

In Confidence

Office of the Minister of Transport
Cabinet Business Committee

Improvements to the Graduated Driver Licensing System – post consultation report back and policy decisions

Proposal

- 1 This paper:
 - 1.1 updates Cabinet on the outcomes of public consultation on changes to the Graduated Driver Licensing System for Class 1 (car) licences, and
 - 1.2 seeks agreement to issue drafting instructions to amend the Land Transport (Driver Licensing) Rule 1999, the Land Transport (Regulatory Fees) Regulations 2023 and the Land Transport Act 1998 to reflect policy decisions.

Relation to government priorities

- 2 This paper relates to an action in the Government's Road Safety Objectives to identify opportunities to improve the Graduated Driver Licensing System, taking into account road safety outcomes, alongside making a driver licence cheaper and easier to obtain.

Executive Summary

- 3 The Government sets standards for gaining a driver licence to improve road safety outcomes and reduce the economic and social costs of road trauma. There are economic and social benefits from people having a licence, as it enables individuals to access jobs, education, healthcare, their community and other services. For many young New Zealanders, getting a licence is an important step towards independence and opens the door to opportunities.
- 4 Driver licensing also has an important role in improving road safety and reducing the economic costs associated with road crashes. ACC advises that in 2023, young road users (15-24 years) accounted for 23 percent of ACC road injury claims. This is the highest proportion of any age group and the highest claim rate at 12.4 claims per 1,000 people. In 2024, this cohort made up approximately \$213 million in ACC road injury claims.
- 5 The current process for getting a licence is time-consuming and costly for drivers. From April to June 2025, I consulted on changes which aimed to make it more affordable and accessible to get a licence, by proposing to:
 - 5.1 remove the full licence practical test

- 5.2 introduce a requirement that drivers maintain a clean driving record in the restricted stage before progressing to their full licence. Any offence would result in restarting the restricted licence stage
- 5.3 reduce the demerit threshold for licence suspension for learner and restricted drivers to 50 demerits points
- 5.4 extend the zero-alcohol limit to all drivers on a learner and restricted licence (currently applies to drivers under 20-years-old)
- 5.5 remove the eyesight test from the restricted and full licence stage, and each licence renewal, and
- 5.6 improve the NZ Transport Agency Waka Kotahi's (NZTA) oversight of approved driver training course providers.

6 The proposals received overall support. I am seeking agreement to progress most proposals from consultation, with some amendments:

- 6.1 remove the full licence practical test and move the hazard perception element to the restricted practical test
- 6.2 require drivers to maintain a clean driving record in the restricted stage before progressing to their full licence. Any offence that attracts demerit points would result in a six-month extension to the restricted licence stage
- 6.3 extend the zero-alcohol limit to all drivers on a learner and restricted licence
- 6.4 remove the eyesight test from the restricted and full licence stages. This proposal would apply to Class 1 and Class 6 (motorcycle) licences, and
- 6.5 improve NZTA oversight of approved driver training course providers, by enabling NZTA to consider whether a person is fit and proper to be approved as a course provider, impose conditions on course providers, or suspend or revoke their approved status. This proposal would apply to all approved courses for different classes of licences and endorsements.

7 I also propose that Cabinet agrees to either:

- 7.1 extend the learner period from six to 12 months for under 25-year-olds

OR

extend the learner period from six to 12 months for under 25-year-olds with the option to reduce it back to six months upon completion of a specified number of supervised practice hours or practical driving courses

OR

7.2 maintain the status quo and keep the six-month learner period for everyone.

8 The Ministry of Transport (the Ministry) does not recommend removing the full test without strengthening the learner period. The Ministry's preferred option is option one as it balances safety and access and can be implemented by 1 July 2026. Research suggests a longer learner period improves safety outcomes by increasing supervised driving hours and increasing the minimum age for a restricted licence. A 12-month learner period aligns with most Australian states, including Queensland and Victoria.

9 I have included options two and three for consideration if there are concerns that a longer learner period would impact young people's access to employment and other opportunities.

10 Option two is expected to improve road safety outcomes, while giving young people the opportunity to still get their restricted licence after six months if they wish. However, NZTA advises this option would take longer to deliver and implementation would be delayed until January 2027.

11 Option three would maintain the status quo of a six-month learner period for everyone. It would avoid implementation and accessibility issues but would not address concerns about road safety outcomes for young drivers.

12 Subject to Cabinet approval, most of these proposals will be implemented through amendments to the Land Transport (Driver Licensing) Rule 1999 (the Rule). Introducing a zero-alcohol limit for learner and restricted drivers would require an amendment to the Land Transport Act 1998 (the Act) and would take longer to come into force than rule changes.

13 New fees will be required to support these changes. The proposed changes would reduce the total cost of getting a full car licence from \$362.50 to \$282.50, a reduction of \$80, from the date that changes are implemented.

14 NZTA will continue to under-recover the cost of delivering driver licensing services until a wider funding review of its regulatory functions is completed. This funding review is underway and will allow closer scrutiny of NZTA's costs. s 9(2)(f)(iv)

Background

15 In April 2024, Cabinet invited the Minister of Transport to report back with options to make getting a driver licence cheaper and easier, and support drivers to have the skill set to drive safely [CBC-24-MIN-0016].

16 In March 2025, Cabinet agreed to release a consultation document with proposed changes to the driver licensing system [ECO-25-MIN-0017]. The proposed changes included removing the full licence test and introducing mitigating measures to maintain road safety.

The proposals received general support but some submitters had concerns

17 The Ministry carried out consultation on the package of proposed changes over eight weeks, from April to June 2025. The Ministry received 4,134 submissions. Submissions came from individuals and a range of organisations including driver licensing and driver training organisations, road safety groups, youth groups and central and local government.

18 There was overall support for the proposals from individual submitters. There was more mixed feedback from representative organisations. Driver licensing and road safety organisations supported some proposals but were concerned the proposed safety measures were not sufficient to mitigate the potential safety risk of removing the full test. A summary of submissions is attached (Annex One).

I recommend some changes to the proposals in response to feedback received

19 The following table summarises the current requirements for obtaining a learner, restricted and full licence, the proposals consulted on, and the recommended changes.

Table 1: Ministry recommended changes to the Graduated Driver Licensing System

	Learner	Restricted	Full
Status quo	Minimum age 16 Theory test 6 months, with a supervisor Licence suspended at 100 demerits	Minimum age 16.5 Practical driving test 18 months, or 12 months with advanced driving course Licence suspended at 100 demerits	Minimum age 17.5 Practical driving test including hazard perception Licence suspended at 100 demerits
Consultation package	Minimum age 16 Theory test Hazard perception test 6 months, with a supervisor Licence suspended at 50 demerits	Minimum age 16.5 Practical driving test Restarts for any offence Licence suspended at 50 demerits	Minimum age 17.5 No test If clean record in restricted stage, can progress to full licence Licence suspended at 100 demerits
Recommended package	Minimum age 16 Theory test 12 months with a supervisor for under 25s, 6 months for over 25s Licence suspended at 100 demerits	Minimum age 17 Practical driving test with hazard perception 6 months' extension for a demerit offence Licence suspended at 100 demerits	Minimum age 18 No test If clean record in restricted stage, can progress to full licence Licence suspended at 100 demerits
Additional changes included in all options:			
<ul style="list-style-type: none"> Zero-alcohol limit for learner and restricted drivers. Improved NZTA oversight of approved course providers. Reduced eyesight testing requirements. 			

The Ministry recommends extending the learner period to support safety outcomes

20 Submitters including the Automobile Association (AA), the Director of Land Transport, Driving Change Network, Brake, Greg Murphy and Students Against Dangerous Driving raised concerns about removing the full test without introducing other safety measures.

21 They were concerned that given New Zealand's poor road safety record, particularly for young people, more needs to be done earlier in the system to support learner drivers to become safe road users. The most common suggestions were:

- 21.1 extending the learner period from six to 12 months for under 25-year-olds, and
- 21.2 requiring a minimum number of logged practice hours during the learner period.

22 In 2024, the pass rate for the restricted test was around 50 percent.¹ This suggests many people eligible to sit their restricted licence test are not ready and more could be done in the learner stage to support these drivers.

23 New Zealand has one of the highest rates of road deaths in the developed world and young drivers are over representatives in crash statistics. In 2024, young drivers (16-24 years) made up 12 percent of licensed drivers but were responsible for 23 percent of fatal and serious injury crashes. This resulted in 74 people dying in crashes where a young driver was at fault.

24 The Ministry recommends extending the learner period to 12 months for under 25-year-olds. It does not recommend removing the full test without first introducing this change. Research suggests a longer learner period can improve safety outcomes by increasing supervised driving hours and increasing the minimum age for a restricted licence.

25 An Austroads review of studies evaluating 12-month learner periods compared to six months found reductions in fatal crashes of between 13 and 17 percent.² In 2007, Queensland and Victoria introduced 12-month learner periods, as part of wider GDLS reforms that included requiring minimum logged hours. Evaluations of the enhanced systems found crash reductions for novice drivers in the region of 30 percent in both states.^{3 4}

26 The research notes a longer learner period is most beneficial when drivers use the time for more supervised practice. To support drivers to get the

¹ This number has been stable since 2022. Free resits did not affect restricted test pass rates in the same way they did for the learner test and overseas conversions.

² Senserrick, T. & Williams, A. (2015) *Summary of Literature of the Effective Components of Graduated Driver Licensing Systems*. Austroads.

³ Scully, M., S. Newstead, & M. Keall (2014). *An evaluation of Queensland's graduated licensing system: Analysis of police-reported crash outcomes, and individual GLS components*. Monash University Accident Research Centre.

⁴ VicRoads (2017). *Examination of the impact of the Graduated Driver Licensing System on young novice driver safety*

necessary driving practice, NZTA will encourage the voluntary uptake of Drive, a free driver licensing programme jointly funded by NZTA and ACC. Drive includes modules that teach specific driving skills and the Drive Go app can record driving practice. ACC data shows young people who use Drive are 24 percent less likely to make a motor vehicle injury claim.

27 If Cabinet is concerned about potential impacts of a longer learner period on employment opportunities for young people, I have included two alternative options for consideration.

Option two would enable drivers to reduce their learner period back to six months upon completion of a specified number of supervised driving hours or practical driving courses

28 The Director of Land Transport would set the number of hours (capped at 60) and approve the specified courses. The courses could be existing courses funded by the Ministry of Social Development (MSD) or other agencies, Drive modules, or new commercially provided courses. The courses would need to have significant and ongoing practical elements across the learner period.

29 This option is expected to improve road safety outcomes, as drivers would either spend longer on their learner licence or would complete a set number of supervised practice hours or driving courses. Drivers would be required to record their hours in an app or in a manual logbook, and would need to have a suitable supervisor and vehicle to complete the required amount of practice. Sixty hours across six months is almost 2.5 hours a week of driving practice.

30 There would be ongoing administrative work for NZTA and/or agents to check and verify logged hours. NZTA advises this option would take longer to deliver and implementation would be delayed until January 2027. It may also present some access issues for some young drivers who wish to progress to their restricted after six months, but do not have the resources available to them.

Option three would make no change to the learner period

31 Option three would make no change to the learner period and retain a six-month period for everyone. The minimum age for a restricted licence would remain 16.5 years and a full licence 17.5 years.

32 This option would avoid any implementation issues or ongoing administration burden. There would be no delay to people's ability to get their restricted licence for employment purposes.

33 However, this option would not address road safety concerns and young drivers would continue to be over-represented in crash statistics.

34 Under any option, New Zealand's minimum age for holding a full licence would remain below most other jurisdictions where it is often 20 years.

35 Table 2 summarises the effects of each option.

Table 2: Effects of each option for the learner period

	Option 1 12 months	Option 2 12 months with option to reduce to six	Option 3 No change – six months
Safety	Expected to improve road safety outcomes. More time for supervised practice and increases the minimum age for a restricted licence.	Expected to improve road safety outcomes. Learners would either spend longer on a learner licence or complete a set number of supervised hours or driving course.	No change to safety outcomes for young and novice drivers.
Efficiency	No extra administration for NZTA.	Ongoing administration for NZTA and agents to check and verify logged hours. Increased work for NZTA to approve and monitor approved course providers.	No change to the efficiency of the system or NZTA.
Accessibility	Would increase the minimum age for getting a restricted licence to 17 years, and a full licence 18 years. Could delay people's access to jobs and education.	Would give people the option to get their restricted licence after six months if they satisfy the requirements. People would need to record their hours through an app or a manual logbook. Not everyone would have the resources to complete the hours or courses – these people would have a 12-month learner period.	The minimum age to get a restricted would remain 16.5 years. People could get their restricted licence after six months on their learner licence - no delay to access to jobs or other opportunities.
Implementation	1 July 2026	January 2027	1 July 2026

36 To monitor impacts of any change, I recommend we instruct officials to undertake an implementation review three years post commencement focusing on road safety, employment and economic outcomes.

I propose to progress other proposals from consultation

Remove the full test and introducing hazard perception earlier in the testing system

- 37 New Zealand is one of few jurisdictions to require a practical test to gain a full licence (the full test). The full test is a 30-minute practical driving test. Applicants must also describe potential hazards they see while driving, such as pedestrians waiting at a crossing.
- 38 I recommend removing the full test and moving the hazard perception element from the full test to the restricted test (a 60-minute practical driving test).

Introduce a clean driving requirement in the restricted stage

- 39 The consultation document proposed that a driver must keep a clean driving record on their restricted licence before being able to progress to their full licence. If a driver committed any offence, their restricted period would restart. Some submitters felt this could result in someone staying on their restricted for a long time and risk them never getting their full licence.
- 40 I recommend amending this proposal to include only demerit offences. Demerit points are attached to officer-issued speeding, drink driving and drug driving offences, and several road user offences.⁵ I propose that any demerit offence results in a six-month extension instead of restarting the restricted stage. New South Wales takes a similar approach.
- 41 I do not propose to progress the option consulted on to halve the demerit threshold from 100 to 50 demerit points for learner and restricted drivers at this time. I am separately proposing to progress a review of road traffic fines and penalties which will consider the demerit point system. I will report back to Cabinet on this at a later date.

Reduce the number of vision tests

- 42 I consulted on reducing the frequency of vision testing to whenever a person applies for their first licence, and when they first renew their licence after turning 45. In place of a vision test, it was proposed that drivers would need to declare that their vision had not deteriorated since their last vision test. This would have enabled more online licence applications and renewals.
- 43 This was the least supported of the proposals, with many people concerned about the safety risk. Vision professionals submitted that eyesight can change at any age and people are not very good at noticing gradual changes. Therefore, I recommend keeping a vision test at each licence renewal (typically every 10 years) but removing it from the restricted and full stage. This would also apply to Class 6 (motorcycle) licences.
- 44 NZTA will undertake further work in the future to enable online licence applications and renewals.

⁵ Demerits are not attached to safety camera issued offences presently.

Introduce a zero-alcohol limit for all novice drivers

45 Currently, those under 20 years old have a zero-alcohol limit when driving. I propose to extend this requirement to all drivers on a learner or restricted licence, regardless of age.

46 This proposal was well supported by submitters. There is evidence that even small amounts of alcohol result in increased crash risk, which can particularly affect those learning to drive. Penalties for breaching this requirement will be in line with existing penalties for drivers under 20 years caught with alcohol in their system.

Improve NZTA oversight of approved course providers

47 The Rule allows NZTA to approve advanced driver training courses that can reduce the time spent in the restricted stage for Class 1 (car) licences and provide an alternative pathway to obtaining a Class 2-5 (heavy vehicle) licence. There are currently two approved Class 1 providers and around 400 Class 2-5 course providers. The change will capture all approved course providers.

48 The current provisions provide limited ability for NZTA to ensure that courses are being delivered to a satisfactory standard. The consultation proposed changes to give NZTA more scope to consider whether course providers are suitable and allow them to suspend or revoke providers when necessary. I propose to proceed with this proposal.

49 The changes would require providers to reapply for approval from commencement date and renew it every five years thereafter. The changes would allow NZTA to issue a stand-down period of up to 10 years to providers who have been found non-compliant or for serious misconduct.

Implementation

50 Subject to Cabinet decisions, most of these proposals would come into effect from 1 July 2026. If Cabinet agrees to option two for the learner period, implementation would need to be delayed. NZTA requires 12 months to develop, test, and implement the changes. Therefore, if we agree to this option, I recommend bringing the changes into force in January 2027.

51 The proposal to introduce a zero-alcohol limit for learner and restricted drivers will follow a different timeline as it requires an amendment to the Act.

52 NZTA will be responsible for implementing the changes, including developing the required changes to digital systems. The Director of Land Transport will also initiate a review of the learner and restricted practical tests to ensure they are fit-for-purpose. Under the Rule, the Director of Land Transport is responsible for setting these tests.

Cost-of-living Implications

53 These proposals are expected to reduce the overall cost for people getting a full licence by around \$80.

Financial Implications

54 The proposed changes have new fees associated with them which will need to be set through amendments to the Land Transport (Regulatory Fees) Regulations 2023 (the Regulations).

55 Driver licensing fees are typically set on a cost recovery basis, with applicants covering NZTA's costs of providing driver licensing services (including costs of tests provided by agents contracted by NZTA – currently the AA and Vehicle Testing New Zealand). Due to changes to driver licensing fees in recent years, NZTA is currently under-recovering costs associated with the driver licensing system.

56 Options for new fees are outlined in the attached Cost Recovery Impact Statement (CRIS) (Annex Two). Option one is to set fees to recover the estimated costs of providing the services. Option two is to reduce the current fees to reflect the removal of the eyesight test (at the Class 1 and 6 restricted and full licence stages) and the removal of the practical test at the Class 1 full licence stage.

57 I recommend option two – reducing the current fees to reflect the changes recommended in this paper. The proposed fees are outlined in Table 3 below:

Table 3: Changes to licensing fees compared to status quo (\$ including GST)

Class 1 (car)	Learner	Restricted	Full	Total
Status quo	96.10	167.50	98.90	362.50
Proposed option	96.10	160.50	25.90	282.50 (- \$80)
Class 6 (motorcycle)		Restricted	Full	
Status quo	-	54.20	47.40	-
Proposed option	-	51.20	43.80	-

58 These are initial fees and NZTA will continue to under-recover the cost of delivering driver licensing services until a wider funding review of its regulatory functions is completed. The funding review is underway s 9(2)(f)(iv)

59 NZTA advises there will be additional implementation costs, estimated to be around \$5 million (subject to Cabinet decisions). NZTA can use the Driver Licensing and Driver Testing memorandum account (the memorandum account) to fund the implementation costs. These costs will need to be

recovered through fees, which will be considered as part of the funding review.

- 60 In the short-term, under-recovery and absorbing implementation costs will have an impact on the memorandum account. This account is volatile due to costs largely out of NZTA's control, such as agent commissions and customer behaviour.
- 61 The memorandum account is forecast to be in deficit by 2027/28. This is largely driven by the expiry of existing section 9(1A) funding in June 2026 which, if not continued, may need to be factored into increased driver licensing fees. The memorandum account may go further into deficit until under-recovery and implementation costs can be reflected in new fees through the funding review.

Legislative Implications

- 62 These proposals require amendments to the Rule and the Regulations which will be drafted by the Parliamentary Counsel Office.
- 63 Introducing a zero-alcohol limit for learner and restricted drivers will require an amendment to the Act. This could be progressed through the Road Safety Bill.

s 9(2)(ba)(ii)

[REDACTED]

[REDACTED]

Impact Analysis

Regulatory Impact Statement

- 64 The Regulatory Impact Statement attached to this paper (Annex Three) has been reviewed by the Ministry of Transport's Regulatory Impact Assessment Panel (the Panel) and given a 'meets' rating under the quality assurance criteria. The Panel confirms that the minimum level of information needed for Ministers to make informed decisions is included.

Cost Recovery Impact Analysis

- 65 The Stage 2 CRIS attached to this paper has been reviewed by the Ministry of Transport's Regulatory Impact Assessment Panel (the Panel) and given a 'partially meets' rating under the quality assurance criteria. The Panel notes that overall, the CRIS is clear, concise, and contains adequate analysis of the feasible options. Where assumptions are made, these are clearly set out. The CRIS is not able achieve a full 'meets' rating because the proposal has not been subject to public consultation.

Climate Implications of Policy Assessment

- 66 There is no Climate Implications of Policy Assessment for this proposal as the threshold for significance is not met.

Population Implications

67 The proposal to remove the full test is expected to have a positive impact for people going through the driver licence system, predominately young people, by reducing the cost of getting a full licence. It also removes the time associated with travelling to and taking the full test.

Human Rights

68 No inconsistencies with the New Zealand Bill of Rights Act 1990 or the Human Rights Act 1993 have been identified.

Use of external resources

69 NZTA engaged a contractor for two weeks to complete fee calculations and cost-recovery forecasting analysis for the CRIS.

Consultation

70 NZTA, New Zealand Police, ACC, the Treasury, Ministry for Primary Industries (MPI), Ministry for Regulation, MSD, Ministry of Justice and the Ministry of Business, Innovation and Employment were consulted on this paper. The Department of the Prime Minister and Cabinet was informed.

71 Officials tested the proposal to extend the learner period with MPI who sounded it with rural representatives, including Rural Women New Zealand. The general view from the rural community was that safety is paramount and they felt the safety benefit would outweigh the imposition of spending an extra six months on a learner licence.

72 Officials also met with MSD, which was concerned about the impact a longer learner period would have on employment opportunities for young people, especially those who face the highest barriers. MSD was concerned that delaying young people's progression by extending the learner period could mean more young people become entrenched on a benefit. It notes even a relatively short period on a benefit can have long-lasting effects on employability.

73 I note that even with a 12-month learner period, someone could have their restricted licence at 17 years and full licence at 18 years. This is still below Australia and most other countries, where the minimum age to be fully licensed is often 20 years. I have included alternative options for Cabinet to consider which could alleviate these concerns.

Communications

74 After Cabinet approval, I intend to issue a press release announcing the outcome of the consultation and the timeframe for when the changes to the Graduated Driver Licensing System will come into effect.

Proactive Release

75 I intend to publish this paper within 30 business days of decisions being confirmed by Cabinet.

Recommendations

The Minister of Transport recommends that the Committee:

- 1 **note** that Cabinet previously agreed to release a consultation document on proposed changes to the Graduated Driver Licensing System for Class 1 (car) licences [ECO-25-MIN-0017] and feedback from that consultation has informed the recommendations below;
- 2 **note** that New Zealand has one of the highest rates of road deaths in the developed world and young drivers are over-represented in crash statistics;
- 3 **note** in 2024, young drivers (16-24 years) made up 12 percent of licensed drivers but were responsible for 23 percent of fatal and serious injury crashes. In 2024, 74 people died in crashes where a young driver was at fault;
- 4 **agree** to the following amendments to the Land Transport (Driver Licensing) Rule 1999 for Class 1 licences:
 - 4.1 remove the full licence practical test, and add the hazard perception test (currently part of the full test) to the restricted licence practical test
 - 4.2 provide that any offence that attracts demerit points committed on a restricted licence will result in a six-month extension to the restricted licence stage
 - 4.3 remove the eyesight test from the restricted and full stage (also applies to Class 6 (motorcycle) licences);
- 5 **agree** to either:
 - 5.1 extend the learner period from six to 12 months for under 25-year-olds
[Ministry recommended]

OR
 - 5.2 extend the learner period from six to 12 months for under 25-years-olds with the option to reduce it back to six months upon completion of a specified number of supervised driving hours (capped at 60) or approved practical driving course

OR
- 5.3 maintain the current learner licence period of six months;

6 **agree** to amend the Land Transport (Driver Licensing) Rule 1999 to provide better oversight of approved driver training courses for all classes of licences and endorsements, including:

- 6.1 enabling NZTA to consider whether a person is fit and proper to be approved as a provider of advanced driver training courses, impose conditions on approved course providers, or suspend or revoke their approved status
- 6.2 requiring providers of advanced driver training courses to reapply for their approval from commencement date and renew it every five years thereafter
- 6.3 enabling NZTA to issue a stand-down period of up to 10 years for providers of advanced driver training courses that are found to be non-compliant or for serious misconduct;

7 **agree** to the following new testing fees to reflect recommendations 4.1 and 4.3, implemented through amendments to the Land Transport (Regulatory Fees) Regulations 2023:

	\$ (GST inclusive)	
	Restricted licence	Full licence
Class 1 (car)	160.50	25.90
Class 6 (motorcycle)	51.20	43.80

8 **note** that these changes would initially reduce the total cost of getting a full car licence from \$362.50 to \$282.50, a reduction of \$80;

9 **note** that the initial fees in recommendation 7 are not set at cost-recovery,
s 9(2)(f)(iv)

10 **agree** to amend the Land Transport Act 1998 to extend the zero-alcohol limit to all drivers on a learner and restricted licence;

11 s 9(2)(ba)(ii)

12 **agree** to direct Ministry of Transport officials to undertake an implementation review three years post commencement focusing on road safety, employment and economic outcomes;

13 **invite** the Minister of Transport to issue drafting instructions to the Parliamentary Counsel Office to draft amendments to the Land Transport (Driver Licensing) Rule 1999, the Land Transport (Regulatory Fees) Regulations 2023 and the Land Transport Act 1998 to give effect to the above recommendations and any necessary transitional arrangements;

14 **authorise** the Minister of Transport to make decisions on changes that are broadly aligned with the policy intent of the proposals in this paper.

Authorised for lodgement.

Hon Chris Bishop

Minister of Transport

PROACTIVELY RELEASED BY
THE MINISTRY OF TRANSPORT TE MANATU WAKA