral palsy</p> <p>Refer also to neuromuscular and/or other neurological conditions.</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has cerebral palsy producing significant impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, sensation, muscle power, coordination, vision (including visual fields). <p>A conditional licence may be considered by the driver licensing authority, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by the treating doctor regarding the likely impact of the neurological impairment on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments); and • the need for vehicle modifications. <p>Periodic review is not required if the condition is static.</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • If the person has cerebral palsy producing significant impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, sensation, muscle power, coordination, vision (including visual fields). <p>A conditional licence may be considered by the driver licensing authority, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by an appropriate specialist regarding the likely impact of the neurological impairment on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments); and • the need for vehicle modifications. <p>Periodic review is not required if the condition is static.</p>

Medical standards for licensing – neurological conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Head injury</p> <p>Refer also to intracranial surgery (below).</p>	<p>A person should not drive for at least 24 hours following a head injury causing loss of consciousness.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has had a head injury producing significant impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields). <p>A conditional licence may be considered by the driver licensing authority, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by the treating doctor regarding the likely impact of the neurological impairment on driving ability and the presence of other disabilities that may impair driving as per this publication; and • the results of neuropsychological testing if indicated; and • the results of a practical driver assessment if required. <p>Periodic review is not required if the condition is static.</p> <p>If a seizure has occurred, refer to section 6.2. Seizures and epilepsy.</p>	<p>A person should not drive for at least 24 hours following a head injury causing loss of consciousness.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has had a head injury producing significant impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields). <p>A conditional licence may be considered by the driver licensing authority, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by an appropriate specialist regarding the likely impact of the neurological impairment on driving ability and the presence of other disabilities that may impair driving as per this publication; and • the results of neuropsychological testing if indicated; and • the results of a practical driver assessment if required. <p>Periodic review is not required if the condition is static.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if they have a high risk of post-traumatic epilepsy (penetrating brain injury, brain contusion, subdural haematoma, loss of consciousness/alteration of consciousness or post-traumatic amnesia greater than 24 hours). <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating doctor as to whether the following criterion is met:</p> <ul style="list-style-type: none"> • the person has had no seizures for at least 12 months. <p>If a seizure has occurred, refer to section 6.2. Seizures and epilepsy.</p>

Medical standards for licensing - neurological conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Intracranial surgery (advisory only)	<p>A person should not drive for 6 months following supratentorial surgery or retraction of the cerebral hemispheres.</p> <p>If there are seizures or long-term neurological deficits, refer to section 6.2. Seizures and epilepsy.</p>	<p>A person should not drive for 12 months following supratentorial surgery or retraction of the cerebral hemispheres.</p> <p>If there are seizures or long-term neurological deficits, refer to section 6.2. Seizures and epilepsy.</p>
Ménière's disease	<p>Refer to section 6.3.1. General assessment and management guidelines.</p>	<p>A person requires individualised assessment by an ENT specialist.</p>
Multiple sclerosis	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has multiple sclerosis and significant impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields). <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by the treating doctor regarding the likely impact of the neurological impairment on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments); and • the need for vehicle modification. 	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has multiple sclerosis. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by an appropriate specialist regarding the level of impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination, vision (including visual fields) and the likely impact on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments); and • the need for vehicle modification.

Medical standards for licensing - neurological conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Neuromuscular conditions</p> <p>(peripheral neuropathy, muscular dystrophy, etc.)</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has peripheral neuropathy, muscular dystrophy or any other neuromuscular disorder that significantly impairs muscle power, sensation or coordination. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account:</p> <ul style="list-style-type: none"> the nature of the driving task; and information provided by the treating doctor regarding the likely impact of the impairment on driving ability; and the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments); and the need for vehicle modification. 	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has peripheral neuropathy, muscular dystrophy or any other neuromuscular disorder that significantly impairs muscle power, sensation or coordination. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account:</p> <ul style="list-style-type: none"> the nature of the driving task; and information provided by an appropriate specialist regarding the likely impact of the impairment on driving ability; and the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments); and the need for vehicle modification.
<p>Parkinson's disease</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has Parkinson's disease with significant impairment of movement or reaction time or the onset of dementia. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account:</p> <ul style="list-style-type: none"> the nature of the driving task; and information provided by the treating doctor regarding the likely impact of the neurological impairment on driving ability and the response to treatment; and the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments). 	<p>A person is not fit to hold an unconditional licence.</p> <ul style="list-style-type: none"> if the person has Parkinson's disease. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account:</p> <ul style="list-style-type: none"> the nature of the driving task; and information provided by an appropriate specialist regarding the likely impact of the neurological impairment on driving ability and the response to treatment; and the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments).

Medical standards for licensing - neurological conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Stroke (cerebral infarction or intracerebral haemorrhage)</p>	<p>A person should not drive for at least 4 weeks following a stroke.</p> <p>Treatable causes of stroke should be identified and managed with reference to this standard.</p> <p>A person may resume driving without licence restriction or further review, after at least 4 weeks, if:</p> <ul style="list-style-type: none"> • the person has no neurological deficit or only minor residual symptoms that do not cause functionally significant impairment relevant to the safe execution of driving of any of the following: <ul style="list-style-type: none"> – visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields). <p>The person does not require reassessment in relation to licensing if they meet the above criteria when discharged from specialist care within 4 weeks of the stroke. If the person requires post-stroke rehabilitation their functional deficits may indicate impacts on driving capacity.</p> <p>Where a person has persistent functionally significant symptoms or deficits relevant to the safe execution of driving, the driver licensing authority may consider a return to driving on a conditional licence, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by an appropriate specialist regarding the level of impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields) and the likely impact on driving ability; and • the results of a practical driver assessment if required (refer to Part A, section 2.3.1. Practical driver assessments). <p>Periodic review is not usually required if the condition is static. Refer to the review requirements in sections 5. Musculoskeletal conditions, 6.2. Seizures and epilepsy, or 10. Vision and eye disorders if these standards apply.</p>	<p>A person should not drive for at least 3 months following a stroke.</p> <p>Treatable causes of stroke should be identified and managed with reference to this standard.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has had a stroke. <p>A conditional licence may be considered by the driver licensing authority after at least 3 months and subject to at least annual review, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by an appropriate specialist regarding the level of impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields) and the likely impact on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments).

Medical standards for licensing - neurological conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Transient ischaemic attack (advisory only)	<p>A person should not drive for at least 2 weeks following a TIA.</p> <p>A conditional licence is not required.</p>	<p>A person should not drive for at least 4 weeks following a TIA.</p> <p>A conditional licence is not required.</p>
Space-occupying lesions (including brain tumours) Refer also to intracranial surgery.	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has had a space-occupying lesion that results in significant impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields). <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account:</p> <ul style="list-style-type: none"> the nature of the driving task; and information provided by the treating doctor about the likely impact of the neurological impairment on driving ability; and the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments). <p>If seizures occur, the standards for seizures and epilepsy apply (refer to section 6.2. Seizures and epilepsy).</p> <p>If surgically treated, the advice for intracranial surgery applies.</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has had a space-occupying lesion. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account:</p> <ul style="list-style-type: none"> the nature of the driving task; and information provided by an appropriate specialist about the level of impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields) and the likely impact on driving ability; and the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments). <p>If seizures occur, the standards for seizures and epilepsy apply (refer to section 6.2. Seizures and epilepsy).</p> <p>If surgically treated, the advice for intracranial surgery applies.</p>

Medical standards for licensing - neurological conditions

Condition	Private standards	Commercial standards
<p>Subarachnoid haemorrhage</p> <p>Refer also to aneurysms.</p>	<p>(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person should not drive for at least 3 months after a subarachnoid haemorrhage*.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has had a subarachnoid haemorrhage*. <p>A conditional licence may be considered by the driver licensing authority after 3 months and subject to periodic review, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by the treating doctor about the level of impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields) and the likely impact on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments). <p><i>*This does not include a minor non-aneurysmal subarachnoid haemorrhage restricted to the cerebral convexity unless impairments are present - refer to page 165</i></p>	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person should not drive for at least 6 months after a subarachnoid haemorrhage*.</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has had a subarachnoid haemorrhage*. <p>A conditional licence may be considered by the driver licensing authority, after 6 months and subject to periodic review, taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by an appropriate specialist about the level of impairment of any of the following: visuospatial perception, insight, judgement, attention, comprehension, reaction time, memory, sensation, muscle power, coordination or vision (including visual fields) and the likely impact on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments). <p><i>*This does not include a minor non-aneurysmal subarachnoid haemorrhage restricted to the cerebral convexity unless impairments are present - refer to page 165</i></p>

Medical standards for licensing - neurological conditions

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Other neurological conditions (e.g. autism spectrum disorder, other developmental and intellectual disabilities)</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has a neurological disorder that significantly impairs any of the following: visuospatial perception, insight, judgement, behaviour, attention, comprehension, reaction time, memory, sensation, muscle power, coordination and vision (including visual fields). <p>A conditional licence may be considered by the driver licensing authority subject to periodic review,* taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by the treating doctor about the likely impact of the neurological impairment on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments). <p><i>* Periodic review may not be necessary if the condition is static.</i></p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • If the person has a neurological disorder that significantly impairs any of the following: visuospatial perception, insight, judgement, behaviour, attention, comprehension, reaction time, memory, sensation, muscle power, coordination and vision (including visual fields). <p>A conditional licence may be considered by the driver licensing authority subject to periodic review,* taking into account:</p> <ul style="list-style-type: none"> • the nature of the driving task; and • information provided by an appropriate specialist about the likely impact of the neurological impairment on driving ability; and • the results of a practical driver assessment if required (refer to Part A section 2.3.1. Practical driver assessments). <p><i>* Periodic review may not be necessary if the condition is static.</i></p>

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7. Psychiatric conditions

Refer also to section 6. **Neurological conditions** and section 9. **Substance misuse**.

Psychiatric conditions encompass a range of cognitive, emotional and behavioural conditions such as schizophrenia, depression, anxiety disorders and personality disorders. They also include dementia and substance abuse conditions, which are addressed elsewhere in the standards (refer to section 6.1. **Dementia** and section 9. **Substance misuse**).

7.1. Relevance to the driving task

7.1.1. Effects of psychiatric conditions on driving¹⁻⁴

Psychiatric conditions may be associated with disturbances of behaviour, cognitive abilities and perception and therefore have the potential to affect driving ability. They do, however, differ considerably in their aetiology, symptoms and severity, and may be occasional or persistent. The impact of mental illness also varies depending on a person's social circumstances, occupation and coping strategies. Assessment of fitness to drive must therefore be individualised and should rely on an evaluation of the specific pattern of illness and potential impairments as well as severity, rather than the diagnosis per se. The range of potential impairments for various conditions is described below.

People with **schizophrenia** may have impairments across many domains of cognitive function including:

- reduced ability to sustain concentration or attention
- reduced cognitive and perceptual processing speeds, including reaction time
- reduced ability to perform in complex conditions – for example, when there are multiple distractions
- perceptual abnormalities – for example, hallucinations that distract attention or are preoccupying
- delusional beliefs that interfere with driving – for example, persecutory beliefs may include being followed and result in erratic driving, or grandiose beliefs may result in extreme risk taking.

People with **bipolar affective condition** may demonstrate:

- depression and suicidal ideation
- mania or hypomania, with impaired judgement about driving skill and associated recklessness
- delusional beliefs that directly affect driving.

People with depression may demonstrate:

- disturbances in attention, information processing and judgement, including reduced ability to anticipate
- psychomotor retardation and reduced reaction times
- sleep disturbances and fatigue
- suicidal ideation that may manifest in reckless driving.

People with **anxiety conditions** (including post-traumatic stress disorder) may:

- be preoccupied or distractible
- experience panic attacks or obsessional behaviours that may impair driving.

People with **personality conditions** may be:

- aggressive or impulsive
- resentful of authority or reckless.

People with **attention-deficit/hyperactivity disorder** may:

- be more prone to angry aggressive and risky driving behaviour
- have difficulty in planning, organising and prioritising tasks
- have difficulty in sustaining or shifting focus
- have difficulty managing frustration, modulating emotions and self-regulation.

These impairments are difficult to determine because impairment differs at various phases of the illness and may vary markedly between individuals. The impairments described above are particularly important for commercial vehicle drivers.

7.1.2. Evidence of crash risk^{1,3,4}

There is limited evidence about the impact of psychiatric illness on crash risk. Some studies have shown that drivers with psychiatric illness have an increased crash risk compared with drivers without psychiatric illness. There is also specific evidence for increased risk among those with schizophrenia and personality conditions. The evidence suggests a modestly elevated risk for people with low levels of impairment; however, it is possible that people with higher levels of impairment self-regulate their driving or drive more slowly and cautiously, therefore reducing their risk.

7.1.3. Impairments associated with medication⁵

Medications prescribed for treating psychiatric conditions may impair driving performance. There is, however, little evidence that medication, if taken as prescribed, contributes to crashes; in fact, it may even help reduce the risk of a crash (refer to Part A section 2.2.9. **Drugs and driving**). Numerous psychotropic medications have been shown to impair perception, vigilance and psychomotor skills. Many medications can produce side

effects such as sedation, lethargy, impaired psychomotor function and sleep disturbance. Benzodiazepines have especially been shown to impair vision, attention, information processing, memory, motor coordination and combined-skill tasks. Tolerance to the sedating effects may develop after the first few weeks, although other cognitive impairments may persist. The assessment of medication effects should be individualised and rely upon self-report, observation, clinical assessment and collateral information to determine if particular medications might affect driving. If a person is prescribed stimulants (e.g. dexamphetamine) for treating attention-deficit/hyperactivity disorder, this should be stated in the advice provided to the driver licensing authority.

Health professionals should have heightened concern when sedative medications are prescribed but should also consider the need to treat psychiatric conditions effectively. Refer also to section 9. **Substance misuse**.

7.2. General assessment and management guidelines^{2,6,7}

7.2.1. General considerations

In assessing the impact of mental illness on the ability to drive safely, the focus should be on assessing the severity and significance of likely functional effects, rather than the simple diagnosis of a mental illness. Information relevant to the assessment may be gained from case workers and others involved in the ongoing management of the person. The review period should be tailored to the likely prognosis or pattern of progression of the condition in an individual. Commercial vehicle licences warrant greater concern and a lower threshold for intervention.

Mild mental illness does not usually have a significant impact on functioning. Moderate levels of mental illness commonly affect functioning, but many people will be able to manage usual activities, often with some modification. Severe mental illness often impairs multiple domains of functioning, and it is this category that is most likely to affect the functions and abilities required for safe driving. A person's medication requirements should not be used as the only measure of disease severity.

Contraindications to driving

A person seen or reported to have any of the following problems can be advised not to drive until the condition has been evaluated and treated:

- condition relapses sufficient to impair perceptions, mood or thinking
- lack of insight or lack of cooperation with treatment
- an intent to use a vehicle to cause self-harm
- an intent to use a vehicle to harm others.

7.2.2. Reporting patients

If a patient appears unwilling or unable to accept advice about restricting their driving, the health professional should consider if it is appropriate to report directly to the driver licensing authority and, if so, determine how best such a notification can be made while continuing to engage the person in treatment that is beneficial to them. It may also be appropriate to notify the police cases where there is an immediate threat to public safety or high risk, for instance, drivers with a history of reckless driving, crashes or intentions to cause harm involving motor vehicles. Refer to Part A section 3.3.1. Confidentiality, privacy and reporting to the driver licensing authority and Appendix 3.2. Legislation relating to reporting by health professionals.

7.2.3. Mental state examination

The mental state examination can be usefully applied in identifying the following areas of impairment that may affect fitness to drive:

- **Appearance.** Appearance is suggestive of general functioning (e.g. attention to personal hygiene, grooming, sedation, indications of substance use).
- **Attitude.** This may, for example, be described as cooperative, uncooperative, hostile, guarded or suspicious. While subjective, it helps to evaluate the quality of information gained in the rest of the assessment and may reflect personality attributes.
- **Behaviour.** This may include observation of specific behaviours or general functioning including ability to function in normal work and social environments.
- **Mood and affect.** This includes elevated mood (increase in risk taking) and low mood (suicidal ideation, particularly if past attempts, current ideation or future plans involve driving vehicles). Suicide involving motor vehicles is relatively common.
- **Thought form, stream and content.** This relates to the logic, quantity, flow and subject of thoughts that may be affected by mania, depression, schizophrenia or dementia. Delusions with specific related content may have an impact on driving ability.
- **Perception.** This relates to the presence of disturbances, such as hallucinations, that may interfere with attention or concentration, or may influence behaviour.
- **Cognition.** This relates to alertness, orientation, attention, memory, visuospatial functioning, language functions and executive functions. Evidence from formal testing, screening tests and observations related to adaptive functioning may be sought to determine if a psychiatric disorder is associated with deficits in these areas that are relevant to driving.

- **Insight.** Insight relates to self-awareness of the effects of the condition on behaviour and thinking. Assessment requires an exploration of the person's awareness of the nature and impacts of their condition and has major implications for management.
- **Judgement.** The person's ability to make sound and responsible decisions has obvious implications for road safety. As judgement may vary, it should not be assessed in a single consultation.

7.2.4. Treatment

The effects of prescribed medication should also be considered for the individual including:

- how medication may help to control or overcome aspects of the condition that may affect driving safety
- what medication side effects may affect driving ability including risk of sedation, impaired reaction time, impaired motor skills, blurred vision, hypotension and dizziness.

Alternative treatments including 'talking therapies' may be useful as an alternative or supplement to medication and lessen the risk of medication affecting driving. The health professional could advise non-driving periods to allow time for the patient to adjust to medication and for the health professional to evaluate the patient's response and their adherence to treatments. Refer to Part A, section 2.2.9, **Drugs and driving** for further guidance to consider the effects of prescribed medication when performing an assessment.

7.2.5. Comorbidities

People with a psychiatric condition and substance misuse (section 9. **Substance misuse**) or chronic pain (section 5. **Musculoskeletal conditions**) comorbidities may be at higher risk and warrant careful consideration. The assessment should identify the potential relevance of:

- problematic alcohol consumption
- use of illicit substances
- chronic pain
- prescription drug abuse (e.g. increased use of benzodiazepines, sedatives or painkillers).

7.2.6. Insight

The presence or absence of insight has implications for management.

- The person with insight may recognise when they are unwell and self-limit their driving.
- Limited insight may be associated with reduced awareness or deficits and may result in markedly impaired judgement or self-appraisal.
- The person might exhibit significantly impaired insight and appear unwilling to accept advice about restricting their driving.

7.2.7. Acute psychotic episodes

A person suffering an acute episode of mental illness (e.g. psychosis, moderate–severe depression or mania) may pose a significant risk. The health professional should advise a person in this situation not to drive until their condition has stabilised and a decision can be made about their future licence status. This is particularly relevant to commercial vehicle drivers.

7.2.8. Severe chronic conditions

A person with a severe chronic or relapsing psychiatric condition needs to be assessed for the effect of the illness on impairment and the skills needed to drive and the impairments that may arise. This may include a clinical assessment (e.g. neuropsychological) and may also include an on-road driving assessment (refer to Part A section 2.3.1. **Practical driver assessments**).

7.2.9. Psychogenic nonepileptic seizures^{8,9}

Some transient episodes of apparently impaired consciousness, awareness, or motor control resemble epileptic seizures or syncope, yet have a psychological cause. These episodes are usually termed psychogenic nonepileptic seizures (PNES), although they are sometimes known as dissociative, functional or pseudoseizures. Most patients diagnosed with PNES self-report loss of responsiveness or loss of awareness that may place them at an increased risk of causing a motor vehicle accident.

The safety risk is sufficiently low after a three-month period, with no further psychogenic seizures, to allow a return to driving. People with active PNES should generally not be allowed to drive if they lose awareness or responsiveness with their psychogenic seizures, have a history of seizure related injuries, or if the semiology suggests that ability to drive would be impaired during a psychogenic seizure.

People with active PNES may be considered for driving under the private standards after twelve months if PNES only occurs when the person could not be driving or after exposure to specific triggers that cannot be encountered when driving. This must be well established without exceptions and corroborated by reliable witnesses.

Diagnosis of PNES must establish that such episodes are psychogenic only. This may require recording an episode with video or video-EEG. Approximately 20 per cent of people with PNES have a history of epilepsy. In such patients, it is important to distinguish between the two types of attack and to establish whether an epileptic seizure has occurred. The seizure and epilepsy standards may apply in these cases (refer to section 6.2. **Seizures and epilepsy**). If there is uncertainty regarding the type of attack, the

blackouts of uncertain mechanism (refer to section 1. **Blackouts**) standards may apply. If more than one standard applies, the longer non-driving period prevails.

It is good medical practice for any person with initial PNES to be referred to a specialist, where available, for accurate diagnosis so that appropriate treatment is instituted and all the risks associated with PNES, including driving, can be explained.

With regard to licensing, the treating doctor/general practitioner may liaise with the driver licensing authority about whether the criteria are met for driving a private vehicle, but only a specialist may do so for a commercial vehicle driver.

7.2.10. Personality disorders

Some people with a personality disorder may display aggressive, irresponsible or erratic behaviour and could benefit from psychiatric interventions. Their licence status may also need to be managed through administrative, police or legal channels.

7.2.11. Post-traumatic stress disorder

Post-traumatic stress disorder may arise following motor vehicle crashes. Return to safe, competent driving may be assisted by therapy such as cognitive behaviour therapy and by driving rehabilitation courses.

7.2.12. Other psychiatric conditions

Specialist advice may need to be sought for drivers who have a psychiatric condition not covered here.

Where a psychiatric condition is associated with epilepsy or illicit drug use, the relevant section should also be referenced.

7.3. Medical standards for licensing

Requirements for unconditional and conditional licences are outlined in the following table.

Medical standards for licensing – psychiatric conditions		
Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.		
Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Psychiatric conditions</p> <p>(e.g. schizophrenia, bipolar affective condition, depression, anxiety conditions, and personality conditions. Refer to section 7.1.1. Effects of psychiatric conditions on driving)</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has a chronic psychiatric condition of such severity that it is likely to impair insight, behaviour, cognitive ability or perception required for safe driving. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> the condition is well controlled and the person complies with treatment over a substantial period; and the person has insight into the potential effects of their condition on safe driving; and there are no adverse medication effects that may impair their capacity for safe driving (also refer to Part A section 2.2.9. Drugs and driving); and the impact of comorbidities has been considered (e.g. substance abuse). 	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person has a chronic psychiatric condition of such severity that is likely to impair behaviour, cognitive ability or perception required for safe driving. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by a psychiatrist* as to whether the following criteria are met:</p> <ul style="list-style-type: none"> the condition is well controlled and the person complies with treatment over a substantial period; and the person has insight into the potential effects of their condition on safe driving; and there are no adverse medication effects that may impair their capacity for safe driving (also refer to Part A section 2.2.9. Drugs and driving); and the impact of comorbidities has been considered (e.g. substance abuse). <p><i>* Where a condition is considered stable and well managed, the driver licensing authority may agree to ongoing periodic review by the person's regular general practitioner with the cooperation of the psychiatrist. The initial allocation of a conditional licence must, however, be based on an assessment and information provided by the psychiatrist.</i></p>

Medical standards for licensing – psychiatric conditions

Condition	Private standards	Commercial standards
<p>Psychogenic nonepileptic seizures (also refer to section 6.2. Seizures and epilepsy)</p>	<p>(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has experienced a psychogenic seizure. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • seizures are identified as psychogenic only with no epileptic seizures*; and • there have been no further psychogenic seizures for at least 3 months <p>or</p> <ul style="list-style-type: none"> • the situational context or the semiology has been stable for at least 12 months and the psychogenic seizures; <ul style="list-style-type: none"> – have not caused a loss of awareness or responsiveness; and – have not resulted in injury; and – would not disrupt the driving task. <p>or</p> <ul style="list-style-type: none"> • could not occur when a person is driving, and • only occur in response to triggers that will not be encountered whilst driving. <p><i>* The seizure and epilepsy standards also apply in cases where there is co-existent epilepsy (refer to section 6.2. Seizures and epilepsy). If psychogenic and epileptic seizures cannot be differentiated, the Blackouts of uncertain mechanism standards apply (refer to section 1.2.4. Blackouts of undetermined mechanism). If more than one standard applies, the standard with the longer non-driving period prevails.</i></p>	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has experienced a psychogenic seizure. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account information provided by the treating neurologist or psychiatrist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • seizures are identified as psychogenic only with no epileptic seizures*; and • there have been no further psychogenic seizures for at least 3 months <p><i>* The seizure and epilepsy standards also apply in cases where there is co-existent epilepsy (refer to section 6.2. Seizures and epilepsy). If psychogenic and epileptic seizures cannot be differentiated, the Blackouts of uncertain mechanism standards apply (refer to section 1.2.4. Blackouts of undetermined mechanism). If more than one standard applies, the standard with the longer non-driving period prevails.</i></p>

References and further reading

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8. Sleep disorders

Refer also to section 1. Blackouts.

8.1. Relevance to the driving task

8.1.1. Evidence of crash risk¹

Studies have shown an increased rate of motor vehicle crashes of between two and seven times that of among control subjects in those with sleep apnoea. Studies have also demonstrated increased objectively measured sleepiness while driving (electro-encephalography and eye closure measurements) and impaired driving-simulator performance in people with confirmed sleep apnoea. This performance impairment is similar to that seen due to illegal alcohol impairment or sleep deprivation. Drivers with severe sleep-disordered breathing (respiratory disturbance index > 34) may have a higher rate of crashes than those with a less severe sleep disorder.

Those with narcolepsy perform worse on simulated driving tasks and are more likely to have vehicle crashes than control subjects.

8.1.2. Impact of treatment on crash risk²⁻⁵

Treating obstructive sleep apnoea with nasal continuous positive airways pressure (CPAP) has been shown to reduce daytime sleepiness and reduce the risk of crashes to the same level as controls. CPAP has also been shown to improve driving-simulator performance to the same levels as the control group. When used to treat obstructive sleep apnoea, mandibular advancement splints reduce daytime sleepiness and improve vigilance; however, studies have not been performed to assess whether they reduce motor vehicle crash rates.

8.2. General assessment and management guidelines

8.2.1. General considerations⁶⁻¹⁰

Excessive daytime sleepiness, which manifests itself as a tendency to doze at inappropriate times when intending to stay awake, can arise from many causes and is associated with an increased risk of motor vehicle crashes. It is important to distinguish sleepiness (the tendency to fall asleep) from fatigue or tiredness that is not associated with a tendency to fall asleep. Many chronic illnesses cause fatigue without increased sleepiness.

Increased sleepiness during the daytime in otherwise normal people may be due to prior sleep deprivation (restricting the time for sleep), poor sleep hygiene habits, irregular sleep-wake schedules or the influence of sedative medications, including alcohol. Insufficient sleep (less than five hours) prior to driving is strongly related to motor vehicle crash risk. Excessive daytime sleepiness may also result from a range of medical sleep disorders including the sleep apnoea syndromes (obstructive sleep apnoea, central sleep apnoea and nocturnal hypoventilation), periodic limb movement disorder, circadian rhythm disturbances (e.g. advanced or delayed sleep phase syndrome), some forms of insomnia and narcolepsy.

Unexplained episodes of 'sleepiness' may also require consideration of the several causes of blackouts (refer to section 1. Blackouts).

8.2.2. Identifying and managing people at high crash risk^{4,10,11}

Until the disorder is investigated, treated effectively and licence status determined, people should be advised to avoid or limit driving if they are sleepy, and not to drive if they are at high risk, particularly in the case of commercial vehicle drivers. High-risk people include:

- those who experience moderate to severe excessive daytime sleepiness
- those with a history of frequent self-reported sleepiness while driving
- those who have had a motor vehicle crash caused by inattention or sleepiness.

People with these high-risk features have a significantly increased risk of sleepiness-related motor vehicle crashes. These people should be referred to a sleep disorders specialist, particularly in the case of commercial vehicle drivers. Driving limitations may include avoiding driving at night and after consuming alcohol or sedative drugs, and limiting continuous driving (e.g. to between 15 minutes and two hours depending on symptoms) until effective treatment is implemented – refer to section 8.2.5. Advice to patients.⁸

8.2.3. Sleep apnoea^{10,12-15}

Definitions and prevalence

Diagnosed sleep apnoea has been reported in 8.3 per cent of Australian adults, 12.9 per cent of men and 3.7 per cent of women. Approximately 3 per cent of adults have diagnosed sleep apnoea and excessive daytime sleepiness, indicating a significant tendency to doze off in various situations during the daytime, including when driving. Sleep apnoea syndrome (excessive daytime sleepiness in combination with sleep apnoea on overnight monitoring) is present in 2 per cent of women and 4 per cent of men. Some studies suggest a higher prevalence in transport drivers.

Obstructive sleep apnoea (OSA) involves repetitive obstruction to the upper airway during sleep, caused by relaxation of the dilator muscles of the pharynx and tongue and/or narrowing of the upper airway, resulting in cessation (apnoea) or reduction (hypopnoea) of breathing.

Central sleep apnoea refers to a similar pattern of cyclic apnoea or hypopnoeas caused by oscillating instability of respiratory neural drive, and not due to upper airways factors. This condition is less common than OSA and is associated with cardiac or neurological conditions. It may also be idiopathic. Hypoventilation associated with chronic obstructive pulmonary disease or chronic neuromuscular conditions may also interfere with sleep quality, causing excessive sleepiness.

Sleep apnoea assessment

Evaluating sleep apnoea includes a clinical assessment of the likelihood of sleep apnoea followed by overnight monitoring (sleep study) to identify sleep apnoea and its severity, as well as assessing sleepiness based on subjective and sometimes objective tools.

Clinical and physical features^{12,16}

Clinical features can have a high predictive value for a subsequent diagnosis of OSA via a sleep study. Criteria of significant concern include:

- BMI ≥ 40 kg/m²
- BMI ≥ 35 kg/m² and either
 - hypertension requiring ≥ 2 medications for control, or
 - type 2 diabetes
- sleepiness-related crash or accident, off-road deviation, or rear-ending another vehicle by report or observation
- excessive sleepiness during the major wake period

Other clinical features include:

- habitual snoring during sleep
- witnessed apnoeic events (often in bed by a spouse/partner) or falling asleep inappropriately (particularly during non-stimulating activities such as watching television, sitting reading, travelling in a car, when talking with someone)
- feeling tired despite adequate time in bed.

Poor memory and concentration, morning headaches and insomnia may also be presenting features. The condition is more common in men and with increasing age. Other physical features commonly include a thick neck (greater than 42 cm in men, greater than 41 cm in women) and a narrow oedematous ('crowded') oropharynx. The presence of type 2 diabetes and difficult-to-control high blood pressure should also increase the suspicion of sleep apnoea. However, the condition may be present without these features.

Sleep studies, referral and management^{17,18}

People in whom sleep apnoea, chronic excessive sleepiness or another medical sleep disorder is suspected should be referred to a specialist sleep physician for further assessment, investigation with overnight polysomnography (either in the laboratory or home) and management. Home sleep studies are widely available with Medicare reimbursed direct referrals offered for patients who have a high score on sleep apnoea and daytime sleepiness screening questionnaires (e.g. > 4 on STOP-Bang and Epworth Sleepiness Scale score > 8).

The STOP-BANG, OSA-50, and Berlin Questionnaire are clinical screening tools with demonstrated predictive value for subsequent

diagnosis of sleep apnoea. Use of these questionnaires may assist in the decision to refer for further sleep studies. For general guidance on sleep studies, refer to relevant best practice guidelines (e.g. Australasian Sleep Association's *Guidelines for sleep studies in adults*¹⁷, available at <https://www.sleep.org.au/>).

Referral to a sleep specialist should also be considered for any person who has unexplained daytime sleepiness while driving, or who has been involved in a motor vehicle crash that may have been caused by sleepiness.

Non-driving or restricted driving periods can be considered while assessing the response to treatment and may be determined on a case-by-case basis. Examples of restrictions that can be considered include limiting driving duration (e.g. from 30 minutes with graduated increasing times) or no night driving (11PM–7AM). For commercial vehicle drivers, this is assessed by a sleep specialist considering the improvement in sleepiness and the related driving risk. The efficacy of treatment should be documented with:

- minimal adherence to treatment
- effectiveness of treatment
- resolution of sleepiness.

A person found to be positive for moderate to severe OSA on polysomnography, but who denies symptoms and declines treatment, may be offered an MWT (the MWT should include a drug screen and apply a 40-minute protocol). For those with a normal MWT, the driver licensing authority may consider a conditional licence without OSA treatment subject to review in one year.

Figure 15. Epworth Sleepiness Scale questions

Epworth Sleepiness Scale questions

How likely are you to doze off or fall asleep in the following situations?

Scored 0-3, where;

0 = never

1 = light chance

2 = moderate chance

3 = high chance of dozing

Situation	Score
1. Sitting and reading	<input type="text"/>
2. Watching TV	<input type="text"/>
3. Sitting, inactive in a public space (e.g. a theatre or meeting)	<input type="text"/>
4. As a passenger in a car for an hour without a break	<input type="text"/>
5. Lying down to rest in the afternoon when circumstances permit	<input type="text"/>
6. Sitting and talking to someone	<input type="text"/>
7. Sitting quietly after a lunch without alcohol	<input type="text"/>
8. In a car, while stopped for a few minutes in the traffic	<input type="text"/>

Total Score:

* The Epworth Sleepiness Scale is under copyright to Dr Murray Johns 1991-1997.

It may be used by individual doctors without permission, but its use on a commercial basis must be negotiated.

Subjective measures of sleepiness¹⁹⁻²¹

Determining excessive daytime sleepiness is a clinical decision, which may be assisted with clinical tools. Tools such as the Epworth Sleepiness Scale (ESS) or other validated questionnaires can be used as subjective measures of excessive daytime sleepiness, while recognising that the ESS is neither sensitive nor specific in the diagnosis of OSA. Such tests rely on honest completion by the driver, and there is evidence that incorrect reporting may occur in some cases. The tools are therefore just one aspect of the comprehensive assessment.

The responses to eight questions for the ESS (refer to **Figure 15. Epworth Sleepiness Scale questions**) relating to the likelihood of falling asleep in certain situations are scored and summed. A score of 0–10 is within the normal range, 11–15 indicates mild-moderate daytime sleepiness, and a score of 16–24 indicates moderate to severe excessive daytime sleepiness and may be associated with an increased risk of motor vehicle crashes.

A history of frequent self-reported sleepiness while driving or motor vehicle crashes caused by sleepiness also indicates a high risk of motor vehicle crashes.

Objective measures of sleepiness²²

Objective measures include the Maintenance of Wakefulness Test (MWT). Excessive sleepiness on the MWT suggests impaired driving performance.

Screening tools that combine questions and physical measurements (e.g. the Multivariate Apnoea Prediction Questionnaire) have been evaluated for screening people for sleep disorders in a clinical setting. Their efficacy for screening large general populations remains under evaluation.

Commercial vehicle drivers

Commercial vehicle drivers who are diagnosed with sleep apnoea and require treatment must have an annual review by a sleep specialist to ensure adequate treatment is maintained. For drivers who are treated with CPAP, it is recommended that they use CPAP machines with a usage meter to allow objective assessment and recording of treatment compliance. Minimally acceptable adherence with treatment is defined as four hours or more per day of use on 70 per cent or more of days. An assessment of sleepiness should be made, and an objective measurement of sleepiness should be considered (MWT), particularly if there is a concern about persisting sleepiness or treatment compliance. Mandibular splints with a usage meter are also acceptable.

8.2.4. Narcolepsy²³⁻²⁵

Narcolepsy is present in 0.05 per cent of the population and usually starts in the second or third decade of life. Sufferers present with excessive sleepiness and can have periods of sleep with little or no warning of sleep onset. Other symptoms include cataplexy, sleep paralysis and vivid hypnagogic hallucinations. Most sufferers are HLA-DR2 positive. There is a subgroup of people who are excessively sleepy but do not have all the diagnostic features of narcolepsy. Inadequate warning of oncoming sleep and cataplexy put drivers at high risk.

Diagnosis of narcolepsy is made on the combination of clinical features. HLA typing and a multiple sleep latency test (MSLT) is conducted, with a diagnostic sleep study on the prior night to exclude other sleep disorders and aid interpretation of the MSLT.

Drivers suspected of having narcolepsy should be referred to a sleep specialist or neurologist for assessment (including a MSLT) and management.

Sleepiness in narcolepsy can usually be managed effectively with scheduled naps and stimulant medication. Tricyclic antidepressants and monoamine oxidase inhibitors are used to treat cataplexy. Commercial vehicle drivers on a conditional licence should have a review at least annually by their specialist.

8.2.5. Advice to patients

All patients suspected of having sleep apnoea or other sleep disorders should be warned about the potential effect on road safety.

General advice may include:

- minimising unnecessary driving
- minimising driving at times when they would normally be asleep
- allowing adequate time for sleep and avoiding driving after having missed a large portion of their normal sleep
- avoiding alcohol and sedative medications
- avoiding using over-the-counter or other non-prescribed substances for maintaining wakefulness
- ensuring prescribed treatments are taken as required
- resting and limiting driving if they are sleepy
- heeding the advice of a passenger that the driver is dozing off.

It is the responsibility of the driver to avoid driving if they are sleepy, comply with treatment, maintain their treatment device, attend review appointments and honestly report their condition to their treating physician.

8.3. Medical standards for licensing

Requirements for unconditional and conditional licences are outlined in the following table.

Medical standards for licensing – sleep disorders Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.		
Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Sleep apnoea syndrome, excessive sleepiness, and other sleep disorders (all sleep apnoea – refer also to section 8.2.3. Sleep apnoea ⁵)	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has an established sleep apnoea syndrome (sleep apnoea on a diagnostic sleep study and moderate to severe excessive daytime sleepiness*); or • if the person has frequent self-reported⁴ episodes of sleepiness or drowsiness while driving; or • if the person has had motor vehicle crash(es) caused by inattention or sleepiness; or • if the person, in the opinion of the treating doctor, represents a significant driving risk as a result of a sleep disorder. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the person complies with treatment; and • the response to treatment is satisfactory. <p><i>An alcohol interlock may form part of the approach to managing driving for alcohol-dependent people (refer to section 9.2.2. Alcohol dependence and Appendix 5).</i></p> <p><i>* The treating doctor should not rely solely on subjective measures of sleepiness such as the Epworth Sleepiness Scale to rule out sleep apnoea. Refer to section 8.2.3. Sleep apnoea.</i></p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has an established sleep apnoea syndrome (sleep apnoea on a diagnostic sleep study and moderate to severe excessive daytime sleepiness*); or • if the person has frequent self-reported⁴ episodes of sleepiness or drowsiness while driving; or • if the person has had motor vehicle crash(es) caused by inattention or sleepiness; or • if the person, in the opinion of the treating doctor, represents a significant driving risk as a result of a sleep disorder. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by a specialist in sleep disorders as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the person complies with treatment; and • the response to treatment is satisfactory. <p><i>⁴ The treating doctor should not rely solely on subjective measures of sleepiness such as the Epworth Sleepiness Scale to rule out sleep apnoea. Refer to section 8.2.3. Sleep apnoea.</i></p>

Medical standards for licensing - sleep disorders

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Narcolepsy	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if narcolepsy is confirmed. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by a specialist in sleep disorders on the response to treatment.</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • If narcolepsy is confirmed. <p>A conditional licence may be considered by the driver licensing authority subject to at least annual review, taking into account the nature of the driving task and information provided by a specialist in sleep disorders as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • cataplexy has not been a feature in the past; and • medication is taken regularly; and • there has been an absence of symptoms for 6 months; and • normal sleep latency present on MWT (on or off medication).

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9. Substance misuse

(Including alcohol, illicit drugs and prescription drug misuse)

This chapter focuses mainly on regular heavy use of, and dependence on, alcohol and other substances (including illicit and prescription or over-the-counter drugs). The standards for licensing do not address acute intoxication, which is subject to drink/drug driving laws (refer to **Appendix 4. Drivers' legal BAC limits**) or to policies regarding random drug and alcohol testing within workplaces. However, it is possible for a long-term dependent person to be impaired due to both chronic use and recent consumption, and these risks are factors in considering the fitness to drive of such people. More information about acute intoxication and driving can be found on driver licensing authority websites.

Chronic misuse of alcohol and other substances can lead to a syndrome of dependence, characterised by several of the following features:

- tolerance, as defined by either a need for markedly increased amounts of the substance to achieve intoxication or desired effect, or a markedly diminished effect with continued use of the same amount of substance
- withdrawal, as manifested by either the characteristic withdrawal syndrome for the substance, or the same (or a closely related) substance is taken to relieve or avoid withdrawal symptoms
- the substance is often taken in larger amounts or over a longer period than was intended
- there is a persistent desire or unsuccessful efforts to cut down or control substance use
- a great deal of time is spent in activities to obtain the substance, use the substance or recover from its effects
- important social, occupational or recreational activities are given up or reduced because of substance use
- the substance use is continued despite knowledge of having a persistent or recurrent physical or psychological problem that is likely to have been caused or exacerbated by the substance (e.g. continued drinking despite recognition that an ulcer was made worse by alcohol consumption).

9.1. Relevance to the driving task

9.1.1. Effects of long-term alcohol use and other substance use on driving¹⁻⁸

Alcohol

In Australia, the 12-month prevalence of alcohol use disorders in 2016 was 6.1 per cent for men and 2.7 per cent for women. Alcohol dependence had a prevalence of 2.2 per cent for men and 0.8 per cent for women. Chronic heavy alcohol use carries a real risk of neurocognitive deficits relevant to driving capability including:

- short-term memory and learning impairments, which become more evident as the difficulty of the task increases
- impaired perceptual-motor speed
- impaired visual search and scanning strategies
- deficits in executive functions such as mental flexibility and problem-solving skills; planning, organising and prioritising tasks; focusing attention, sustaining focus and shifting focus from one task to another; filtering out distractions; monitoring and regulating self-action; or impulsivity.

Long-term heavy alcohol use is also associated with various end-organ pathologies that may affect the ability to drive – for example, Wernicke-Korsakoff syndrome or peripheral neuropathies experienced as numbness or paresthesia of the hands or feet. In the event of end-organ effects relevant to driving, the appropriate requirements should be applied as set out elsewhere in this publication.

Alcohol-dependent people may experience a withdrawal syndrome on cessation or significant reduction of intake, which carries some risk of generalised seizure (refer to Acute symptomatic seizures, [page 143](#) and [page 150](#)), confusional states and hallucinations.

Other substances

Substances (prescribed, over-the-counter and illicit) are misused for their intoxicating, sedative or euphoric effects. Drivers under the influence of these drugs are more likely to behave in a manner incompatible with safe driving. This may involve, but not be limited to, risk taking, aggression, feelings of invulnerability, narrowed attention, altered arousal states and poor judgement.

Illicit substances are a heterogeneous group. Chronic effects of their use vary and are not as well understood as those of alcohol. Some evidence suggests cognitive impairment is associated with chronic stimulant, opioid and benzodiazepine use. Illicit substance users may be at risk of brain injury through hypoxic overdose, trauma or chronic illness.

End-organ damage, including cardiac, neurological and hepatic damage, may be associated with some forms of illicit substance use, particularly injection drug use. Cocaine and other stimulant misuse have been linked with cardiovascular pathology. In the event of end-organ effects relevant to driving, the appropriate requirements should be applied as set out elsewhere in this publication.

Withdrawal seizures may occur (refer to Acute symptomatic seizures, [page 143](#) and [page 150](#)).

9.1.2. Evidence of crash risk^{1,6,9-21}

Alcohol

The relationship between raised alcohol levels and crash risk is well established, and it has been estimated that driving while intoxicated contributes to 30–50 per cent of fatal crashes, 15–35 per cent of crashes involving injury and 10 per cent of crashes not involving injury.

Increasing levels of intoxication result in disproportionate increases in the risk of a motor vehicle crash. The first case-controlled study of collision risk showed that with a blood alcohol concentration (BAC) of 0.05 per cent (g/100 mL), a driver was twice as likely to be involved in a collision as someone with no alcohol; at 0.10 per cent a driver has five times the relative risk; and at 0.20, there is a 25 times greater risk of a collision.

Less experienced drivers have alcohol-related crashes at lower BACs than more experienced drivers. For example, a study of single-vehicle fatal collisions showed that a male driver in the first five years of driving is 17 times more likely to have a fatal collision if their BAC is 0.05–0.079 and risk increases exponentially with BAC. This supports zero BAC for probationary drivers as mandated in our graduated licensing system. In the case of commercial vehicle drivers, ‘zero’ BAC is also mandated (refer to [Appendix 4. Drivers’ legal BAC limits](#)). Inexperienced drivers need to be educated about the real risks associated with drinking and driving.

People with alcohol dependency have approximately twice the risk of crash involvement as controls, possibly because they are more likely to drive while intoxicated despite prior convictions for drink driving.

Drugs¹⁰

There is limited evidence regarding crash risk and drug dependency. Approximately 13 per cent of fatal crashes are attributed to drug use. The risk is amplified with alcohol–drug and impairing drug–drug combinations. In an Australian study examining the odds of culpability associated with use of impairing drugs in injured drivers, one or more illicit drug present, but no alcohol, increased the odds of culpability 10-fold, while drivers with any impairing drug (but no alcohol) increased the odds 8.2-fold. The two most common illicit drugs detected were methylamphetamine and THC. Common impairing drugs included illicit drugs as well as benzodiazepines and sedating antihistamines. The most frequent substance combinations included alcohol with THC, alcohol with a benzodiazepine, alcohol with methylamphetamine, and THC with methylamphetamine.

Amphetamine-type stimulants^{10,11,16,21}

Australian studies report amphetamine-type stimulants in 71 per cent of all fatal road crashes and a 14-fold increase in the odds of culpability for collisions causing injury. Low doses of stimulants improve reaction time and reduce fatigue but at a cost of poor road position, loss of attention to peripheral information, erratic driving, weaving, speeding, drifting off the road, increased risk taking and high-speed collisions.

Cannabis^{5,10,13,14,22–24}

Cannabis use can lead to dependence syndrome, with well-documented withdrawal symptoms including restlessness, insomnia, anxiety, aggression, anorexia, muscle tremor and autonomic effects. Adult lifetime prevalence rates suggest that 9 per cent of cannabis users develop cannabis dependence, with higher rates in young people. Cannabis is the most common substance after alcohol for which admission for detoxification is sought.

Acute cannabis consumption is associated with increased road trauma. Australian studies have found the presence of cannabis (THC) in 11.1 per cent of all drivers injured in a road accident and 13.1 per cent of road fatalities. Chronic cannabis use is associated with cognitive decline, and the implications for safe driving should be carefully assessed.

On-road assessment may be required to determine fitness to drive. Practitioners should be aware of the potential use of illicit and prescription medicinal cannabis and the cumulative impairment to drive safely. For information on prescription medicinal cannabis, refer to Part A, section 2.2.9. **Drugs and driving.**

Sedating drugs^{10,11,17,25,26}

This is a heterogeneous group that includes all the drugs that cause mental clouding, sleepiness and poor responsiveness to the environment. It includes the benzodiazepines, sedating antihistamines, sedating antidepressants and narcotic analgesics. There is specific data on driving risk for some substances and none for others. Practitioners should be aware of the implications of their prescribing on the ability of patients to drive safely.

There is an increased risk of personal injury crashes among drivers using anti-anxiety drugs compared with the rest of the population. The risk is exacerbated by alcohol and other sedatives. There is a hangover effect, and a small dose of any sedative the following day can potentiate the effect. A meta-analysis of more than 500 studies showed that the degree of impairment of driving skill was directly related to the serum level of each substance. In Australian studies benzodiazepines were found in 8.2 per cent of fatalities and 12 per cent of injured drivers. In a culpability study of drivers taken to hospital for treatment after a collision, 100 per cent of drivers who had a benzodiazepine at any level with alcohol at any level were responsible for the collision.

9.1.3. Effects of alcohol or drugs on other diseases

People who are frequently intoxicated and who also suffer from certain other medical conditions are often unable to give their other medical problems the careful attention required, which has implications for safe driving.

Epilepsy

Many people with epilepsy are quite likely to have a seizure if they miss their prescribed medication even for a day or two, particularly when this omission is combined with inadequate rest, emotional turmoil, irregular meals and alcohol or other substances. Patients under treatment for any kind of epilepsy are not fit to drive any class of motor vehicle if they are frequently intoxicated.

Diabetes

People with insulin-dependent diabetes have a special problem when they are frequently intoxicated. Not only may they forget to inject their insulin at the proper time and in the proper quantity but also their food intake can get out of balance with the insulin dosage. This may result in a hypoglycaemic reaction or the slow onset of a diabetic coma.

9.2. General assessment and management guidelines

9.2.1. General considerations²⁷

Chronic misuse of drugs is incompatible with safe vehicle driving. Careful individual assessment must be made of drivers who misuse alcohol or other substances (prescribed or illicit). Substance misuse may not be confined to a single drug class, and people may use multiple substances in combination. In addition, people who misuse substances may change from one substance to another. Occasional use of these drugs also requires very careful assessment. In particular, the health professional should be satisfied that the use of these drugs is not going to affect a commercial vehicle driver in the performance of their duties.

During clinical assessment, patients may understate or deny substance use for fear of consequences of disclosure. The acute and chronic cognitive effects of some substance use also contribute to difficulty in obtaining an accurate history and identification of substance use. Assessment should therefore incorporate a range of indicators of substance use in addition to self-report, including objective assessments. Urine drug screens, oral fluid testing and blood testing provide objective evidence of recent drug use but may only give a limited historical context. Hair testing can provide a longitudinal detection window measured in months through which to assess remission.

Secondary opinion from an appropriate specialist, such as an addiction medicine specialist or addiction psychiatrist, may be necessary. Further assessments and/or objective evidence from biological monitoring (e.g. supervised drug screening) by the treating doctor may be indicated, including relevant investigations, particularly in the case of commercial vehicle drivers. In particular, people with substance use disorder and mental illness, acquired brain injury or chronic pain comorbidities may have a level of complexity requiring specialist assessment. On-road practical driving assessments may assist in some cases to determine fitness to drive.

9.2.2. Alcohol dependence²⁸

Screening tests may be useful for assessing alcohol dependence and other substance use disorders. For example, the Alcohol Use Disorders Identification Test (AUDIT) may be used to screen for alcohol dependence (refer to Figure 16). The total maximum score is 40. A score of eight or more indicates a strong likelihood of hazardous or harmful alcohol consumption. Referral to an appropriate specialist, such as an addiction medicine specialist or addiction psychiatrist, should

be considered, particularly in the case of commercial vehicle drivers. The AUDIT relies on accurate responses to the questionnaire and should be interpreted in the context of a global assessment that includes other clinical evidence. For more information about the AUDIT questionnaire, refer to http://whqlibdoc.who.int/hq/2001/who_msd_msb_01.6a.pdf.

Alcohol ignition interlocks are devices that prevent a car starting if the driver has been drinking. All states and territories have alcohol interlock programs where a driver who has been convicted of specified drink-driving offences is subject to a licence condition that they only drive a motor vehicle with an alcohol interlock fitted. An alcohol interlock condition may be ordered by a court as part of the sentencing or the licence restoration process, or imposed by the driver licensing authority in some circumstances. Interlocks may also be used voluntarily by drivers who are found to have alcohol dependence. A zero BAC condition can be set independently of an interlock condition or continue at the conclusion of an interlock program. Programs vary between the states and territories. For more information see **Appendix 5. Alcohol interlock programs.**

Figure 16. The Alcohol Use Disorders Identification Test (AUDIT) questionnaire

The Alcohol Use Disorders Identification Test (AUDIT) questionnaire⁷

Please tick the answer that is correct for you.

Scoring:

(0) X (1) X (2) X (3) X (4) X

1.	How often do you have a drink containing alcohol?				
	<input type="checkbox"/> Never (Skip to Q9)	<input type="checkbox"/> Monthly or less	<input type="checkbox"/> 2 to 4 times a month	<input type="checkbox"/> 2 to 3 times a week	<input type="checkbox"/> 4 or more times a week
2.	How many drinks containing alcohol do you have on a typical day when you are drinking?				
	<input type="checkbox"/> 1 or 2	<input type="checkbox"/> 3 or 4	<input type="checkbox"/> 5 or 6	<input type="checkbox"/> 7, 8 or 9	<input type="checkbox"/> 10 or more
3.	How often do you have six or more drinks on one occasion?				
	<input type="checkbox"/> Never	<input type="checkbox"/> Less than monthly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Weekly	<input type="checkbox"/> Daily or almost daily
4.	How often during the last year have you found you were not able to stop drinking once you had started?				
	<input type="checkbox"/> Never	<input type="checkbox"/> Less than monthly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Weekly	<input type="checkbox"/> Daily or almost daily
5.	How often during the last year have you failed to do what was normally expected from you because of drinking?				
	<input type="checkbox"/> Never	<input type="checkbox"/> Less than monthly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Weekly	<input type="checkbox"/> Daily or almost daily
6.	How often during the last year have you needed a first drink in the morning to get yourself going after a heavy drinking session?				
	<input type="checkbox"/> Never	<input type="checkbox"/> Less than monthly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Weekly	<input type="checkbox"/> Daily or almost daily
7.	How often during the last year have you had a feeling of guilt or remorse after drinking?				
	<input type="checkbox"/> Never	<input type="checkbox"/> Less than monthly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Weekly	<input type="checkbox"/> Daily or almost daily
8.	How often during the last year have you been unable to remember what happened the night before because you had been drinking?				
	<input type="checkbox"/> Never	<input type="checkbox"/> Less than monthly	<input type="checkbox"/> Monthly	<input type="checkbox"/> Weekly	<input type="checkbox"/> Daily or almost daily
9.	Have you or someone else been injured as a result of your drinking?				
	<input type="checkbox"/> No	<input type="checkbox"/> Yes, but not in the last year	<input type="checkbox"/> Yes, during the last year		
10.	Has a relative or friend or a doctor or other health care worker been concerned about your drinking or suggested you cut down?				
	<input type="checkbox"/> No	<input type="checkbox"/> Yes, but not in the last year	<input type="checkbox"/> Yes, during the last year		

9.2.3. Opioid dependence²⁹⁻³²

Opioid dependency includes patients taking opioid medication for chronic pain. People on stable doses of opioid analgesics for chronic pain management and people taking buprenorphine or methadone for their opioid dependency may not have a higher risk of a crash than the general population, **providing the dose has been stabilised over some weeks and they are not abusing other impairing drugs.**

The risk of impairment due to unsanctioned use of opioids or other sedatives is a consideration. Short-acting opioids, particularly parenteral forms, may cause fluctuation in blood levels of opioids, which would be expected to be incompatible with safe driving. People using these agents should be referred for assessment by an appropriate specialist such as an addiction medicine specialist, addiction psychiatrist or pain medicine specialist.

Further guidance on opiate prescribing can be found from:

- the Royal Australian College of Physicians' Prescription Opioid Policy: Improving management of chronic non-malignant pain and prevention of problems associated with prescription opioid use³²
- the Australian and New Zealand College of Anaesthetists and Faculty of Pain Management's *Statement regarding the use of opioid analgesics in patients with chronic non-cancer pain*³³
- the Royal Australian College of General Practitioners' Prescribing drugs of dependence in general practice²⁹⁻³¹
- local health agency websites.

9.2.4. Non-cooperation in cessation of driving

Should the person continue to drive despite advice to the contrary, the health professional should consider the risk posed to other road users and take reasonable measures to minimise that risk, including notifying the driver licensing authority. This is particularly relevant for commercial vehicle drivers. Refer to Part A section 3.3.1. Confidentiality, privacy and reporting to the driver licensing authority and Appendix 3.2. Legislation relating to reporting by health professionals. See information about alcohol interlock programs above.

9.3. Medical standards for licensing

Requirements for unconditional and conditional licences are outlined in the following table.

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

In providing information to the driver licensing authority about the suitability of a driver for a conditional licence, the health professional will need to consider the driver's substance use history, response to treatment and their level of insight. For example, in the case of patients with more severe substance use problems who have had previous high rates of relapse and fluctuation in stabilisation, a longer non-driving period and/or the use of an alcohol interlock should be considered before granting a conditional licence. Similarly, a strong response to treatment and well-documented abstinence and recovery may enable provision of a conditional licence after the minimum period. Remission by self-report can be unreliable and may be confirmed by biological monitoring for presence of drugs.

Medical standards for licensing – alcohol and other substance use disorders

Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.

Condition	Private standards	Commercial standards
<p>Substance use disorder</p> <p>(For withdrawal seizures refer to acute symptomatic seizures page 143 and page 150)</p>	<p>(Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if there is an alcohol use disorder such as alcohol dependence or heavy frequent alcohol use; or • if there is a substance use disorder, such as substance dependence or other substance use that is likely to impair safe driving. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by the treating doctor as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the person is involved in a treatment program and has been in remission* for at least 1 month; and • there is an absence of cognitive impairments relevant to driving; and • there is absence of end-organ effects that impact on driving (as described elsewhere in this publication). <p>The person is not fit to drive until they meet the criteria for a conditional licence.</p> <p><i>* Remission is attained when there is abstinence from use of impairing substance(s) or where substance use has reduced in frequency to the point where it is unlikely to cause impairment. Remission by self-report can be unreliable and may be confirmed by biological monitoring for the presence of drugs.</i></p> <p><i>An alcohol interlock may form part of the approach to managing driving for alcohol-dependent people (refer to section 9.2.2. Alcohol dependence and Appendix 5).</i></p>	<p>(Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)</p> <p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if there is an alcohol use disorder such as alcohol dependence or heavy frequent alcohol use; or • if there is a substance use disorder such as substance dependence or other substance use that is likely to impair safe driving. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review, taking into account the nature of the driving task and information provided by an appropriate specialist (such as an addiction medicine specialist or addiction psychiatrist)* as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the person is involved in a treatment program and has been in remission** for at least 3 months; and • there is an absence of cognitive impairments relevant to driving; and • there is absence of end-organ effects that impact on driving (as described elsewhere in this publication). <p>The person is not fit to drive until they meet the criteria for a conditional licence.</p> <p><i>* When a condition is considered stable and well managed, the driver licensing authority may agree to ongoing periodic review by the person's regular general practitioner with cooperation of the other specialists. The initial granting of a conditional licence must, however, be based on assessment and advice provided by the addiction medicine specialist or addiction psychiatrist.</i></p> <p><i>** Remission is attained when there is abstinence from use of impairing substance(s) or where substance use has reduced in frequency to the point where it is unlikely to cause impairment. Remission by self-report can be unreliable and may be confirmed by biological monitoring for the presence of drugs.</i></p>

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10. Vision and eye disorders

This chapter focuses on the assessment methods, medical criteria, and management approach for the two main aspects of vision – visual acuity and visual fields. It should be read in conjunction with other chapters where those conditions may affect vision (e.g., neurological conditions (section 6.3. **Other neurological and neurodevelopmental conditions**), diabetes (Section 3. **Diabetes mellitus**) and with Part A, section 2.2.7. **Older drivers and age-related changes**).

10.1. Relevance to the driving task

10.1.1. Effects of vision and eye disorders on driving¹⁻⁶

Good vision, including visual acuity and visual fields, is essential to operating a motor vehicle. Any marked loss of visual acuity or visual fields will diminish the person's ability to drive safely, including their ability to detect another vehicle, pedestrians or warning signs. It may also increase the time for a person to perceive and react to a potentially hazardous situation.

Peripheral or side vision assists the driver to be aware of the total driving environment and is particularly important in certain common driving tasks, such as merging into a traffic stream or changing lanes, and in detecting pedestrians and vehicles to the side of the line of vision.

Vision defects can develop slowly and drivers may be unaware of their reduced abilities, particularly in relation to peripheral vision.

10.1.2. Evidence of crash risk^{1-3,7,8}

The evidence is incomplete regarding visual fields and visual acuity and crash risk. This is likely due to the many methodological reasons outlined in Part A of this publication (refer to Part A section 1.5. **Development and evidence base**).

Identifying the degree to which reduced visual acuity increases motor vehicle crash risk is challenging. The evidence for visual acuity impairment is generally limited to drivers whose visual acuity already meets licensing standards, limiting the ability to determine whether alternative cut-points are more appropriate. While it is generally agreed that adequate visual fields are important for safe driving, the actual cut-off value that should be set remains unclear.

Most research suggests there is no association between crash risk and colour vision. While there is evidence that people with red-colour-deficient vision have difficulty in detecting red lights and stopping in laboratory and on-road testing, significant improvements in road engineering mean that people with red-colour deficiency may largely compensate for their deficiency while driving.

10.2. General assessment and management guidelines

Decline in vision is associated with normal aging and is therefore an important consideration for fitness to drive in the general care of older people, along with consideration of cognition and sensory-motor function (refer Part A, section 2.2.7. Older drivers and age-related changes).

Progressive eye conditions such as cataracts, glaucoma and macular degeneration are also more common in older people. Once diagnosed, these conditions require regular monitoring in relation to driving, including through conditional licences as appropriate (refer to section 10.2.4. Progressive eye conditions). Regular monitoring is also required for conditions such as diabetes to screen for and manage end organ effects (retinopathy) (refer to section 3.2.3. Comorbidities and end-organ complications).

For drivers with neurological conditions such as stroke, vision is one of a number of functional outcomes that will be addressed as part of an overall assessment of fitness to drive and findings will need to be integrated as part of this overall assessment (refer to section 6.3. Other neurological and neurodevelopmental conditions).

10.2.1. Visual acuity³⁻⁶

For the purposes of this publication, visual acuity is defined as a person's clarity of vision with or without glasses or contact lenses. Where a person does not meet the visual acuity standard at initial assessment, they may be referred for further assessment by an optometrist or ophthalmologist.

Assessment method

Visual acuity should be measured for each eye separately and without optical correction. If optical correction is needed, vision should be retested with appropriate corrective lenses. For use of orthokeratology lenses to correct visual acuity, refer to section 10.2.7. Orthokeratology therapy.

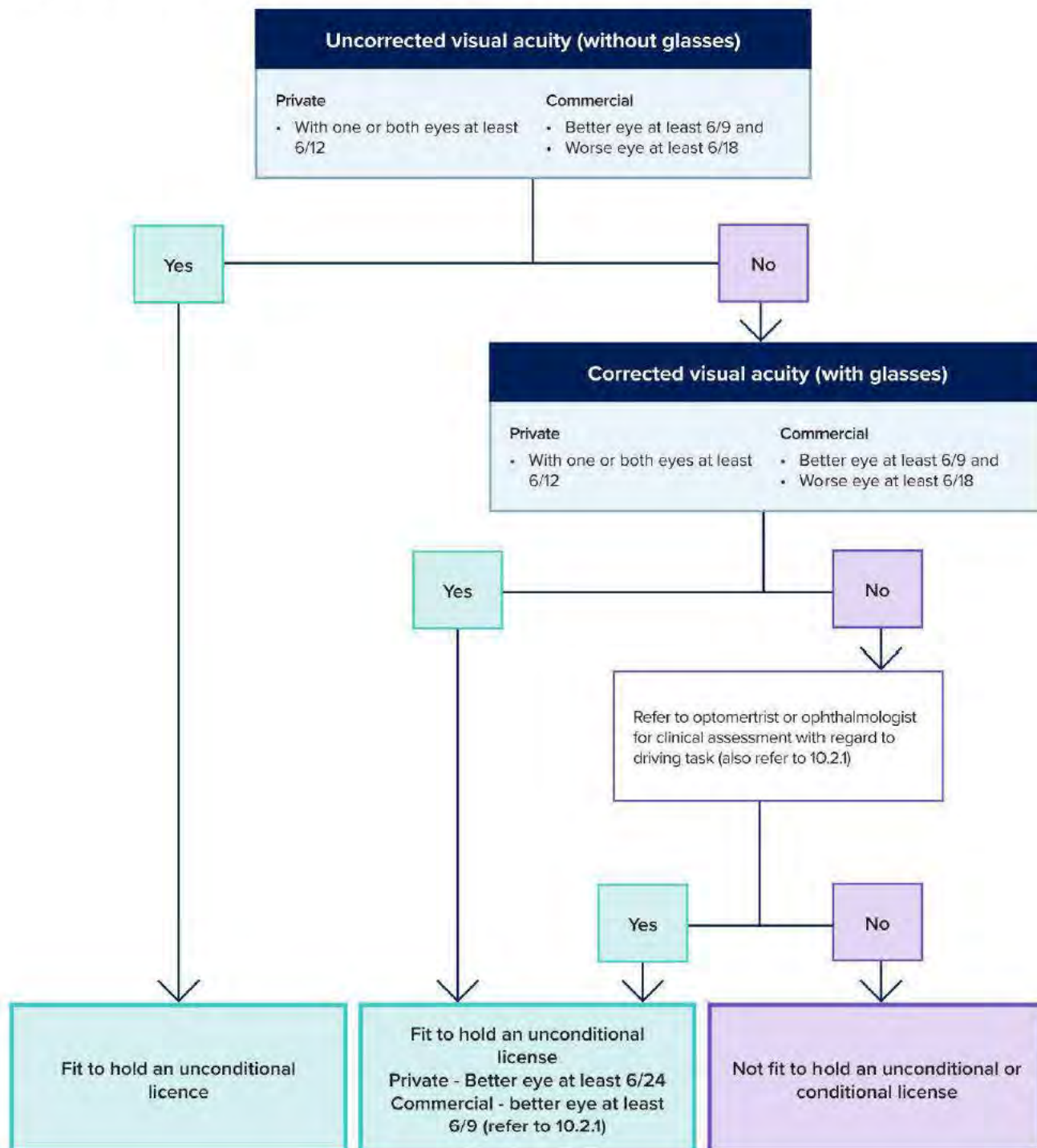
Acuity should be tested using a standard visual acuity chart (Snellen or LogMAR chart or equivalent) with five letters on the 6/12 line. Standard charts should be placed six metres from the person tested; otherwise, a reverse chart can be used and viewed through a mirror from a distance of three metres. Other calibrated charts can be used at a minimum distance of three metres. More than two errors in reading the letters of any line is regarded as a failure to read that line. Refer to Figure 17 for a management flow chart.

In the case of a private vehicle driver, if the person's visual acuity is just below that required by the standard but the person is otherwise alert, has normal reaction times and good physical coordination, an optometrist or ophthalmologist can recommend the granting of a conditional licence. The use of contrast sensitivity or other specialised tests may help in the assessment. However, a driver licence will not be issued when visual acuity in the better eye is worse than 6/24 for private vehicle drivers.

There is also some flexibility for commercial vehicle drivers depending on the driving task, providing the visual acuity in the driver's better eye (with or without corrective lenses) is 6/9 or better.

Restrictions on driving (conditional licence) may be advised – for example, where glare is a marked problem, no-night driving may be recommended. Refer to Part A, section 4.4. Conditional licences).

Figure 17. Visual acuity requirements for private and commercial vehicle drivers



10.2.2. Visual fields^{3-6,8-13}

For the purposes of this publication, visual fields are defined as a measure of the extent of peripheral (side) vision. Normal visual field is: 60 degrees nasally, 100 degrees temporally, 75 degrees inferiorly and 60 degrees superiorly. The binocular field extends the horizontal extent from 160 to 200 degrees, with the central 120 degrees overlapping and providing the potential for stereopsis.

Visual fields may be reduced due to a range of neurological conditions (e.g., stroke, multiple sclerosis) as well by ocular diseases (e.g., glaucoma), or injuries, resulting in hemianopia, quadrantanopia or monocularly.

Peripheral vision assists the driver to be aware of the total driving environment. Once alerted, the central fovea area is moved to identify the importance of the information. Therefore, peripheral vision loss that is incomplete will still allow awareness; this includes small areas of loss and patchy loss. Additionally, affected drivers can adapt to the defect by scanning regularly and effectively and can have good awareness. Patients with visual field defects who have full intellectual/cognitive capacity are more able to adapt, but those with such impairments will have decreased awareness and are therefore not safe to drive.

A longstanding field defect, such as from childhood, may lead to visual adaptation. Such defects – for example, a hemianopia or monocularly – need to be assessed by an optometrist or ophthalmologist for a conditional licence to be considered. They should be managed as an exceptional case to the standard, with consideration for duration and evidence of visual adaptation, whether the location of the defect is an area that may already

be blocked by the car door on the passenger side (i.e. the inferior field on the left side without central field loss), driver safety record and the nature of the driving task.

Assessment method

If there is no clinical indication of a visual field impairment or a progressive eye condition, then it is satisfactory to screen for defect by confrontation. Confrontation is an inexact test. Any person who has, or is suspected of having, a visual field defect should have a formal perimetry-based assessment.

Monocular automated static perimetry is the minimum baseline standard for visual field assessments. If monocular automated static perimetry shows no visual field defect, this information is sufficient to confirm that the standard is met.

Subjects with any significant field defect or a progressive eye condition require a binocular Esterman visual field for assessment. This is classically done on a Humphrey visual field analyser, but any machine that can be shown to be equivalent is accepted (e.g. Medmont binocular VF printed off in level map mode). The treating optometrist or ophthalmologist can determine whether it is appropriate for the person to wear their normal corrective lenses while undergoing testing. Fixation monitoring must be performed and recorded on the test. Alternative devices must have the ability to monitor fixation and to stimulate the same spots as the standard binocular Esterman. For an Esterman binocular chart to be considered reliable for licensing, the false-positive score must be no more than 20 per cent.

Horizontal extent of the visual field

In the case of a private vehicle driver, if the horizontal extension of a person's visual fields are less than 110 degrees but greater or equal to 90 degrees, an optometrist or ophthalmologist may support the granting of a conditional licence by the driver licensing authority. The extent is measured on the Esterman from the last seen point to the next seen point. There is no flexibility in this regard for commercial vehicle drivers.

A single cluster of up to three adjoining missed points, unattached to any other area of defect, lying on or across the horizontal meridian will be disregarded when assessing the horizontal extension of the visual field. A vertical defect of only a single point width but of any length, unattached to any other area of defect, which touches or cuts through the horizontal meridian may be disregarded. There should be no significant defect in the binocular field that encroaches within 20 degrees of fixation above or below the horizontal meridian. This means that homonymous or bitemporal defects that come close to fixation, whether hemianopic or quadrantanopic, are not normally accepted as safe for driving.

Central field loss

- Scattered single missed points or a single cluster of up to three adjoining points is acceptable central field loss for a person to hold an unconditional licence. **A significant or unacceptable central field loss is defined as any of the following:**
- a cluster of four or more adjoining points that is either completely or partly within the central 20-degree area
- loss consisting of both a single cluster of three adjoining missed points up to and including 20 degrees from fixation, and any additional separate missed point(s) within the central 20-degree area

- any central loss that is an extension of a hemianopia or quadrantanopia of size greater than three missed points.

Methods of measuring visual fields are limited in their ability to resemble the demands of the real-world driving environment where drivers are free to move their eyes as required and must sustain their visual function in variable conditions. Additional factors to be considered by the driver licensing authority in assessing patients with defects in visual fields therefore include, but are not limited to, the following:

- kinetic fields conducted on a Goldman
- binocular Esterman visual fields conducted without fixation monitoring, often referred to as a roving Esterman (two consecutive tests must be performed with no more than one false positive allowed) – the test should be in the numeric field format when it is printed out or sent for an opinion
- contrast sensitivity and glare susceptibility
- medical history; duration and prognosis; if the condition is progressive; rate of progression/deterioration; effectiveness of treatment/management
- driving record before and since the occurrence of the defect
- the nature of the driving task – for example, type of vehicle (truck, bus, etc.), roads and distances to be travelled concomitant medical conditions such as cognitive impairment or impaired rotation of the neck.

There is no flexibility in this regard for commercial vehicle drivers.

Monocular vision (one-eyed driver)

Monocular drivers have a reduction of visual fields due to the nose obstructing the medial visual field. They also have no stereoscopic vision and may have other deficits in visual functions.

For private vehicle drivers, a conditional licence may be considered by the driver licensing authority if the horizontal visual field is 110 degrees, and the visual acuity is satisfactory in the better eye. For commercial vehicle drivers, a conditional licence may be considered by the driver licensing authority if the horizontal visual field is 140 degrees, and the visual acuity is satisfactory in the better eye with no other visual field loss that is likely to impede driving performance. The health of the better eye must be reviewed every two years.

If monocular automated static perimetry is undertaken on patients without symptoms, family history or risk factors for visual field loss, and shows no indication of any visual field concerns, this information may be sufficient to confirm that the standard is met. If monocular testing suggests a field defect, or if the patient has a progressive eye condition, and/or the patient has any other symptoms or signs that indicate a field defect, then binocular testing should be conducted using the Esterman binocular field test or an Esterman-equivalent test. Alternative devices must have the ability to monitor fixation and to stimulate the same spots as the standard binocular Esterman.

Sudden loss of unilateral vision

A person who has lost an eye or most of the vision in an eye on a long-term basis has to adapt to their new visual circumstances and re-establish depth perception. They should therefore be advised not to drive for an appropriate period after the onset of their sudden loss of vision (usually three months). They should notify the driver licensing authority and be assessed according to the relevant visual field standard.

10.2.3. Diplopia

People suffering from all but minor forms of diplopia are generally not fit to drive. Any person who reports or is suspected of experiencing diplopia within 20 degrees from central fixation should be referred for assessment by an optometrist or ophthalmologist. For diplopia managed with an occluder, a three-month non-driving period applies in order to re-establish depth perception.

10.2.4. Progressive eye conditions³

The patient should be advised appropriately when a progressive eye condition is diagnosed that may result in future restrictions on driving. It is important to give the patient as much lead time as possible to prepare for changes that may later be required (e.g. adaptation to alternate transport and/or engaging blindness and low vision services). Refer to Part A, section 2.2.6. **Congenital conditions, disability and driving**, and 2.2.7. **Older drivers and age-related changes**.

People with progressive eye conditions such as cataract, glaucoma, optic neuropathy, diabetic retinopathy, macular degeneration, or retinitis pigmentosa should be monitored regularly and should be advised in advance about the potential future impact on their driving ability.

10.2.5. Congenital and acquired nystagmus

Nystagmus may reduce visual acuity. Drivers with nystagmus must meet the visual acuity standard. Any underlying condition must be fully assessed to ensure there is no other issue that relates to fitness to drive. Those who have congenital nystagmus may have developed coping strategies that are compatible with safe driving and should be individually assessed by an appropriate specialist.

10.2.6. Colour vision

There is not a colour vision standard for drivers, either private or commercial. Doctors, optometrists, or ophthalmologist should, however, advise drivers who have a significant colour vision deficiency about how this may affect their responsiveness to signal lights and the need to adapt their driving accordingly. Note, this standard applies only to driving within normal road rules and conditions. A standard requiring colour vision may be justified based on risk assessment for particular driving tasks.

10.2.7. Orthokeratology therapy¹⁴

Orthokeratology involves the therapeutic use of rigid gas-permeable contact lenses worn overnight to reshape the cornea of the eye. This provides effective correction of visual refractive error (once the lenses are removed) that can last at least a full day. The therapeutic effect is temporary and so the lenses must be worn regularly to maintain the best visual outcomes.

The private and commercial standards can be met provided the orthokeratology lenses are worn as recommended by an optometrist or ophthalmologist. An individual may drive without correcting lenses provided that the uncorrected visual standard is met with the support of orthokeratology therapy. Otherwise, they must drive with correcting lenses.

10.2.8. Telescopic lenses (bioptic telescopes)

The driver licensing authority may refuse a licence if the visual acuity standards are not met without the use of a bioptic telescope (refer to section 10.2.1. Visual acuity). People seeking to use a bioptic device for driving should first contact their driver licensing authority and check whether these devices are an accepted means to meet the standards. Refer to Appendix 9 for driver licensing authority contact details.

Bioptic telescopes are devices used to compensate for reduced visual acuity. They are miniature telescopes typically mounted on the upper part of a person's glasses. Bioptics are used momentarily and intermittently when driving, the majority of which occurs at the corrected visual acuity provided by the person's glasses. The person drops their chin slightly to view through the telescope for magnification, then lifts their chin to view through their standard corrective lens.

At present, there is insufficient information from human factors and safety research of drivers using these devices to set standards for bioptics. As such, and due to the increased risk associated with commercial vehicle driving (refer to Part A section 4.1. Medical standards for private and commercial vehicle drivers), these devices should not be used to meet the visual acuity standards for commercial vehicles. For private vehicle drivers, the driver licensing authority may consider information from an assessment performed by an ophthalmologist or optometrist when making its licensing decision.

10.2.9. Practical driver assessments

A practical driver assessment is not considered to be a safe or reliable method of assessing the effects of disorders of vision on driving, especially the visual fields, because the driver's response to emergency situations or various environmental conditions cannot be determined. Information about adaptation to visual field defects can be gained from visual field tests such as the Esterman.

A practical driver assessment may be helpful in assessing the ability to process visual information (refer to Part A section 2.3.1. Practical driver assessments).

10.2.10. Exceptional cases

In unusual circumstances, cases may be referred by the driver licensing authority for further medical specialist opinion (refer to Part A section 3.3.7. Role of independent experts/panels).

10.3. Medical standards for licensing

Requirements for unconditional and conditional licences are outlined in the following tables.

Medical standards for licensing – vision and eye disorders Health professionals should familiarise themselves with the information in this chapter and the tabulated standards before assessing a person's fitness to drive.		
Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
Visual acuity Refer to section 10.2.1. Visual acuity and Figure 17	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person's uncorrected visual acuity in the better eye or with both eyes together is worse than 6/12. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review if the standard is met with corrective lenses*.</p> <p>Some discretion is allowed in application of the standard by the treating optometrist or ophthalmologist. However, a driver licence will not be issued when visual acuity in the better eye is worse than 6/24.</p> <p>* Refer to section 10.2.7. Orthokeratology therapy for information on meeting the standard using orthokeratology therapy</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> if the person's uncorrected visual acuity is worse than 6/9 in the better eye; or if the person's uncorrected visual acuity is worse than 6/18 in either eye. <p>A conditional licence may be considered by the driver licensing authority subject to periodic review if the standard is met with corrective lenses*.</p> <p>If the person's vision is worse than 6/18 in the worse eye, a conditional licence may be considered by the driver licensing authority subject to periodic review, provided the visual acuity in the better eye is 6/9 (with or without corrective lenses*) according to the treating optometrist or ophthalmologist. The driver licensing authority will take into account:</p> <ul style="list-style-type: none"> the nature of the driving task; and the nature of any underlying disorder; and any other restriction advised by the optometrist or ophthalmologist. <p>* Refer to section 10.2.7. Orthokeratology therapy for information on meeting the standard using orthokeratology therapy</p>

Medical standards for licensing – vision and eye disorders

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Visual fields</p> <p>Refer to section 10.2.2. Visual fields</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the binocular visual field does not have a horizontal extent of at least 110 degrees within 10 degrees above and below the horizontal midline; or • if there is any significant visual field loss (scotoma) within a central radius of 20 degrees of the foveal fixation or other scotoma likely to impede driving performance; or • if there is any significant visual field loss (scotoma) with more than four contiguous spots within a 20-degree radius from fixation. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating optometrist or ophthalmologist.</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person has any visual field defect. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating optometrist or ophthalmologist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the binocular visual field has an extent of at least 140 degrees within 10 degrees above and below the horizontal midline; and • the person has no significant visual field loss (scotoma, hemianopia, quadrantanopia) that is likely to impede driving performance; and • the visual field loss is static and unlikely to progress rapidly.
<p>Monocular vision</p> <p>Refer to section 10.2.2. Visual fields</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person is monocular. <p>A conditional licence may be considered by the driver licensing authority subject to 2-yearly review, taking into account the nature of the driving task and information provided by the treating optometrist or ophthalmologist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the visual acuity in the remaining eye is 6/12 or better, with or without correction; and • the visual field in the remaining eye has a horizontal extent of at least 110 degrees within 10 degrees above and below the horizontal midline. 	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person is monocular. <p>A conditional licence may be considered by the driver licensing authority subject to 2-yearly review, taking into account the nature of the driving task and information provided by the treating optometrist or ophthalmologist, as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the visual acuity in the remaining eye is 6/9 or better, with or without correction; and • the visual field in the remaining eye has a horizontal extent of at least 140 degrees within 10 degrees above and below the horizontal midline; and • there is no other significant visual field loss that is likely to impede driving performance.

Medical standards for licensing - vision and eye disorders

Condition	Private standards (Drivers of cars, light rigid vehicles or motorcycles unless carrying public passengers or requiring a dangerous goods driver licence – refer to definition in Table 3)	Commercial standards (Drivers of heavy vehicles, public passenger vehicles or requiring a dangerous goods driver licence – refer to definition in Table 3)
<p>Diplopia</p> <p>Refer to section 10.2.3. Diplopia</p>	<p>A person is not fit to hold an unconditional licence:</p> <ul style="list-style-type: none"> • if the person experiences any diplopia (other than physiological diplopia) within 20 degrees from central fixation. <p>A conditional licence may be considered by the driver licensing authority subject to annual review, taking into account the nature of the driving task and information provided by the treating optometrist or ophthalmologist as to whether the following criteria are met:</p> <ul style="list-style-type: none"> • the condition is managed satisfactorily with corrective lenses or an occluder; and • the person meets other criteria as per this section, including visual fields. <p>The following licence condition may apply if corrective lenses or an occluder prevents the occurrence of diplopia.</p> <ul style="list-style-type: none"> • Corrective lenses or an occluder must be worn while driving. A 3-month non-driving period applies for use of occluders, in order to re-establish depth perception. 	<p>A person is not fit to hold an unconditional licence or a conditional licence:</p> <ul style="list-style-type: none"> • If the person experiences any diplopia (other than physiological diplopia) within 20 degrees from central fixation.

References and further reading

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PART C. **Appendices**

Appendix 1. Regulatory requirements for driver testing

Drivers in most states and territories must make a medical self-declaration in relation to their fitness to drive at licence application and renewal. The information obtained may result in a requirement for a medical assessment or refusal of the application. In addition, each state and territory has specific requirements for medical examinations or road testing, depending on the driver's age or the type of vehicle being driven, such as heavy vehicles, public passenger vehicles and dangerous goods vehicles. There are also specific requirements for drivers and operating a vehicle as a driver instructor. Note that various agencies are involved in overseeing the requirements for different vehicle types, and these agencies generally cooperate in this regard to support road safety.

Note: All review requirements may be amended on medical advice or on self-declaration or at

the request of the licensing authority. Refer to your state or territory driver licensing authority or other responsible agency for current requirements (see [Appendix 9. Driver licensing authority contacts](#)).

Commercial vehicle drivers accredited under Basic Fatigue Management (BFM) and Advanced Fatigue Management (AFM) have additional medical assessment requirements. Under these schemes, medical examinations are to be conducted, as a minimum, once every three years for drivers aged 49 or under, and yearly for drivers aged 50 or over and must assess sleep disorders.

Note: Not all states/territories participate in these fatigue management schemes (currently Australian Capital Territory, Northern Territory and Western Australia do not participate).

State or Territory	Vision test	Medical assessment	Road test
Australian Capital Territory	Private vehicle drivers		
	A vision test for all drivers on initial licence; at ages 50, 60, 65, 70 and 75, and annually thereafter.	A medical assessment for all licence classes at age 75 years, and annually thereafter.	No prescribed period, or age.
Australian Capital Territory	Commercial vehicle drivers		
	Heavy vehicle drivers (class MR and above): a vision test on initial application; when upgrading to medium rigid (class MR); at ages 50, 60, 65, 70, 75 and annually thereafter.	Heavy vehicle drivers (class MR and above): A commercial medical assessment at age 75 years and annually thereafter.	Heavy vehicle drivers (class MR and above): An initial test on application; or when upgrading to MR class or above. No prescribed period or age thereafter, unless declared or reported.

State or Territory	Vision test	Medical assessment	Road test
Australian Capital Territory (cont'd)	Commercial vehicle drivers		
	Public passenger vehicle drivers (H, M, T, W, D): a vision test on initial application, then five-yearly to age 70, then annually thereafter. Public passenger vehicle drivers (O): a vision test on initial application, then annually thereafter. In all cases additional or more frequent health assessments may be required if a condition is reported.	Public passenger vehicle drivers (H, M, T, W, D): A commercial medical assessment on initial application, then five-yearly to age 70, then annually thereafter. Public passenger vehicle drivers (O): A commercial medical assessment on initial application, then annually thereafter. In all cases, additional or more frequent health assessments may be required if a condition is reported.	Public passenger vehicle drivers (H, M, O, T, W, D): At age 70 and annually thereafter.
	Dangerous goods vehicle drivers: a vision test on initial application, then every five years.	Dangerous goods vehicle drivers: A commercial medical assessment on initial application, then every 5 years.	Dangerous goods vehicle drivers: no special requirements.
	Driving instructors: a vision test on initial application, then every five years.	Driving instructors: A commercial medical assessment on initial application, then every five years.	Driving instructors: no prescribed period or age after initial test for licensing.
New South Wales	Dangerous goods vehicle drivers: no special requirements.		
	<p>Vision test for all drivers on initial application.</p> <p>All car and rider licence holders under 45 years of age have an eyesight test every 10 years.</p> <p>All car and rider licence holders 45 years of age or older have an eyesight test every 5 years.</p> <p>Drivers 75 years or older require an annual eyesight test.</p>	Medical assessment for all licence classes at 75 years and annually thereafter.	<p>Road test required every 2 years for all car drivers (class C) and drivers of motorcycles (class R) from 85 years of age.</p> <p>Annual driving test for heavy vehicle drivers with a light rigid (LR) to heavy combination (HC) from 80 years of age.</p> <p>A road test may be required as a result of a doctor's or police recommendation.</p>
	Commercial vehicle drivers		
	Vision test for all drivers on initial application.	Medical assessment for all licence classes at 75 years of age and annually thereafter.	Annual road test required for heavy vehicle drivers (LR, MR, HR and HC) from 80 years of age.

State or Territory	Vision test	Medical assessment	Road test
New South Wales (cont'd)	Commercial vehicle drivers		
	Multiple combination vehicle (road train) drivers (class MC): vision test with medical assessment on initial application and then at age 21 and every 10 years up to age 40, then every 5 years until age 60, then every 2 years until age 70; annually thereafter.	Multiple combination vehicle (road train) drivers (class MC): medical assessment on initial application and then at age 21 and every 10 years up to age 40, then every 5 years until age 60, then every 2 years until age 70; annually thereafter.	Multiple combination vehicle (road train) drivers (class MC): road test at 70 years and annually thereafter.
	Public passenger vehicle drivers (buses): vision test on initial application and then every 3 years until the age of 60 years; annually thereafter.	Public passenger vehicle drivers (buses): medical assessment on initial application and then every 3 years until the age of 60 years; annually thereafter.	Public passenger vehicle drivers (buses): road test at age 80 years.
	Dangerous good vehicle drivers: vision test on initial application, then every 5 years.	Dangerous goods vehicle drivers: medical assessment on initial application, then every 5 years.	Dangerous goods vehicle drivers: no prescribed period or age, unless declared or reported.
	Driving instructors: vision test on initial application; thereafter in line with driver licence class held.	Driving instructors: medical assessment on initial application; thereafter in line with driver licence class held.	Driving instructors: on initial application; thereafter in line with driver licence class held.
Northern Territory	Private vehicle drivers		
	Vision test for all drivers on initial application.	Medical assessment only when condition notified by a health professional or driver.	Road test only when recommended by a health professional.
	Commercial vehicle drivers		
	Vision test on initial application.	Medical assessment only when a condition is reported by a health professional or driver.	Only if recommended by a health professional.
Public passenger vehicle drivers: as above.	Public passenger vehicle drivers: medical assessment on initial application, then 5-yearly or sooner if a condition is reported.	Public passenger vehicle drivers: road test only if recommended by a health professional.	

State or Territory	Vision test	Medical assessment	Road test
Northern Territory (cont'd)	Commercial vehicle drivers		
	Dangerous good vehicle drivers: vision test on initial application, then every 5 years.	Dangerous goods vehicle drivers: medical assessment on initial application, then 5-yearly thereafter.	Dangerous goods vehicle drivers: no specific requirements.
	Driving instructors: as above.	Driving instructors: medical assessment on initial application, then 5-yearly or sooner if a condition is reported.	Driving instructors: road test only if recommended by a health professional.
Queensland	Private vehicle drivers		
	<p>A vision test, performed by a health professional, and a medical certificate verifying the outcome of the test is required if the applicant declares a vision or eye disorder or if required by the chief executive.</p> <p>Vision tests are not performed by departmental staff.</p>	<p>A person must obtain, carry and drive in accordance with a current medical certificate if:</p> <ul style="list-style-type: none"> • they have a mental or physical incapacity that may affect their ability to drive safely, or • they are 75 years of age or older. <p>Currency of the medical certificate is determined by the health professional. Medical certificates issued to drivers 75 years or older have a maximum validity of one year.</p>	Road test required on application.
	Commercial vehicle drivers		
	<p>Heavy vehicle drivers: a vision test, performed by a health professional, and a medical certificate verifying the outcome of the test is required if the applicant declares a vision or eye disorder or if required by the chief executive.</p> <p>Vision tests are not performed by departmental staff.</p>	<p>Heavy vehicle drivers: a person must obtain, carry and drive in accordance with a current medical certificate if:</p> <ul style="list-style-type: none"> • they have a mental or physical incapacity that may affect their ability to drive safely, or • they are 75 years of age or older. <p>Currency of the medical certificate is determined by the health professional. Medical certificates issued to drivers 75 years or older have a maximum validity of one year.</p>	Heavy vehicle drivers: road test required on application.

State or Territory	Vision test	Medical assessment	Road test
Queensland (cont'd)	<p>Public passenger vehicle drivers: a vision test, performed by a health professional, is required every 5 years (as part of the prescribed medical assessment), or more frequently if required by a health professional.</p> <p>Vision tests are not performed by departmental staff.</p>	<p>Public passenger vehicle drivers: a medical assessment is required every 5 years, or more frequently if required by a health professional.</p> <p>A driver 75 years of age or older is required to obtain, carry and drive in accordance with a current medical certificate.</p>	<p>Public passenger vehicle drivers: no prescribed period or age, unless declared or reported.</p>
	<p>Dangerous good vehicle drivers: a vision test, performed by a health professional, is required on initial application, then every 3 years as part of the prescribed medical assessment), or more frequently if required by a health professional.</p> <p>Vision tests are not performed by departmental staff.</p>	<p>Dangerous goods vehicle drivers: a medical assessment is required on initial application, then every 3 years, or more frequently if required by a health professional.</p> <p>A driver 75 years of age or older is required to obtain, carry and drive in accordance with a current medical certificate.</p>	<p>Dangerous goods vehicle drivers: no prescribed period or age, unless declared or reported.</p>
	<p>Driving instructors: no vision test required unless the applicant declares a vision or eye disorder or if required by the chief executive.</p> <p>Vision tests are not performed by departmental staff.</p>	<p>Driving instructors: no medical assessment required unless the person has a mental or physical incapacity that may affect their ability to drive safely.</p> <p>A driver 75 years of age or older is required to obtain, carry and drive in accordance with a current medical certificate.</p>	<p>Driving instructors: no prescribed period or age, unless declared or reported.</p>
South Australia	Private vehicle drivers		
	<p>Vision test yearly from 70 years of age for holders of licence classes other than C or if declared or reported.</p>	<p>Medical assessment required yearly from 70 years of age for holders of licence classes other than C.</p>	<p>Road test annually from age 85 for licence classes other than C.</p>

State or Territory	Vision test	Medical assessment	Road test
South Australia (cont'd)	Commercial vehicle drivers		
	Heavy vehicle drivers: vision test annually from 70 years of age or with prescribed medical examinations.	Heavy vehicle drivers: medical assessment annually from 70 years of age for all licence holders unless prescribed otherwise (refer below). Multiple combination vehicle drivers (class MC) operating south of Port Augusta: medical assessment every 3 years up to 49 years of age, then annually.	Heavy vehicle drivers: road test annually from age 85.
	Public passenger vehicle drivers: vision test with medical assessment every 3 years up to age 70 years, then annually thereafter.	Public passenger vehicle drivers: medical assessment every 3 years up to age 70 years, then annually thereafter.	Public passenger vehicle drivers: no prescribed period or age, unless declared or reported.
	Dangerous good vehicle drivers: vision test on initial application, then every 3 years.	Dangerous goods vehicle drivers: medical assessment on initial application, then every 3 years.	Dangerous goods vehicle drivers: no prescribed period or age, unless declared or reported.
	Driving instructors: vision test on licence application and renewal.	Driving instructors: medical assessment on licence application and renewal.	Driving instructors: no prescribed period or age, unless declared or reported.
Tasmania	Private vehicle drivers		
	Vision test required on initial application.	No prescribed period or age but may occur if a medical condition or concern is declared or reported.	No prescribed period or age but may occur if a medical condition or concern is declared or reported.
	Commercial vehicle drivers		
	Multiple combination vehicle drivers (class MC): vision test required on initial application (as part of medical assessment).	Multiple combination vehicle drivers (class MC): medical assessment on initial application.	Heavy vehicle drivers: road test or training course on initial application; no tests/courses are required thereafter.

State or Territory	Vision test	Medical assessment	Road test
Tasmania (cont'd)	Commercial vehicle drivers		
	Public passenger vehicle drivers: vision test on initial application and then as part of required medical assessments (refer to next column).	Public passenger vehicle drivers (Ancillary Certificate Public Passenger Vehicles): medical assessment on initial application, then every 3 years up to age 65, then annually. (ACPPVs are further categorised: taxi or other).	Public passenger vehicle drivers (ACPPV): no prescribed period or age, unless declared or reported. (ACPPVs are further categorised: taxi or other).
	Dangerous goods vehicle drivers: vision test on initial application, then every licence renewal period.	Dangerous goods vehicle drivers: medical assessment on initial application, then every licence renewal period.	Dangerous goods vehicle drivers: no prescribed period or age, unless declared or reported.
	Driving instructors: vision test on initial application and then as part of required medical assessments (refer to next column).	Driving instructors: medical assessment on initial application, then every 3 years until age 65 years; then annually.	Driving instructors: training course on initial application.
Victoria	Private vehicle drivers		
	Vision test for all drivers on initial application and subsequently if a concern is declared or reported.	No prescribed period or age but may occur if a concern is declared or reported.	No prescribed period or age but may occur if a concern is declared or reported.
	Commercial vehicle drivers		
	Heavy vehicle drivers: vision test on initial application. Otherwise no specified period, unless declared or reported.	Heavy vehicle drivers: no prescribed period or age, unless declared or reported.	Heavy vehicle drivers: no prescribed period or age, unless declared or reported.
Public passenger vehicle drivers (taxi, bus): vision test with medical assessment every 3 years unless a medical practitioner advises shorter review periods. If a driver is changed from a 3-year to a 12-month accreditation, ongoing annual review is generally required.	Public passenger vehicle drivers (taxi, bus): medical assessment every 3 years unless a medical practitioner advises shorter review periods. If a driver is changed from a 3-year to a 12-month accreditation, ongoing annual review is generally required.	Public passenger vehicle drivers (taxi, bus): no prescribed period or age, unless declared or reported.	
Dangerous good vehicle drivers: vision test on initial application, then every 5 years.	Dangerous goods vehicle drivers: medical assessment on initial application, then every 5 years.	Dangerous goods vehicle drivers: no prescribed period or age, unless declared or reported.	

State or Territory	Vision test	Medical assessment	Road test
Victoria (cont'd)	Commercial vehicle drivers		
	Driving instructors: vision test on licence application then every 3 years unless a medical practitioner advises shorter review periods. If a driver is changed from a 3-year to a 12-month accreditation, ongoing annual review is generally required.	Driving instructors: medical assessment on application then every 3 years unless a medical practitioner advises shorter review periods. If a driver is changed from a 3-year to a 12-month accreditation, ongoing annual review is generally required.	Driving instructors: no prescribed period or age, unless declared or reported.
Western Australia	Private vehicle drivers		
	Vision test required on initial application then yearly from 80 years of age (as part of required medical assessment), or as required depending on the condition declared or reported.	Annually from 80 years of age, unless a medical condition requires an earlier assessment.	Road test annually from age 85 for licence classes other than C and R, unless a medical condition requires an earlier assessment.
	Commercial vehicle drivers		
	Heavy vehicle drivers (class MR and above): vision test required on initial application then yearly from 80 years of age (as part of required medical assessment) or as required depending on the condition declared or reported.	Heavy vehicle drivers (class MR and above): annually from 80 years of age, unless a medical condition requires an earlier assessment.	Heavy vehicle drivers (class MR and above): road test at 85 years of age, then annually unless a medical condition requires an earlier assessment.
	Public passenger vehicle drivers: vision test on initial application and then when applying for an additional class, then every 5 years until age 45, then every 2 years until age 65, then annually.	Public passenger vehicle drivers: medical assessment on initial application, then every 5 years.	Public passenger vehicle drivers: no prescribed period or age, unless declared or reported.
Dangerous good vehicle drivers: vision test on initial application, then every 5 years.	Dangerous goods vehicle drivers: medical assessment on initial application, then every 5 years.	Dangerous goods vehicle drivers: no prescribed period or age, unless declared or reported.	
Driving instructors: vision test on initial application and when applying for an additional class, then every 5 years until age 45, then every 2 years until age 65, then annually from age 65.	Driving instructors: medical assessment on initial application, then every 5 years.	Driving instructors: practical driving and instructional technique assessment every 3 years unless exempted.	

Appendix 2. Forms

Appendix 2.1. Medical report form

The driver licensing authority has a legal responsibility to ensure all drivers have the appropriate skills and ability, and are medically fit to hold a driver licence. To meet this responsibility, legislation gives the driver licensing authority the authority to ask any motor vehicle licence holder or applicant to provide medical evidence of their suitability to drive and/or to undergo a driver assessment.

This is facilitated by a medical report. The relevant driver licensing authority provides the medical report form to the driver, who will present it to the health professional for completion at the time of the examination. This form is the key communication between health professionals and driver licensing authorities. It should be completed with details of any medical criteria not met, as well as details of recommended conditions and monitoring requirements for a conditional licence. Medical information that is not relevant to the patient's fitness to drive should not be included on this form for privacy reasons.

The forms used by each state or territory vary; however, they will generally include the information outlined below. Electronic and online forms are now available in certain states and territories. For more information contact your local driver licensing authority (refer to **Appendix 9. Driver licensing authority contacts**).

Information required in a medical report form

Driver details:

- name, date of birth, and contact details (postal address, phone number)
- consent for the driver licensing authority to contact the health professional for further information relevant to the person's fitness to drive (inclusion and wording will depend on jurisdiction)
- licence details (to guide the health professional in selecting the appropriate standard for assessment – private or commercial).

Health professional details:

- date of examination
- health professional's name and contact details
- physical or digital signature of examining health professional or health professional identity validation for online electronic medical reports.

Assessment of fitness to drive – the health professional records the following:

- whether they were familiar with the driver's medical history prior to the examination
- which standards (private/commercial) were applied in the examination
- whether the driver meets or does not meet the criteria for an unconditional licence (noting criteria that are not met and other relevant medical details)
- whether the driver meets or does not meet the criteria for a conditional licence, noting
 - criteria that are not met and other relevant medical details
 - proposed restrictions to the person's licence (if appropriate)

- suggestions for management and periodic review intervals (conditional licence)
- whether the driver requires additional assessment including
 - specialist assessment (specify type)
 - practical driving assessment (specify type)
 - occupational therapist assessment
- whether the driver's condition has now improved so as to meet criteria for a conditional or unconditional licence noting
 - criteria previously not met
 - response to treatment and prognosis
 - duration of improvement
- other relevant information including consideration of the driving task.

Other information contained within the form:

- legal information
- instructions to
 - the driver/applicant
 - the health professional
- information about
 - occupational therapy driver assessments
 - driver licensing authority driver assessments.

Appendix 2.2. Medical condition notification form

If, in the course of treatment, a patient's condition is found to affect their ability to drive safely, the health professional should, in the first instance, encourage the patient to report their condition to the driver licensing authority. A standard form, Medical condition notification form, has been produced to facilitate this process. The health professional completes the form, explains the circumstances to the patient and asks the patient to forward the form to the driver licensing authority. Most driver licensing authorities will also accept a letter from the treating practitioner or specialist. The letter should, however, include the details laid out in the form to enable the driver licensing authority to make a decision.

If necessary, the health professional may feel obliged to make a report directly to the driver licensing authority using a copy of this form (refer to [section 3.3](#) and [step 6](#)). Even when making a report directly to the driver licensing authority, the health professional should inform the patient that they are doing so.

Medical Condition Notification Form

To: _____

[Add the address of your local driver licensing authority from **Appendix 9: Driver licensing authority contacts** in *Assessing Fitness to Drive 2021*.]

Patient details [please print]:

Mr/Mrs/Ms: _____ Surname: _____

Given names: _____

Full address: _____

Date of birth: ___/___/____ Licence no.: _____

Health professional's details [please print]:

Reporting professional's name: _____

Professional's address: _____

Phone: _____ Email: _____

Date of examination: ___/___/____ Signature: _____

Assessment of fitness to drive – report

I have examined the patient (whose name, address and date of birth are set out above) in accordance with the relevant National Medical Standards (private or commercial) as set out in *Assessing Fitness to Drive, 2021*.

Private vehicle standards

Commercial vehicle standards

I have known/treated the patient since (insert date): ___/___/____

In my opinion and in accordance with standards in Assessing Fitness to Drive, the person who is the subject of this report;

- Meets the medical criteria to hold an unconditional licence
- Does not meet the medical criteria to hold an unconditional licence but may meet the medical criteria to hold a conditional licence
- Does not meet the medical criteria to hold an unconditional or conditional licence
- Has had an improvement in their medical condition such that they meet the criteria for an unconditional or conditional licence.
- Requires further examination

Please provide information to support this assessment.

Please describe the nature of the condition and provide information to support consideration of the licensing decision, including information used to evaluate against the medical criteria, consideration of the driving task, or recommendations for further examination:

If applicable, please describe any recommended licence conditions or restrictions relating to the driver's medical condition including requirements for periodic review (e.g. annual review), vehicle modifications, corrective lenses or restricted daytime driving, etc:

For conditions that have improved, please provide details of: the criteria previously not met; the response to treatment and prognosis; duration of improvement; and other relevant information including consideration of the driving task:

- Further comments on medical condition(s) affecting safe driving are attached

Appendix 3. Legislation relating to reporting

Appendix 3.1. Legislation relating to reporting by drivers

State or Territory	Legislation	Discretionary reporting
Australian Capital Territory	Road Transport (Driver Licensing) Regulation 2000, s. 77 (2), (3)	<p>If a person who is the holder of a driver licence suffers any permanent or long-term illness, injury or incapacity that may impair his or her ability to drive safely, the person must tell the road transport authority as soon as practicable (but within seven days). Maximum penalty: 20 penalty units.</p> <p>It is a defence to the prosecution of a person for an offence against this section if the person establishes:</p> <ol style="list-style-type: none"> that the person was unaware that his or her ability to drive safely had been impaired, or that the person had another reasonable excuse for contravening the sub-section.
New South Wales	Road Transport (Driver Licensing) Regulation 2017, c. 122 (4)	The holder of a driver licence must, as soon as practicable, notify the road transport authority of any permanent or long-term injury or illness that may impair his or her ability to drive safely.
Northern Territory	Motor Vehicles Act 1959, s. 11(3)	If a person who is licensed to drive a motor vehicle is suffering from a physical or mental incapacity that may affect his or her ability to drive a motor vehicle with safety to the public; the person or his or her personal representative, they must notify the registrar of the nature of the incapacity in terms of unfitness.

State or Territory	Legislation	Discretionary reporting
Queensland	<p>Transport Operations (Road Use Management – Driver Licensing) Regulation 2010, rr. 50, 51</p> <p>Transport Operations (Passenger Transport) Regulation 2005, r. 40A</p>	<p>A person is not eligible for the grant or renewal of a Queensland driver licence if the chief executive reasonably believes the person has a mental or physical incapacity that is likely to adversely affect the person's ability to drive safely.</p> <p>However, the person is eligible for the grant or renewal of a Queensland driver licence if the chief executive reasonably believes that, by stating conditions on the licence, the person's incapacity is not likely to adversely affect the person's ability to drive safely.</p> <p>The holder of a Queensland driver licence must give notice to the chief executive if they develop any permanent or long-term mental or physical incapacity, or there is any permanent or long-term increase in, or other aggravation of, a mental or physical incapacity that is likely to affect the holder's ability to drive safely.</p> <p>More specifically, there is a standard for drivers of public passenger vehicles:</p> <p>An authorised driver must:</p> <ol style="list-style-type: none"> notify the chief executive if there is a change in the driver's medical condition that makes the driver continuously unfit to safely operate a motor vehicle for more than one month within five years after the issue of the last medical certificate given to the chief executive, give the chief executive a fresh medical certificate.
South Australia	<p><i>Motor Vehicles Act 1959</i>, s. 98AAF</p>	<p>The holder of a licence or learner's permit who, during the term of the licence or permit, suffers any illness or injury that may impair his or her competence to drive a motor vehicle without danger to the public must, within a reasonable time after the occurrence of the illness or injury, notify the registrar in writing of that fact. Maximum penalty: \$750</p>
Tasmania	<p>Vehicle and Traffic (Driver Licensing and Vehicle Registration) Regulations 2021</p> <p>Regs 45(1) and 45(2)</p>	<p>The holder of a driver licence must, as soon as practicable, notify the registrar of:</p> <ol style="list-style-type: none"> any permanent or long-term injury or illness that may impair his or her ability to drive safely, or any deterioration of physical or mental condition (including a deterioration of eyesight) that may impair his or her ability to drive safely, or any other factor related to physical or mental health that may impair his or her ability to drive safely. <p>Penalty: Fine not exceeding 10 penalty units.</p> <p>Unless the registrar requires written notification, the notification need not be in writing.</p>

State or Territory	Legislation	Discretionary reporting
Victoria	Regs 45(1) and 45(2)	The holder of a driver licence or permit or any person exempted from holding a driver licence or permit under section 18(1)(a) of the Act must, as soon as practicable, notify the Secretary and any other relevant agency of any permanent or long-term illness, disability, medical condition or injury, or the effects of the treatment for any of those things, that may impair his or her ability to drive safely.

State or Territory	Legislation	Discretionary reporting
Western Australia	Road Traffic (Authorisation to Drive) Regulations 2014, s. 64	<p>Duty to reveal things that might impair ability:</p> <p>(1) In this regulation –</p> <p>driving impairment of the person means any permanent or long-term mental or physical condition (which may include a dependence on drugs or alcohol) that is likely to, or treatment for which is likely to, impair the person's ability to control a motor vehicle either –</p> <p>d. in all circumstances; or</p> <p>e. except under certain conditions or subject to certain limitations; or</p> <p>f. unless measures are taken to overcome the impairment.</p> <p>(2) A person applying for the grant of a learner's permit or a driver licence, other than by way of renewal must, when applying, inform the CEO of any driving impairment of the person.</p> <p>Penalty: 10 PU.</p> <p>Modified penalty: 1 PU.</p> <p>(3) If a person who holds a learner's permit or a driver licence becomes affected by any driving impairment of the person of which the person has not already informed the CEO, the person must, as soon as practicable, to inform the CEO in writing of the impairment.</p> <p>Penalty: 10 PU</p> <p>Modified penalty: 1 PU</p> <p>(4) If a person who has informed the CEO of a driving impairment of the person becomes affected by an increase in the extent of the impairment to a degree that is substantially different from that of which the CEO was most recently informed the person must, as soon as practicable, inform the CEO in writing of the development.</p> <p>Penalty: 10 PU</p> <p>Modified penalty: 1 PU</p> <p>(5) If a person who has informed the CEO of a driving impairment of the person later informs the CEO that the person has ceased to be affected by the impairment but subsequently becomes again affected by it the person must, as soon as practicable, inform the CEO in writing of the development.</p> <p>Penalty: 10 PU.</p> <p>Modified penalty: 1 PU.</p>

Appendix 3.2. Legislation relating to reporting by health professionals

Jurisdiction and legislation	Applies to	Discretionary reporting	Mandatory reporting
<p>Australian Capital Territory</p> <p><i>Road Transport (General) Act</i> 1999, ss. 230 (3) (4)</p> <p><i>Road Transport (Driver Licensing) Act 1999</i>, s. 28</p> <p><i>Road Transport (Driver Licensing) Regulation 2000</i>, rr. 15, 15A, 69, 70 and 78</p>	<p>An individual carrying out a certain test or examination (i.e. medical practitioners, optometrists, occupational therapists, physiotherapists)</p> <p>An individual</p>	<p>An individual is not civilly or criminally liable for carrying out a test or examination in accordance with the regulation made under the <i>Road Transport (Driver Licensing) Act 1999</i> and expressing to the road transport authority, in good faith, an opinion formed because of having carried out the test or examination.</p> <p>An individual is not civilly or criminally liable for reporting to the road transport authority, in good faith, information that discloses or suggests that someone else is or may be unfit to drive or that it may be dangerous to allow someone else to hold, to be issued or to have renewed, a driver licence or a variation of a driver licence.</p>	<p>There is no mandatory reporting requirement for practitioners.</p>
<p>New South Wales</p> <p><i>Road Transport Act 2013</i>, ss. 275 (3) & (4)</p> <p><i>Road Transport Act 2013</i>, Schedule 1</p> <p>Road Transport (Driver Licensing) Regulation 2017, c. 60</p>	<p>An individual carrying out a certain test or examination (i.e. medical practitioners, optometrists, occupational therapists, physiotherapists)</p> <p>An individual</p>	<p>An individual does not incur civil or criminal liability for carrying out a test or examination in accordance with statutory rules made for the purposes of driver licensing and expressing to the authority in good faith an opinion formed as a result of having carried out the test or examination.</p> <p>An individual does not incur civil or criminal liability for reporting to the authority, in good faith, information that discloses or suggests that another person is or may be unfit to drive or that it may be dangerous to allow another person to hold, to be issued or to have renewed, a driver licence or a variation of a driver licence.</p>	<p>There is no mandatory reporting requirement for practitioners.</p>

Jurisdiction and legislation	Applies to	Discretionary reporting	Mandatory reporting
<p>Northern Territory</p> <p><i>Motor Vehicles Act 1999</i>, s. 11</p>	<p>A registered person means a medical practitioner, an optometrist, an occupational therapist or a physiotherapist who is registered under the applicable Acts.</p>	<p>Not covered in legislation.</p>	<p>If a registered person reasonably believes that a person they have examined is licensed to drive a motor vehicle and is physically or mentally incapable or driving a motor vehicle with safety to the public or is physically or mentally unfit to be licensed, the registered person must notify the registrar in writing of the person's name and address and the nature of the incapacity or unfitness.</p> <p>No express protection for the reporting professional is provided under s. 11.</p>
<p>Queensland</p> <p><i>Transport Operations (Road Use Management) Act 1995</i>, s. 142</p>	<p>A person registered under the Health Practitioner Regulation National Law to practise in the medical profession, other than as a student</p>	<p>A health professional is not liable, civilly or under an administrative process, for giving information in good faith to the chief executive about a person's medical fitness to hold, or to continue to hold, a Queensland driver licence.</p> <p>Without limiting this, in a civil proceeding for defamation, a health professional has a defence of absolute privilege for publishing the information.</p> <p>Additionally, if the health professional would otherwise be required to maintain confidentiality about the information under an Act, oath, rule of law or practice, the health professional does not contravene the Act, oath, rule of law or practice by disclosing the information and is not liable to disciplinary action for disclosing the information.</p>	<p>There is no mandatory reporting requirement for practitioners.</p>

Jurisdiction and legislation	Applies to	Discretionary reporting	Mandatory reporting
<p>South Australia</p> <p><i>Motor Vehicles Act 1959</i>, s. 148</p>	<p>A legally qualified medical practitioner, a registered optician or a registered physiotherapist</p>	<p>Not covered in legislation.</p>	<p>Where a legally qualified medical practitioner, a registered optician or a registered physiotherapist has reasonable cause to believe that a person whom they have examined holds a driver licence or a learner permit and that person is suffering from a physical or mental illness, disability or deficiency such that, if the person drove a motor vehicle, they would be likely to endanger the public, then the medical practitioner, registered optician or registered physiotherapist is under a duty to inform the registrar in writing of the name and address of that person, and of the nature of the illness, disability or deficiency from which the person is believed to be suffering.</p> <p>Where a medical practitioner, registered optician or registered physiotherapist furnishes such information to the registrar, they must notify the person to whom the information relates of that fact and of the nature of the information furnished.</p> <p>No civil or criminal liability is incurred in carrying out the duty imposed.</p>

Jurisdiction and legislation	Applies to	Discretionary reporting	Mandatory reporting
<p>Tasmania</p> <p><i>Vehicle and Traffic Act 1999</i>, ss. 63 (2) and 56</p> <p><i>Vehicle and Traffic Act 1999</i>, s. 63 (1)</p>	<p>A person</p>	<p>A person incurs no civil or criminal liability for reporting to the registrar, in good faith, the results of a test or examination carried out under the Act or an opinion formed as a result of conducting such a test or examination.</p> <p>Section 56 deals with tests and examinations of drivers.</p> <p>A person incurs no civil or criminal liability for reporting to the registrar, in good faith, that another person may be unfit to drive a motor vehicle.</p>	<p>There is no mandatory reporting requirement for practitioners.</p>
<p>Victoria</p> <p><i>Road Safety Act 1986</i>, s. 27 (4)</p> <p>Road Safety (Drivers) Regulations 2019, r. 69</p>	<p>A person carrying out a test under s. 27 (i.e. registered medical practitioners, optometrists, occupational therapists, and other people authorised in writing by VicRoads).</p> <p>A person who expresses an opinion to VicRoads formed as a result of the test.</p>	<p>No action may be taken against a person who carries out a test to determine if a person is unfit to drive or if it is dangerous for that person to drive) and who expresses to VicRoads an opinion formed by that person as a result of the test.</p> <p>No action may be taken against a person who, in good faith, reports to VicRoads any information that discloses or suggests that a person is unfit to drive or that it may be dangerous to allow that person to hold or to be granted a driver licence, a driver licence variation or a learner permit.</p>	<p>There is no mandatory reporting requirement for practitioners.</p>

Jurisdiction and legislation	Applies to	Discretionary reporting	Mandatory reporting
<p>Western Australia</p> <p><i>Road Traffic (Administration) Act 2008, s. 136</i></p>	<p>A person</p>	<p>People expressing an opinion to the Director General formed as a result of carrying out a test or examination under the provisions of the Act are protected from liability when acting in good faith.</p> <p>An action in tort does not lie against a person, and a person is not to be prosecuted for an offence, for reporting to the CEO, in good faith, information that discloses or suggests that:</p> <ul style="list-style-type: none"> another person is or may be unfit to drive, or it may be dangerous to allow another person to hold a driver licence or learner's permit, or grant a driver licence or learner's permit to another person, or vary or not to vary, another person's driver licence or learner permit. 	<p>There is no mandatory reporting requirement for practitioners.</p>

Appendix 4. Drivers' legal BAC limits

Appendix 4.1. Summary of state and territory laws on BAC and driving

State/ territory	Drivers of cars and light trucks, motorcycle riders	Drivers of trucks, taxis, buses and private hire cars
Australian Capital Territory	<p>The legal BAC limit applying to learner, provisional and probationary drivers, drivers classed as 'special drivers' and restricted licence holders is zero BAC.</p> <p>The legal limit for drivers of cars, trucks and buses (excluding public vehicles) up to 15 tonnes gross vehicle mass (GVM) and riders of motorcycles who hold a full licence (gold) is below 0.05 BAC.</p>	<p>The legal BAC limit applying to drivers of heavy motor vehicles exceeding 15 tonnes GVM, dangerous goods vehicles, public vehicles (taxis, buses, rideshare, and private hire cars) and Commonwealth chauffeur cars is zero BAC.</p>
New South Wales	<p>A zero BAC limit applies to all learner licence holders, provisional P1 licence holders, provisional P2 licence holders and interlock licence holders. For drivers not listed elsewhere it is 0.05 BAC.</p>	<p>For drivers of trucks over 13.9 tonnes GVM, all drivers of public passenger vehicles within the meaning of the <i>Passenger Transport Act 1990</i> and drivers of any vehicles carrying dangerous goods or radioactive substances it is 0.02 BAC.</p>
Northern Territory	<p>For unlicensed and learner drivers, provisional licence holders, drivers under 25 with less than 3 years' experience it is zero BAC. For drivers not listed elsewhere it is 0.05 BAC.</p>	<p>For drivers of vehicles over 15 tonnes GVM, public passenger vehicles, dangerous goods vehicles, vehicles with people unrestrained in an open load space and vehicles carrying more than 12 people; and for driving instructors while instructing, licensed drivers under the age of 25 who have been licensed for less than 3 years it is zero BAC. For drivers not listed elsewhere it is 0.05 BAC.</p>
Queensland	<p>For learner licence holders, probationary licence holders, provisional licence holders, class RE licence holders for the first year of holding a motorbike licence, restricted licence holders, licence holders subject to a 79E order, interlock drivers, driver trainers while giving driver training and unlicensed drivers it is zero BAC. For drivers not listed elsewhere it is 0.05 BAC.</p>	<p>For drivers of trucks, public passenger vehicles, articulated motor vehicles, B-doubles, road trains, vehicles carrying placard load of dangerous goods, tow trucks and pilot or escort vehicles it is zero BAC. For drivers not listed elsewhere it is 0.05 BAC.</p>
South Australia	<p>For learner permit holders and provisional and probationary licence holders it is zero BAC. For drivers not listed elsewhere it is 0.05 BAC. Note that unlicensed drivers are also subject to zero BAC.</p>	<p>For drivers of vehicles over 15 tonnes GVM, prime movers with an unladen mass less than 4 tonnes, taxis, buses, licensed chauffeured vehicles and vehicles carrying dangerous goods it is zero BAC.</p>

State/ territory	Drivers of cars and light trucks, motorcycle riders	Drivers of trucks, taxis, buses and private hire cars
<p>Tasmania</p>	<p>For unlicensed and learner drivers, provisional licence holders, people convicted of causing death driving a motor vehicle, or reckless or negligent driving, people with three or more drink-driving convictions in 10 years it is zero BAC. For drivers not listed elsewhere it is below 0.05 BAC.</p>	<p>For drivers of all public passenger vehicles (eg buses, taxis etc) and vehicles exceeding 4.5 tonnes GVM it is zero BAC.</p>
<p>Victoria</p> <p>Further information: https://www.vicroads.vic.gov.au/licences/demerit-points-and-offences/drink-and-drug-driving-offences/drink-driving-offences</p>	<p>A zero BAC applies to the following groups of drivers:</p> <ul style="list-style-type: none"> • car and motorcycle learner and probationary drivers • people who get their licence or permit back after being disqualified from driving (this applies for 3 years from that date) • people who have an interlock condition on their licence • professional driving instructors • motorcyclists in the first 3 years of holding a licence • drivers with a Z condition on their licence. <p>A 0.05 BAC applies for other drivers</p> <p>Any driver/rider licensed following a drink-driving offence has a zero BAC condition on their licence for a period of 3 years (or if the period of their interlock condition is longer, it is whichever is greater) and must install an alcohol interlock prior to licensing.</p>	<p>A zero BAC applies to the following groups of drivers:</p> <ul style="list-style-type: none"> • drivers of vehicles over 15 tonnes GVM • all taxi and bus drivers • some emergency vehicle drivers.
<p>Western Australia</p>	<p>A zero BAC applies to the following groups of drivers:</p> <ul style="list-style-type: none"> • novice drivers • holders of extraordinary licences • recently disqualified drivers. <p>A 0.05 BAC applies for other drivers.</p>	<p>A zero BAC applies to the following groups of drivers:</p> <ul style="list-style-type: none"> • vehicles exceeding 22.5 tonne gross combination mass (GCM) • vehicles carrying dangerous goods (when such goods are being carried) • buses (while carrying passengers where the vehicle is equipped to carry more than 12 adults including the driver) • small charter vehicles (when carrying passengers for hire or reward) • taxis (when carrying passengers for hire or reward). <p>A 0.05 BAC applies for other drivers.</p>

Appendix 5. Alcohol interlock programs

Appendix 5.1. Summary of state and territory laws on alcohol interlocks and driving

State/ territory	Summary of law
<p>Australian Capital Territory</p>	<p>The Australian Capital Territory's alcohol interlock program began on 17 June 2014.</p> <p>High-risk drink-driving offenders (high range and habitual drink-driving offenders) must participate in the ACT alcohol interlock program as a mandatory condition of relicensing. For these high-risk offenders, participation in the program may include a court-ordered therapeutic component as well as a requirement to only drive a vehicle fitted with an interlock device. All high-risk offenders are required to undergo a pre-sentence assessment by the Court Alcohol and Drug Assessment Service.</p> <p>Voluntary participation is an option for other drink-driving offenders, who may reduce their total disqualification period by agreeing to participate in, and comply with, an alcohol interlock program. These offenders may elect to apply for a probationary licence, which will be issued subject to an interlock condition, at any time during their disqualification period.</p> <p>High-risk offenders who obtain an exemption from participating in the scheme must complete their full disqualification period before applying for a probationary licence. Exemptions are available only where special circumstances exist.</p> <p>There is a six-month minimum program participation period, with program participants required to demonstrate a continuous period of three months' compliance with the interlock program (i.e. no alcohol detected in the person's breath samples) and compliance with any treatment order before the interlock condition may be removed.</p> <p>More information can be found on the ACT Road Transport Authority website at http://www.rego.act.gov.au/licence/act-road-rules,-laws-and-publications/alcohol-ignition-interlock-program.</p>

State/ territory	Summary of law
New South Wales	<p>Drivers convicted of serious drink driving offences are restricted to driving vehicles with alcohol interlock devices for a period of time when they return to driving.</p> <p>High-range, mid-range, repeat, driving under the influence of alcohol and all combined drink and drug driving offenders must participate in the program (the blood alcohol content is zero) unless the court makes an interlock exemption order. The requirements apply to specific offences declared 'alcohol related major offences' in s. 211 of the <i>Road Transport Act 2013</i>.</p> <p>Interlock orders may also be made by a court if a person is convicted of dangerous driving offences as prescribed in s. 52A of the <i>Crimes Act 1900</i> where the offence involved the presence of alcohol.</p> <p>The licence holder must meet mandatory alcohol Interlock licence conditions, in addition to other conditions that may apply to the licence, and must not drive a motor vehicle with a placard load within the meaning of the Dangerous Goods (Road and Rail Transport) Regulation 2014.</p> <p>At the end of a court-ordered interlock period, Transport for NSW may refer interlock licence holders to a medical professional for assessment under the <i>Assessing Fitness to Drive</i> guidelines if interlock data indicate that further medical assessment for substance misuse may be required. Based on the recommendation of a medical professional, Transport for NSW can extend the interlock condition for a further six months. At the end of this period, these drivers must undertake another fitness-to-drive assessment before they complete the program.</p> <p>More information can be found on the Transport for NSW website at https://roads-waterways.transport.nsw.gov.au/roads/demerits-offences/drug-alcohol/interlock-program.html</p>
Northern Territory	<p>The Northern Territory's Alcohol Interlock Program was introduced in 2009.</p> <p>The program applies to repeat drink-drivers convicted of a relevant offence on a second and subsequent occasion including: driving with a high-range blood alcohol content (BAC of 0.15 per cent or greater); driving with a medium-range blood alcohol content (BAC of 0.08 per cent or greater, but less than 0.15 per cent); driving under the influence of alcohol or both alcohol and a drug; failing to provide a sufficient sample of breath for a breath analysis; failing to give a sample of blood for analysis; or driving with alcohol in the blood if the driver is subject to a zero alcohol limit.</p> <p>The program is a period of driving under conditions, which include the requirement to drive a vehicle fitted with an alcohol ignition lock (AIL). The court may, in addition to disqualifying a person from driving for a mandatory period, order an AIL period ranging from six months to three years.</p> <p>When the mandatory disqualification period ends, a person can apply for an AIL licence and have an AIL device installed by an approved supplier or, if they opt not to drive, serve out the court-imposed AIL period as an additional disqualification period.</p> <p>To obtain an AIL licence a person must have held a driver licence other than a learner licence within the previous five years and completed the drink-driver education course relevant to the offence.</p> <p>More information can be found on the Northern Territory Department of Transport website at http://www.transport.nt.gov.au/mvr/alcohol-ignition-locks.</p>