



**Road Transport Forum NZ Submission to
the:**

Tertiary Education Commission

on the:

**Manufacturing, Engineering and Logistics
Workforce Development Council
Kaunihera Whakawhanake Ohu Mahi**

Order in Council proposals

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Road Transport Forum (RTF) submission on the Manufacturing, Engineering and Logistics Workforce Development Council

1. Representation

- 1.1 Road Transport Forum New Zealand (RTF) is made up of several regional trucking associations for which the RTF provides unified national representation. RTF members include Road Transport Association NZ, National Road Carriers, and NZ Trucking Association. The affiliated representation of the RTF is some 3,000 individual road transport companies which in turn operate 16-18,000 trucks involved in commercial road freight transport, as well as companies that provide services allied to road freight transport.
- 1.2 The road freight transport industry is 3.0% of New Zealand's gross domestic product (GDP) and it carries 93% of the nation's freight. We employ around 26,000 people and vocational education is of growing importance in our industry due to a shortage of drivers and other workers.

2. Introduction

- 2.1 The RTF welcomes the opportunity to comment and submit on the Manufacturing, Engineering and Logistics Workforce Development Council (WDC). We believe there is scope for education to have better and more collaborative relationships with industry to produce the right outcomes for employers and their employees, both existing and future. Road freight transport has been somewhat excluded in that regard in past models, but given the industry's significance to the New Zealand economy and supply chain, we want to see that change with the Government's Reform of Vocational Education (RoVE).
- 2.2 The road freight transport industry has recently taken steps to assist people into on-the-job training combined with NZQA recognised qualifications, and to build a career path for new entrants. We need an absolute assurance from the structure that results from RoVE that we can keep up the momentum in developing micro-credentials that suit employers and employees in the road freight transport industry.
- 2.3 The industry wishes to continue to effectively shape the curriculum of industry training, particularly in the development of micro-credentials for both existing and future industry employees.
- 2.4 We believe that the practical application of the establishment and operation of WDCs will be the first test of the success of RoVE, and we submit with that in mind.

3. Specific comments and questions

3.1 Name of the WDC

3.1.1 Regarding the name of the WDC, Engineering, Manufacturing and Logistics should, in the view of the RTF, be changed to Engineering, Manufacturing and Transport. We believe the word transport is more commonly used and understood by New Zealanders, particularly those working in the industry and those considering a career in it. While logistics represents the planning, transport is the mode to execute that planning. While we agree at a strategic level that logistics is an overarching term, we feel that most people looking for a career will understand transport in the first instance. If you wish to continue with logistics in the title, we believe you should then add transport. We believe justification is required if you are to continue with logistics, but not transport, in the name of the WDC.

3.2 Governance arrangements - Council membership provisions

3.2.1 It is unclear under the Summary on page 12 – will manufacturing, engineering and logistics share one board representative, or will each industry receive one representative on the council? Our preference is that each industry is appropriately represented.

3.3 Industry voice

3.3.1 The road transport industry generally supports the Education and Training Act 2020, which establishes WDCs as statutory entities. We are pleased to see industry voices are enshrined in the Order in Council.

3.3.2 We have concerns however, that our industry will have an effective voice in governance of the WDC. We don't believe details about the new entity are explicit enough to protect the role, voice and influence of an industry the size of ours. We seek clarification of the reality for our industry to be represented at the industry stakeholder level.

3.3.3 We question how the voice of an industry the size of ours will be preserved as part of this group? Many of the industries that fall under this WDC are tiny, and it would concern us if the "tail wagged the dog".

3.3.4 We question if there will be political direction around the size of an industry receiving a voice? What specific conditions (as mentioned in the Act) will be met by the WDC to provide evidence of engagement with an industry as large as road freight transport. Our

strong contention is that robust arrangements need to be made to link the WDC and its respective industries. We wish to see evidence of how that will operate prior to the set-up of the WDC.

- 3.3.5 In terms of the 5-year strategic plan, what is industry role in this and how can it be satisfied?

4. Other functions

- 4.1 We would like to put on record the need for a continued focus on secondary schools and their students. Industries such as ours are increasingly aware of the need for a pipeline of new entrants and this is one way to deliver on that. We believe the work done on this by many ITOs has been exemplary. We do not wish to see that focus lost and want an explanation as to how that will continue under our WDC. We would like to see increased marketing to schools and students, particularly around the career advice process. Furthermore, a clear pathway should be in place for an easy transition from secondary school into vocational study. We believe the WDC must have a specific mandate and deliverables covering this area.

5. Concluding comments

- 5.1 The road freight transport industry generally supports the establishment of WDCs as per the Education and Training Act 2020.
- 5.2 The practical application of the establishment and operation of WDCs will be the first test of the success of RoVE and we believe it is essential to get that right from the start.
- 5.3 Industry-led training is critical to the success of the road freight transport industry. We have not been well served in the past, but now that we have stepped up and established an industry traineeship, we need an absolute assurance that the RoVE structure will aid that.
- 5.4 Given our past experience with training and education, we are disappointed by the proposed name for the WDC that covers our industry. We believe it must include the word transport as that is well understood by New Zealanders.
- 5.5 We believe the specific mandate and deliverables for the WDC should include marketing to secondary schools and their students of industries such as ours.
- 5.6 We want to be sure the road freight transport industry has an effective voice in the governance of the WDC.

5.7 We have a number of questions around how our industry voice will be heard and would like more clarity enshrined in the Order in Council.