



Name: Australian Trucking Association

Submission date: 6/06/2025

Improve school student outcomes with the best available tools and resources

What (if anything) needs to be done to improve the use of edtech tools (including GenAI) in schools?

The participant did not respond to this question.

What more (if anything) needs to be done to improve awareness and access to high quality lesson planning and curriculum materials in schools?

The participant did not respond to this question.

Is there anything more you would like to say about edtech, GenAI or lesson planning and curriculum materials?

The participant did not respond to this question.

Which of the following best describes you?

The participant did not respond to this question.

Are you currently using any edtech tools (including learning games and GenAI) to support teaching and learning in the classroom?

The participant did not respond to this question.

If yes, what has been your experience with using these tools?

The participant did not respond to this question.

Are there things you would like to do with GenAI or edtech tools that you can't do currently? What's stopping you from doing these things?

The participant did not respond to this question.

If no, can you tell us why you are not using any edtech tools?

The participant did not respond to this question.

Do you access lesson planning and curriculum materials online?

The participant did not respond to this question.

If yes, what has been your experience with using these tools?

The participant did not respond to this question.

If no, can you tell us why you are not using online lesson planning and curriculum materials?

The participant did not respond to this question.

Support the workforce through a flexible post-secondary education and training sector

Credit transfer and recognition of prior learning

In your experience, how well does the credit transfer and recognition of prior learning system operate in Australia? Does it adequately support students to move between courses or have their work experience recognised as part of a qualification? Are there ways it could be improved?

The participant did not respond to this question.

Which of the following best describes you? Please select all that apply.

The participant did not respond to this question.

In the past 3 years, have you applied for credit recognition or recognition of prior learning (RPL)?

The participant did not respond to this question.

If yes, what was your experience in applying for credit recognition or RPL like?

The participant did not respond to this question.

If no, can you elaborate on why you didn't apply?

The participant did not respond to this question.

Work related training

What are the main reasons individuals and/or businesses do or do not participate in work-related training?

The participant did not respond to this question.

What role, if any, should businesses be playing to address any barriers and better support the offer of work-related training to employees?

The participant did not respond to this question.

What, if anything, could government do to address barriers and better support the offer of work-related training to employees?

Truck driving is one of the top five occupations with a skill shortage. More than 26,000 positions are unfilled.

The productivity consequences of the skill shortage are serious. Trucking businesses have equipment standing idle; businesses are choosing not to invest in new, more productive equipment because they are not certain they can find employees to drive them.

There is no Australian Government support for people who want to train as a truck driver, even though driving operations is eligible to be a two-year apprenticeship.

The ATA considers that the Australian Government should—

- Provide financial support to driving operations apprentices and their employers. Apprentices should receive \$5,000 in support over their two year apprenticeship. Employers should receive \$2,000 after six months and a further \$3,000 after twelve months
- Offer a completion bonus of \$1,500 to drivers who complete one of the short driver training courses run by RTOs and supported by state governments, trucking industry associations or major companies. These courses go beyond getting a licence to include other skills that drivers need to succeed. The driver's first employer should receive a \$1,500 hiring bonus
- Launch a national skills passport to make it easier for drivers and other workers to demonstrate their skills and qualifications. A skills passport would also help businesses hire new staff with confidence. The Government consulted in early 2024 on the business case for a skills passport, but did not take any further action.

Which of the following best describes you? Please select all that apply.

The participant did not respond to this question.

For business owners, managers and sole traders, how many employees do you have?

The participant did not respond to this question.

For employees/individuals, have you participated in any work-related training in the last 12 months that did not relate to general compliance (such as WHS)?

The participant did not respond to this question.

If yes, can you elaborate on the reasons for the training and any benefits you received from doing it?

The participant did not respond to this question.

If no, can you elaborate on any challenges or barriers you faced in attempting to undertake work-related training?

The participant did not respond to this question.

For business owners, managers or sole traders, have you provided or supported your employees to participate in work-related training in the past 12 months?

The participant did not respond to this question.

If yes, can you elaborate on the reasons for the training and any benefits you or your employees received from doing it?

The participant did not respond to this question.

Can you describe whether you accessed any government assistance, what type, and the amount received? If you didn't access any financial assistance, please tell us the reasons why.

The participant did not respond to this question.

If no, can you elaborate on any challenges or barriers you faced in attempting to provide or support your employees to undertake work-related training, such as the time or cost, availability of relevant or high-quality courses, and level of interest from your employees?

The participant did not respond to this question.

Balance service availability and quality through fit-for-purpose occupational entry regulations

What are the effects of occupational entry regulations? Please describe your experience and name the specific occupations you are referring to.

The primary entry regulation for truck drivers is their driver's licence. Drivers advance through the truck licence classes based on the time they have held each licence, followed by training and competency tests.

The licensing system raises three issues—

- The quality of training by registered training organisations (RTOs) is highly variable. Many RTOs do a great job. Others train to a price or a time, with the result that some newly licensed drivers do not have the skills to drive occupationally.
- There is no connection between the passage of time and driving skill or a driver's readiness to advance to the next licence class.
- The multi-combination (MC) licence class is now extremely broad. It covers vehicles ranging from the B-doubles used on interstate highways to triple road trains, quads and quins. Drivers who receive an MC licence based on their ability to drive a B double may not have the skills to drive a larger combination safely.

Do you believe current occupational entry regulations are proportionate to the level of risk associated with different professions? Why or why not? If not, do you have any suggested improvements to regulations to better reflect risks? Please name the specific occupations you are referring to.

Australia's transport ministers have agreed in-principle to a package of reforms to truck driver licensing. The association of road transport agencies, Austroads, is carrying out further work on the package.

Based on the ministerial decision and our own member consultations, the ATA considers that the following improvements to driver licensing are necessary—

- The current time based pathway for advancing through the licensing classes should be removed and replaced with the driver experience and supervision pathways recommended by Austroads. Under these options, truck drivers would have to log a minimum number of driving or working hours, including supervised hours in the second option, before being eligible to be assessed for the next licence class. This approach would be safer: it would guarantee that drivers had the prescribed level of experience. It would help address the driver shortage, for drivers could be advanced through the licensing classes more quickly.
- Under the new licensing system, drivers should continue to be able to advance directly from a heavy rigid licence (HR) to MC with appropriate training and assessment. Austroads recommended removing this option, but it would create driver availability issues in industries and regions with a high demand for HR and MC drivers but not HC drivers. We consider that our next two proposals, relating to the MC class, would address any safety issues associated with the HR to MC pathway.

- As an interim measure, governments nationally should adopt South Australia's approach to MC licensing. South Australia offers drivers seeking to advance from HR/HC to MC the option of undertaking a structured training program as an alternative to holding their HR/HC licence for at least 12 months. In addition, South Australia no longer accepts overseas heavy driving experience for drivers seeking an MC licence.

- In the longer term, MC should be split into two classes, MC1 and MC2, with the breakpoint set at 37 metres of combination length. A-doubles, B-doubles and B triples would be in the MC1 licence class. Drivers would need an MC2 licence to drive longer combinations, which would require additional training, assessment and experience. As a transitional measure, existing MC licence holders with more than six months of experience should be automatically designated as MC2.

Which of the following best describes your connection to occupational entry regulations? Please select all that apply.

Industry association or professional-body representative

Which state or territory are you predominantly based in?

Australian Capital Territory