



**AUSTRALIAN BUREAU OF STATISTICS
ANZSCO CONSULTATION ROUND 4**

**AUSTRALIAN TRUCKING ASSOCIATION SUBMISSION
27 AUGUST 2024**

The Australian Trucking Association (ATA) is a united voice for our members on trucking issues of national importance. Through our ten member associations, we represent the 60,000 businesses and 200,000 people who make up the Australian trucking industry.

The ANZSCO round 4 consultation draft proposes that—

- a new occupation, **713231 Articulated truck driver** be established at skill level 3, to distinguish this occupation from 713131 Truck driver (general), which would remain at skill level 4
- occupation 733114 Tanker driver be renumbered as **713232 Tanker truck driver** and redesignated as skill level 3 rather than skill level 4.

The ATA strongly supports these proposals.

Under the ANZSCO skill levels, a skill level 4 occupation has a level of skill commensurate with a Certificate II or III, or at least one year of relevant experience.

It is not possible to become an articulated truck driver with just one year of experience.

Under Australia's heavy vehicle licence progression system, it takes a newly licensed driver with a car (C) class licence at least two years to obtain an articulated truck (HC) licence: one year to qualify to apply for a medium rigid (MR) licence and then a second year to qualify to apply for the HC licence.

The association of government road transport agencies, Austroads, has done an extended review of truck driver licensing.

Austroads has proposed that drivers should also be able to advance through the licence classes based on their driving hours, with accelerated progression for drivers who are supervised.

Despite the accelerated progression, the Austroads proposal would see a strengthening of the licensing requirements, with mandatory behind-the-wheel training times and additional required competencies. The ATA has recommended that the requirements should be stronger still.

Even under the Austroads or ATA proposals, an HC licence would remain the minimum legal requirement for working as an articulated truck driver. It does not now and would not in the future deliver the level of skill that is typically required to work competently in the occupation.

Occupational truck drivers require skills that are not covered in their driver licence training either fully or at all, including—

- following work health and safety procedures
- chain of responsibility
- fatigue management and record keeping
- safely loading and unloading vehicles
- load restraint
- processing documentation
- selecting routes to suit the vehicle and its load, as well as route navigation.

These skills are consistent with holding a Certificate III in Driving Operations (TLI31222).

Drivers of tanker trucks need to have similar skills to work competently, and need to hold an additional licence, with mandatory training, if they transport dangerous goods.

Jobs and Skills Australia has identified a shortage of truck drivers in every state and territory. Australian Government research has found that financial support would assist in attracting new entrants to driving operations apprenticeships or traineeships.

Designating the articulated and tanker truck driver occupations at their correct skill level would assist in adding these occupations to the Australian Apprenticeship Priority List, which determines eligibility for employer and employee incentive payments.

The occupations' incorrect skill level designation also prevents truck driving from being included in the skilled migration visa system. With an appropriate strengthening of the driver licensing system, enabling the migration of truck drivers would help address the driver shortage.