



DRIVING OPERATIONS WORKSHOP FOR RTOs

Action Statement

Meeting held:	8.00 am Monday 3 October 2011	
Venue:	Board Room, Wyllie Arthritis Foundation Building 17 Lemnos Street, SHENTON PARK	
Present:	Access Training Australian College of Training Miro Training Centre Nara Training Nara Training Nationwide Training Nationwide Training Navitas Workforce Solutions WA Freightlines Logistics Training Council Logistics Training Council	Debra Wood Brendan Sinclair Mirella Butcher Joe Reither Kaye Reither Gavin Trim Libby Gaggin Andrew Christofides Andy Cosgrove Jillian Dielesen Norma Nisbet (Facilitator)
Apologies	Navitas Workforce Solutions OneWorld Learning Richard's Mining Services	Dan Batey Jan Rose Claudia Stronach

Matters Arising	Name
Welcome and introductions	NN
<p>Issues raised</p> <p>1. Dangerous Goods Licencing unit - TLILIC1309A Prepare and transport dangerous goods by road. The training package requirement for this UOC is the use of the National Assessment Tool. This tool is only available through the purchase of a licencing agreement at a cost of \$200. The licencing agreement states that the Queensland UOC for preparation and transport of dangerous goods must be used when using the national assessment tool and not TLILIC1309A. Information has been given that Queensland will not be changing these arrangements until 2013. TLILIC1309A - Prepare and transport dangerous goods by road is considered the best unit for the competency requirements.</p> <p>The Department of Mines and Petroleum has indicated it is happy to have the most suitable unit from the TLI package and issue a WA dangerous goods licence.</p> <p><i>John Gilbert has sent an example to ASQA to try and change the process, so unit can be taken out of training package or Queensland. This is being dealt with by Kerry Davies, to shorten the time for accreditation.</i></p> <p><i>The LTC will follow up on this matter with TAC, as the national licence is not deemed to be national.</i></p>	ALL

Matters Arising	Name
<p>2. Certificate II in Driving Operations - required for express driver, pick up and delivery, courier, taxi truck driver, priority and taxicab driver. Certificate III in Driving Operations - required for job roles such as line haul driver, local heavy general freight driver and interstate driver. Query regarding different levels, and implications since Certificate II new entrants are not federally funded, a big disincentive for taking up Certificate II driver positions.</p> <p><i>The TLISC has stated that all driving occupations were assessed and given the appropriate level, depending on job roles and that in previous training packages these units were at Certificate II level, however, there was the opportunity to complete a Certificate III in Road Transport which included the Certificate II units, and this is no longer an option.</i></p> <p><i>This matter will be discussed at the RTO Forum in November. It may have an impact on training, eg companies not training at Certificate II level or enrolling in Certificate III and not completing.</i></p>	NN
<p>3. No Certificate IV Driving Operations qualification for supervisory roles</p> <p><i>A Certificate IV in Driving Operations is being developed, however, this caters for operational units at that level, eg fuel tankers, LP gas tankers, and heavy recovery. It was never intended that there be a Certificate IV in Driving Operations to cover supervisory roles and the Certificate IV in Logistics was intended for this purpose.</i></p>	NN
<p>4. Confusion between Licencing units and Driving units.</p> <p><i>Where stated "Select: one licensing or industry unit relevant to the vehicle type applicable to the job role...", this means that those job roles that do not require a special licence, eg drive taxicab, ride courier/delivery require an industry unit, whereas those roles that do require a special licence require a licenced unit.</i></p> <p><i>The Drive Heavy Vehicle units remain in the training package to meet the legislative requirements of Tasmania and will be removed in due course - these units are electives.</i></p> <p><i>Reference is made to the exception at the end of the unit which states that if the candidate is already the holder of a valid Australian driver licence of the (relevant) class ... the assessor may use any suitable process and materials for the conducting of the assessment.</i></p>	NN
<p>5. Bus specialisation unit TLIE3004A - prepare workplace documents is inappropriate, as almost all bus companies do not have their drivers involved with preparation of documents, and require revising back to an elective unit.</p> <p><i>Although this unit may not be used in WA, it may apply to other States and if so would not be removed. If there is an issue whereby none of the companies do prepare workplace documents, it has been suggested that contact be made to the Bus Industry Federation through the bus association to further pursue the matter.</i></p> <p><i>The LTC will contact the bus companies to find out if their drivers do prepare workplace documents otherwise a simulation may have to be carried out in order to meet the requirements of the unit.</i></p>	NN

Matters Arising	Name
<p>6. No tipper units to match job roles.</p> <p><i>The TLISC advises that industry did not see the need for a stream for tippers as there are relevant units in the Construction Training Package. However, those who deliver from the Construction Training Package have indicated that the units are not suitable. If there is to be a dedicated stream for tippers, it would require employers get together and put in a request for relevant units to be written.</i></p> <p><i>It was also mentioned that there is no qualifications that suit loading and unloading vehicles at mine sites and this will be further investigated by the LTC.</i></p> <p><i>Consultation, both regionally and locally, will be held to ascertain the need for this unit.</i></p>	NN
<p>7. Issues regarding the teach out of TLI07</p> <p><i>A glitch in the computer systems meant that AACs were unable to register trainees under the old TLI07 training package after TLI10 had been available for three months. This has now been corrected and there is a six-month window for getting TLI10 onto Scope for Delivery.</i></p> <p><i>However, should there be difficulty after the six-month date has passed, the ApprentiCentre is happy to do extensions on an individual basis. The current federal policy on the implementation of new training packages and qualifications is that RTOs should endeavour to get the new qualifications on scope as soon as possible, with a window of 12 months as a maximum for this to occur.</i></p> <p><i>If there are any further issues, please contact the LTC.</i></p>	JD
<p>8. Delays with scoping of new units with ASQA</p> <p><i>At a recent briefing of the National Agenda, ASQA stated that it was taking only two weeks for the process to occur, although a number of RTOs have indicated they have been told it will take several months due to a backlog.</i></p> <p><i>It was also stated that ASQA would not be offering any advice or assistance to RTOs regarding the process but rather they would have to engage staff to assist with any problems.</i></p>	JD
<p>1 Meeting closed at 9.25 am.</p>	