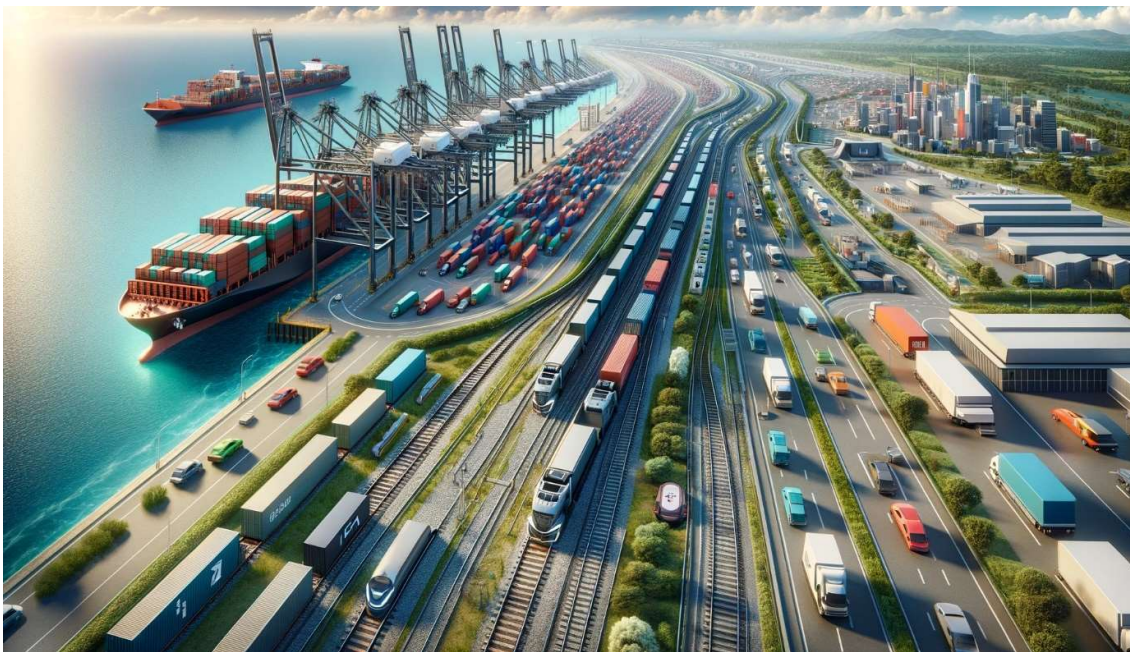




# National Road Carriers Association (NRC) Submission on 2024 Vocational education and training reforms

12<sup>th</sup> September 2024



## About National Road Carriers Association

National Road Carriers Association (NRC) is New Zealand's progressive nationwide organisation representing 1500 supply chain company members, who collectively operate over 16,000 trucks throughout New Zealand. NRC advocates on behalf of members and works with central and local government on road transport infrastructure and regulations.

NRC members are committed to providing an efficient, productive, resilient, safe and value for money service that supports the wider economy. To achieve this, trucking operators need a safe, efficient, and sustainable operating environment that enables the efficient and safe movement of goods. Our members primarily operate road freight however a number also operate air, sea and rail freight services.

Some 54% of NRC's membership comprises single vehicle operators and 89% employ 10 or fewer.

## General Comments

National Road Carriers Association appreciates the opportunity to provide a submission on the 2024 vocational education and training reforms (the reforms).

National Road Carriers Association has had a long history of involvement in modern apprenticeships and national qualifications.

Our members need quality servicing and maintenance of their vehicles to be successful and as technology changes having a robust system for updating skills is essential.

National Road Carriers believes the Motor Trade Association (MTA) is well placed to recommend changes to future training.

We have formally supported the submission of the MTA (the MTA submission).

We agree with MTA's view that the current system is convoluted and unnecessarily complex. The road transport sector is not as advanced or mature as the motor trade in work-based training to nationally recognised qualifications.

Efforts over the last several decades to improve this situation have hampered by the many restructurings of the Vocational Training System and the multiple agencies that we have had to work with including: the Ministry of Education, Ministry for Social Development, ITPs, WDCs, NIAGs, TEC, NZQA and a raft of other agencies and working groups.

## Support for work-based training

National Road Carriers supports the MTA's strong preference for work-based training over classroom-only learning.

Our industry is made up of over 40,000 businesses with an average fleet of four vehicles.

We have asked our members and all have stated that to increase the involvement in training, skill development and recognition, work-based training is their preferred option to increase their participation.

## Industry must lead the focus

National Road Carriers strongly supports the MTA view that industry needs to lead the focus areas of training and standard setting. Our experience and concern with the current structure is that there are inherent conflicts of interest and in particular training providers have had too much influence in the areas of focus and setting of standards to ensure the training delivers the outcomes our sector needs.

## Contact

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## Need and potential for micro credentials

National Road Carriers supports the use of Micro Credentials within our industry.

As stated earlier our industry has a low uptake of formalised training and we see the increased use of Micro Credentials as a key method to address this.

Micro Credentials are a solution to formalise recognition of specific skills required by our industry.

They can be delivered quickly and cost effectively but most importantly they can be targeted to address specific skill gaps.

## Closing Comments

In summary, National Road Carriers fully supports the submission made by the MTA and we look forward to actively increasing the participation by our members in industry training.

We welcome any questions.