



Australian
Industry and
Skills Committee

HRWL CRANE RE- VIEW

Name of allocated IRC: Transport & Logistics
Name of the SSO: Australian Industry Standards

1. ADMINISTRATIVE DETAILS OF THE CASE FOR ENDORSEMENT

Refer to Attachment A for the title and code for each of the training package components that are submitted for approval, and an indication of whether these are updated (including equivalence or non-equivalence status), new or deleted products

1.1 Case for Change details

This Case for Endorsement from the Transport and Logistics Industry Reference Committee (IRC) did not have a Case for Change written by the IRC. This work is a direct result of a request from Safe Work Australia (SWA) to the Australian Industry Skills Committee (AISC that the nine High-Risk Work Licence (HRWL) crane Units of Competency be updated to align with SWA regulatory requirements.

The activity order for this Training Package revision is AIS/TPD/2020-21/005.

The specific scope of work identified was to remove references that:

- a. cause any inconsistency with competency requirements, or VET courses, for the related class of high risk work licence as set out in Schedule 4 to the Model Work Health and Safety Regulations 2011; or
- b. operate as a de facto prerequisite for the related class of high-risk work licence, and
- c. include assessment requirements for identifying and managing risks related to slinging and directing loads beyond visual line of sight where:
 - a) this is not covered by existing requirements; and
 - b) the type of crane is used in this manner.

The Recipient must also prepare materials to support implementation of the updated Units of Competency.

In addition to any Performance Measures specified in the Principal Agreement, the Recipient must meet the following Performance Measures:

- a) updated Units of Competency:
 - i. to align with the Model Work Health and Safety Regulations 2011 as verified by SWA;
 - ii. meet the expectations of jurisdictional work health and safety (WHS) regulators; and
 - iii. ensure the regulatory burden for individuals and businesses is proportionate and efficient, without reducing safety protections,
- b) safety risks are identified and evidence about the likelihood and consequences of these risks is documented;
- c) impacts of new or revised assessment requirements on individuals and businesses are estimated in terms of the cost and duration of training;
- d) principal views of stakeholders are outlined, and areas of agreement and difference are summarised;
- e) caveats relating to methodology, estimates, limitations of analytical techniques or issues of data quality are disclosed and any potential for them to have affected the activities is acknowledged and assessed; and

- f) any amendments requested by the Commonwealth to Units of Competency or Training Products specified in this Activity Order are made.

1.2 Timeframes and delays

This Transport and Logistics project is being submitted in accordance with original timeframes specified in the Activity Order.

2. Changes to training products and how these will meet the needs of industry

*Refer to **Attachment B** for information on how the proposed updates to qualifications will better support job roles in industry.*

The revised nine HRWL Units of Competency have been updated to reflect SWA regulatory requirements; in particular Schedule 3 and 4 of the Model Work Health and Safety Regulations 2011.

To achieve this, references in each Unit of Competency to “a current National HRWL to perform dogging or a certification for a specific VET course for HRWL to perform dogging”, have been removed. Further, the reference to “a current National HRWL to operate a Slewing Mobile crane (up to 60 tonnes), and current industry experience operating a slewing mobile crane of between 20 tonnes and up to 60 tonnes competently for at least two years” contained in the units Licence to operate a slewing mobile crane (up to 100 Tonnes) and (over 100 Tonnes) have been removed.

A risk assessment was done by subject matter experts and state and territory regulators on the Technical Advisory Committee (TAC) on the safety impacts of removing these two requirements. To mitigate identified safety risks associated with the removal of dogging competence, the TAC and SWA regulators added specific skills around load estimation (calculating the weight) and slinging techniques in alignment with the Model Health and Safety Regulations 2011 (how to attach the load safely and appropriately to the crane).

3. Stakeholder consultation strategy

*Refer to **Attachment C** for:*

- *list of stakeholders that actively participated in consultation on the project*
- *summary feedback provided by stakeholder type and the IRCs response to this feedback*
- *summary of issues raised during stakeholder consultation and the IRCs response to these issues*

3.1 Identification of stakeholders

The TAC for this project was comprised of subject matter experts from a broad cross-section of the crane industry, including crane operators, stevedoring and Defence, unions, Registered Training Organisations (RTOs), consultants, Government Departments (DESE), WHS regulators, associations and SWA.

SWA representatives from each State and territory, except WA, provided regulatory advice during the review.

Due to the tight deadlines the State and Territory Training Authorities (STAs) were briefed on the project objectives early in the project.

The stakeholders who raised concerns about the inclusion of the two de facto entry requirements in the vehicle loading crane, slewing mobile crane up to 100 tonnes and over 100 tonnes, were members of the TAC to provide their input.

Four video conference TAC meetings were held. Due to Covid-19 restrictions, no face-to-face TAC meetings were conducted.

This project was also discussed with stakeholders during a Transport and Logistics IRC webinar and publicised on the AIS website with project details and draft documents for them to view and provide feedback.

3.2 Strategies for engaging stakeholders

Engagement was driven through direct contact or referrals from SWA to maximise reach and depth of engagement with appropriate stakeholders.

Throughout the development, AIS used the following communications strategies to ensure relevant stakeholders were consulted:

- IRC member communications to their industry networks using various methods
- phone, video conference meetings and emails to key industry stakeholders
- communication to STAs
- project updates to 1965 transport and logistics registered subscribers via direct email, with links to draft products on the website for public consultation and validation periods. The projects were also promoted through the AIS newsletter and social media
- formal feedback was received from 48 stakeholders for the project across the two consultation periods. All stakeholder feedback received was presented to the TAC during drafting and finalisation of products all decisions made at TAC meetings were documented
- all stakeholders that provided feedback received responses regarding the decision determined by the TAC as a result of their feedback
- as part of the AIS communication strategy, all key industry stakeholders were regularly informed of the expected changes and impacts during the consultation periods.

Public consultation periods for this project were:

- 14 July – 10 August 2021
- 23 March 2021 – 9 April 2021

3.3 Participation by different types of stakeholders

Participation included representatives from SWA, state and territory regulators, transport and logistics, and crane industry enterprises. Stakeholders from all state and territories provided feedback and input. A teleconference was also run for some Northern Territory stakeholders.

Electronic communications allowed for stakeholder participation nationally, including rural, regional and remote stakeholders.

4. EVIDENCE OF INDUSTRY SUPPORT

4.1 Industry support

During the consultation periods, support for the dogging de facto prerequisite to remain in the crane units was expressed by enterprises, unions, and RTO's, who saw the inclusion of dogging as a positive and noted that dogging is often the preferred pathway for someone who wants to be a crane operator.

Stakeholders were advised that the pre-condition did not align to Schedule 3 and 4 of the Model Work Health and Safety Regulations 2011. Whilst a majority of employers acknowledged the conflict with the regulations, many maintained that they would continue to enrol their future crane operators in the dogging course prior to undertaking the crane licence course.

The vehicle loading crane sector of the industry, on the other hand, were supportive of the removal of the dogging "de facto" prerequisite and the inclusion of the slinging techniques and estimation in the Units of Competency.

Stevedoring and Defence industries indicated the requirement to have "a current national HRWL to operate a slewing mobile crane (up to 60 tonnes), and current industry experience operating a slewing mobile crane of between 20 tonnes and up to 60 tonnes competently for at least two years", has been a barrier to entry for new workers, causing operational issues and skills shortages. However, other sectors of industry were not as supportive of direct entry into these higher weighted crane roles, despite being permissible under Schedule 3 and 4 of the Model Work Health and Safety Regulations 2011.

Based on industry views, the TAC added to the Companion Volume Implementation Guide (CVIG) a section for each Unit of Competency on "Candidate Suitability and Pathways Advice".

4.2 Engagement of States and Territories

During the development phase, AIS consulted with STAs to provide an update on the review and answer any questions they had. All STAs were provided with the final draft products and advised of the opportunity to provide feedback through the AIS website on the Case for Endorsement over the period:

- 10 September 2021 to 24 September 2021.

Two video conference meeting with the STAs was held to answer any questions and provide any further detail required.

The following table shows the level of support following STA consultation:

State/Territory	Organisation	Response
Australian Capital Territory	Skills Canberra	Supported
New South Wales	Department of Education	Supported
Northern Territory	Department of Trade, Business and Innovation	Supported
Queensland	Department of Employment, Small Business and Training	Supported
South Australia	Department for Innovation and Skills	Supported
Tasmania	Skills Tasmania	Supported
Victoria	Department of Education and Training	Supported

Western Australia	Department of Training and Workforce Development	Supported
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4.3 Mitigation strategies

SWA have requested these Units of Competency be available on TGA as soon as possible to realign the required licensing Units of Competency with the SWA regulations.

The last day of the transition period for the existing units is 31 October 2021. To ensure that there is a smooth transition the T&L IRC will apply for an extension to the existing transition period to 28 February 2022.

Given the regulatory request for these changes to meet the needs of SWA the following actions are being taken to mitigate any issues:

- DESE will apply to ASQA, with the support of the T&L IRC, for a shortened transition period for the nine revised Units of Competency (up until 28 Feb 2022) and the current transition extension for the unit, *Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above)*
- AIS will send an email to all RTOs with these Units of Competency on their Scope of Registration advising of the changes and provide a link to our website so that they will have access to the nine Units of Competency (draft until endorsed) to amend their learning documents
- State and Territory SWA agencies will contact all Approved Assessors notifying them of the changes
- If required, AIS will also run a webinar to assist RTOs (in October/November).

As all state and territory WHS regulators, except WA, were represented in the TAC, the mitigation strategies were supported by them. The nine Units of Competency all have a licensing and assessment requirement which is controlled by these regulators.

No Training Package components are to be deleted in this Case for Endorsement.

The Companion Volume Implementation Guide (CVIG) provides guidance on implementation and a mapping document provide guidance on equivalency.

4.4 Letters of industry support

- See Appendix G

5. DISSENTING VIEWS

5.1 Dissenting views/issues raised

The Northern Territory STA raised the following concerns:

1. Worksite safety concerns:
 - a. NT stakeholders maintain that the removal of the dogging requirement (Defacto prerequisite) from the nine High Risk Work Licence (HRWL) crane Units of Competency impacts worksite safety.
 - b. Additionally removing a “structured and scaffolded’ learning pathway from the crane operator role.

While the requirement for the dogging course was removed to align with the SWA regulations this in **NO WAY** prevents enterprises/operators from sending staff/operators to undertake the dogging course prior to sitting their crane licence if they choose to.

A risk analysis was done by the TAC to ensure that once the dogging requirement was removed skills relating to safety were incorporated into the Units of Competency to maintain safety levels. The resulting revised Units of Competency now include key safety components related to Slinging techniques and load estimation embedded within the Unit of Competency and guidance in the CVIG.

Other stakeholders identified that the inclusion of an experiential pre-condition for mobile slewing crane licence units for up to 100 tonnes and above 100 tonnes is preferential although prohibitive in some industries. This was resolved with clear guidance regarding industry preferred practices noted in the CVIG.

5.2 Rationale for approval

The revised products comply with the Standards for Training Packages. The revised training products now align to legislative requirements specifically Schedule 3 and 4 of the Model Work Health and Safety Regulations 2011 and the Victorian Occupational Health and Safety Regulations 2017, as per Part 2—Licence classes for crane, hoist and forklift truck operation. Therefore, meeting the requested outcome from SWA and the AISC.

The revised training products remove identified barriers to entry and remove additional financial burdens on industry. Further impractical pre-conditions were removed.

6. REPORTS BY EXCEPTION

There are no reports by exception.

7. MANDATORY WORKPLACE REQUIREMENTS

*Refer to **Attachment D** for a list of the units of competency, the MWR, the rationale for this, and evidence of employer support for this requirement.*

There are no Mandatory Workplace Requirements in Training Package product reviewed.

8. IMPLEMENTATION OF THE NEW TRAINING PACKAGES

8.1 Implementation issues

The only implementation issue identified was the turnaround time for RTOs to modify their training resources.

How AIS and other agencies will notify RTOs with these Units on scope of the changes:

- ASQA will provide the email addresses of all RTOs with any of the nine units on scope
- AIS will send an email to all RTOs with these Units on scope advising of the changes and provide a link to our website so that they will have access to the nine Units (draft until endorsed) to amend their documents.
- ASQA will also send notifications to RTOs with these units on scope
- Each State and Territory SWA agency will contact all Approved Assessors notifying them of the changes.
- If required AIS will also run a webinar to assist RTO's (in October)

8.2 Potential for traineeship or apprenticeships

Units of Competency included in this Case for Endorsement when contained in qualifications are suitable to be delivered as part of a traineeship or apprenticeship.

8.3 Occupational and licensing requirements

All nine Units of Competency have a licensing requirement issued by the respective state/territory WHS regulators. The regulators (ex WA) were included in the Unit of Competency revision processes to ensure that the revised Units of Competency meet their requirements.

Linked licensing requirements:

Unit of Competency	Related High-Risk Work Licence
TLILIC0024 Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above)	Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above)
TLILIC0016 Licence to operate a bridge and gantry crane	Licence to operate a bridge and gantry crane
TLILIC0017 Licence to operate a derrick crane	Licence to operate a derrick crane
TLILIC0018 Licence to operate a non-slewing mobile crane (greater than 3 tonnes capacity)	Licence to operate a non-slewing mobile crane (greater than 3 tonnes capacity)
TLILIC0019 Licence to operate a portal boom crane	Licence to operate a portal boom crane
TLILIC0022 Licence to operate a slewing mobile crane (up to 20 tonnes)	Licence to operate a slewing mobile crane (up to 20 tonnes)
TLILIC0023 Licence to operate a slewing mobile crane (up to 60 tonnes)	Licence to operate a slewing mobile crane (up to 60 tonnes)
TLILIC00214 Licence to operate a slewing mobile crane (up to 100 tonnes)	Licence to operate a slewing mobile crane (up to 100 tonnes)
TLILIC00205 Licence to operate a slewing mobile crane (over 100 tonnes)	Licence to operate a slewing mobile crane (over 100 tonnes)

These links are mandated in the Model Work Health and Safety Regulations 2011 and Occupational Health and Safety Regulations 2017 (Victoria).

8.4 Extension to transition period

Where the need for an extension to the transition period is identified for training products that are the subject of this Case for Endorsement, the SSO will apply to the relevant regulator for an extension to transition, to mitigate the identified impact on other training products, particular student cohorts or industry business needs

No extension to transition is required. In fact a reduction to the transition time will be requested (28 February 2022) to meet the needs of SWA.

9. QUALITY ASSURANCE

THE CASE FOR ENDORSEMENT MEETS THE FOLLOWING REQUIREMENTS:

<i>Standards for Training Packages 2012</i>	✓
<i>Training Package Products Policy</i>	✓
<i>Training Package Development and Endorsement Process Policy</i>	✓
<i>Companion Volume Implementation Guide is available and quality assured.</i>	✓

COPIES OF QUALITY ASSURANCE REPORTS ARE INCLUDED IN ATTACHMENT F.

10. IMPLEMENTATION OF THE MINISTER'S PRIORITIES IN TRAINING PACKAGES

*Refer to **Attachment E** for information on no enrolment and low enrolment qualifications reviewed as part of this project, and the outcomes of this review (i.e. product proposed for deletion or retention). Attachment D also includes the rationale for retaining no and/or low enrolment products when this is the proposal.*


Please include an explanation of how approval of the proposed training products will support the reform priorities for training packages agreed by skills ministers in November 2015 and October 2020:

<i>Streamlining/rationalisation of training products</i>	No products were streamlined or rationalised in this review.
	There are no other HRW licensing units other than these TLI Units of Competency that underwent review.
	Existing training products (Units of Competency) conflict with the Model Work Health and Safety Regulations 2011 and Occupational Health and Safety Regulations 2017 (Victoria) and provide barriers to certain industries.
	There is no change to the net number of TLI, Qualifications, Skill Sets or Units of Competency.
<i>Ensure that more information about industry's expectations of training delivery is available to training providers to improve</i>	Detailed implementation information is available in the Transport and Logistics Companion Volume Implementation Guide.


<i>their delivery and to consumers to enable more informed course choices</i>	
<i>Ensure the training system better supports individuals to move more easily between related occupations</i>	Restrictive pre-conditions have been removed thus supporting all relevant industries and participants who need to access the Units of Competency.
<i>Improve the efficiency of the training system by creating units that can be owned and used by multiple industry sectors Foster greater recognition of skill sets and work with industry to support their implementation</i>	Restrictive pre-conditions in these licensing Units of Competency have been removed thus supporting all relevant industries and participants who need to access the nine HRWL Units of Competency.

11. A LINK TO THE FULL CONTENT OF THE PROPOSED TRAINING PACKAGE COMPONENT(S)

The AISC should be provided with a link to the full, developed training package component(s) to be approved under the Case for Endorsement.

A link to the training package components proposed for endorsement is included here.  [12. Submission](#)

This Case for Endorsement was agreed to by the Transport and Logistics IRC

Name of Chair	Mark McKenzie
Signature of Chair	
Date	30/9/2021

Attachment A: Training products submitted for approval

Please set out in the table below, the training products submitted for approval, including showing whether this is an updated, new or deleted product.

Training Product Name	Type	For existing products, equivalence/non-equivalence status	For updated products, rationale for equivalence/non-equivalence status
Qualifications			
TLI30121 Certificate III in Mobile Crane Operations	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load estimation competence embedded through the unit rather than being defined as de facto prerequisites
TLI40721 Certificate IV in Mobile Crane Operations	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load estimation competence embedded through the unit rather than being defined as de facto prerequisites
Units of Competency			
TLILIC0024 Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above)	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load estimation competence embedded through the unit rather than being defined as de facto prerequisites
TLILIC0016 Licence to operate a bridge and gantry crane	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load

			estimation competence embedded through the unit rather than being defined as de facto prerequisites
TLILIC0017 Licence to operate a derrick crane	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load estimation competence embedded through the unit rather than being defined as de facto prerequisites
TLILIC0018 Licence to operate a non-slewing mobile crane (greater than 3 tonnes capacity)	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load estimation competence embedded through the unit rather than being defined as de facto prerequisites
TLILIC0019 Licence to operate a portal boom crane	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load estimation competence embedded through the unit rather than being defined as de facto prerequisites
TLILIC0022 Licence to operate a slewing mobile crane (up to 20 tonnes)	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load estimation competence embedded through the unit rather than being defined as de facto prerequisites
TLILIC0023 Licence to operate a slewing mobile crane (up to 60 tonnes)	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load estimation competence embedded through the unit rather than being defined as de facto prerequisites
TLILIC0021 Licence to operate a slewing mobile crane (up to 100 tonnes)	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load

			estimation competence embedded through the unit rather than being defined as de facto prerequisites
TLILIC0020 Licence to operate a slewing mobile crane (over 100 tonnes)	Updated	Equivalent	Equivalent on the basis that the essence of the unit has not changed but rather the units now include the specific safety aspects related to slinging and load estimation competence embedded through the unit rather than being defined as de facto prerequisites

Training Package Quality Assurance

Attachment B: How qualification updates support job roles

Please use the table below to demonstrate how the proposed updates to qualifications will better support job roles

Job role	Units	Proposed updates and how these better support the job role
Crane operator	TLILIC0024 Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above) TLILIC0016 Licence to operate a bridge and gantry crane TLILIC0017 Licence to operate a derrick crane TLILIC0018 Licence to operate a non-slewing mobile crane (greater than 3 tonnes capacity) TLILIC0019 Licence to operate a portal boom crane TLILIC0022 Licence to operate a slewing mobile crane (up to 20 tonnes) TLILIC0023 Licence to operate a slewing mobile crane (up to 60 tonnes) TLILIC0021 Licence to operate a slewing mobile crane (up to 100 tonnes) TLILIC0020 Licence to operate a slewing mobile crane (over 100 tonnes)	<ul style="list-style-type: none"> • Proposed updated Units of Competency remove entry barriers experienced by specific industries. • Identified safe practice improvements added to the Units of Competency to mitigate risks identified. • These Licensing Units of Competency now align to the SWA regulatory requirements and Schedule 4 to the Model Work Health and Safety Regulations 2011

Training Package Quality Assurance

Attachment C: Stakeholder consultation

LIST OF STAKEHOLDERS THAT ACTIVELY PARTICIPATED IN STAKEHOLDER CONSULTATION FOR THE PROJECT:

Name	Organisation	Title	Industry	Representation Type	State
Technical Advisory Committee (TAC)					
Bill Smith, subsequently replace by Nathan Lee as at 31st July, 2021	Safe Work Australia	Director, High Risk Work and Construction Chemicals	Transport and Logistics	Regulator	National
Nigel Mainland	Safe Work NSW	State Inspector	Transport and Logistics	Regulator	NSW
Walker Tabu	Workplace Health and Safety Queensland Office of Industrial Relations	Principal Inspector, Licencing Operations and Compliance	Transport and Logistics	Regulator	QLD
John Vale	WorkSafe VIC	Senior Assessor Auditor Improvement Programs & Specialist Services	Transport and Logistics	Regulator	VIC
Bill Elder	Comcare	Assistant Director Authorisations National Operations Regulatory Operations Group Comcare	Transport and Logistics	Regulator	ACT/NAT
Lisa Taylor	NT WorkSafe	Team Leader, Permissioning and Advisory Services	Transport and Logistics	Regulator	NT

Training Package Quality Assurance

Name	Organisation	Title	Industry	Representation Type	State
Christopher Spinks	WorkSafe SA	Manager Technical Services Team	Transport and Logistics	Regulator	SA
Kellie Buchanan	WorkSafe TAS	Manager Accreditation and Dangerous Substances Unit	Transport and Logistics	Regulator	TAS
Michael Moody	Australian Defence Force	Warrant Officer? HRWL assessor	Australian Defence	Defence	National
Patrick Crane	Crane Industry Council of Australia	Crane Safe - Manager	Crane Industry	Industry Association – Crane Safe	National
Tom Clark	Fulton Hogan	Crane Safety Manager	Construction	Employer/Enterprise	National
Brandon Hitch	Crane Industry Council of Australia	Chief Executive Officer	Crane Industry	Industry Association	National
Barry Kearney	CFMEU	Training Manager	Employee Representative	Union	National
John West	John West Logistics	Director	Transport and Logistics	Employer/Enterprise	QLD/Vic/NSW/SA
Jim Borle	Tranznet	RTO Owner	Transport and Logistics	RTO	VIC

Training Package Quality Assurance

Name	Organisation	Title	Industry	Representation Type	State
David Watson	QUBE Ports and Bulk	Training Manager	Transport and Logistics	Stevedoring	National
Will Symons	DESE	Policy Officer	Education	Government	National
Additional Stakeholders					
Troy Williams	BlueScope	Manager	Stevedoring	Employer/Enterprise	National
Bryan Holz	ATAS	Trainer	Training	Employee representative/ Unions	NSW
Islwyn Terrence	Dyer Dyers training and assessments	Trainer	Training	RTO	NSW
Gordon Stone	Access	Trainer	Training	RTO	WA
Peter Warne	Canberra Institute of Technology	Trainer	Training	RTO	ACT
Anthony Southwell	Integral Skills	Trainer	Training	RTO	NSW
Phillip John Garvan	All on site training and assessing	Trainer	Training	High Risk Trainer/assessor	NSW
Scott Dacombe	High Risk Assessing	Trainer	Training	RTO	QLD

Training Package Quality Assurance

Name	Organisation	Title	Industry	Representation Type	State
John Wakefield MAD-DERN	JM Training PTY LTD	Trainer	Training	RTO	QLD
Peter Utber	Whitsunday Construction Training	Trainer	Training	RTO	QLD
Warren Williams	WA REGISTERED ASSESSOR 1339	Trainer	Training	Third party high risk trainer and Assessor	WA
Chris Maatouk	Assessor	Trainer		Employer	NSW
Tony Stemm	Simmons Logistics	Manager	Transport and Logistics	Employer	QLD
Garry Pearson	GTP TRAINING	Trainer	Training	RTO	QLD
Laurence Glen Gageler	Assessor #31017 QLD/Major Training	Trainer	Training	RTO	QLD
Christopher Armstrong	Marganort Industries	Trainer	Transport and Logistics	Association	QLD
Tracey Ayers	Simmons Logistics	Trainer	Transport and Logistics	Unit Manager	QLD
William Tooma	QLD Training Solutions	Trainer	Training	RTO	QLD
Anthony Kieth	Simmons Logistics	Manager	Transport and Logistics	Employer	QLD

Training Package Quality Assurance

Name	Organisation	Title	Industry	Representation Type	State
Michel-Innocend	Simmons Logistics	Manager	Transport and Logistics	Employer	QLD
Jen Ferris	Simmons Logistics		Transport and Logistics	Employer	QLD
John Featherstone	LINX Port Services	Operations	Stevedoring	Employer	NT
Scott Hilton	Hilton Group QLD. PTY LTD	HRW Licence Assessor	Training	RTO	QLD
Wayne Henderson	Australian Easy Train Pty/Ltd	HRW Licence Assessor	Training	RTO	NSW
Jim Borle	AITAC	HRW Licence Assessor		HRW Licence Assessor	VIC
Neville	Victorian Construction Training Services Pty Ltd	HRW Licence Assessor	Training	Individual Assessor	VIC
Shane Schooth	GL Training	HRW Licence Assessor	Training	RTO	QLD
Kevin Simili	Simili Training	HRW Licence Assessor	Training	RTO	NSW
Steve Clarke	MTO Training	HRW Licence Assessor	Training	RTO	QLD

Training Package Quality Assurance

Name	Organisation	Title	Industry	Representation Type	State
John Gregory Kooyman	Advance Industry Training	Trainer	Training	RTO	QLD
Hamid Couri	Health & Safety Advi- sory Service P/L	Trainer	Training	RTO	NSW
Stephen (Louie) Doon	Louie Doon Training & Assessing	Trainer	Training	RTO	NSW
Anne Duggan	CFMEU	Organiser	Union	Employee Representative	VIC
Karen Ross	Flinders Port Holdings		Training	Employer	SA
Clive Leslie Quinn	Accreditation and Training services	Trainer	Training	RTO	QLD
Stuart Maxwell	CFMMEU (Construction and General Division)	Trainer	Training	Employee Representative	NSW
Ross Davidson	CFMEU QNT	Trainer	Union	Employee Representative	QLD
Jason Jennings	Creative Safety Initia- tives (CSI)	Trainer	Training	RTO	ACT
Faye Wang	Go Workplace Training Pty Ltd	Trainer	Training	RTO	VIC

Training Package Quality Assurance

Name	Organisation	Title	Industry	Representation Type	State
Walker Tabua	Workplace Health and Safety Queensland Office of Industrial Relations	Principal Inspector, Licencing Operations and Compliance	Transport and Logistics	Regulator	QLD
Robert Glackner	Tahbony Training and Assessment	Trainer	Training	RTO	NSW
Ann Barrie	Tully Sugar Limited		Production	Employer	QLD
Ross Ludlow	Wodonga TAFE	Trainer	Training	Government	NSW
Barry De La Haye	Holmesglen Institute RTO 0416	Trainer	Training	Government	Vic
Brett Clarke	Pivotal Movements P/L	Trainer	Training	RTO	
John Charles Waites	Southern Training Organisation Pty Ltd	Trainer	Training	RTO	
Tom Douglas	DTC training	Trainer	Training	RTO	NSW
Alana Metcalfe	Workplace Health and Safety Queensland Office of Industrial Relations	Manager	Health and Safety	Regulator	QLD

Training Package Quality Assurance

SUMMARY OF FEEDBACK BY STAKEHOLDER TYPE:

Stakeholder Type	Key Feedback Points	Actions Taken to Address Feedback
Industry Reference Committee (IRC) Representatives	<ul style="list-style-type: none"> • Provided the TAC direction on the required outcomes. 	<ul style="list-style-type: none"> • TAC was instructed on the required scope of work.
Peak Industry Bodies	<ul style="list-style-type: none"> • Did not support the removal of the Dogging prerequisite being removed • Did not support the removal of the experience requirements for the 100 tonne and open crane licence. 	<ul style="list-style-type: none"> • For the dogging issue the TAC did a risk analysis and included specific requirements into the Units of Competency regarding slinging and load estimation. • For the removal of the experience this was resolved with clear industry preferred practice guidance noted in the CVIG.
Employers(Non-IRC)	<ul style="list-style-type: none"> • Those operating Vehicle Loading Cranes and Gantry cranes were supportive of the changes • Those operating the other cranes felt that the dogging requirement should stay in the Units of Competency. • The removal of the experience requirements for the 100 tonne and open crane licence was supported by those who it currently posed a barrier for but those who were un effected opposed its removal. 	<ul style="list-style-type: none"> • No action required • For the dogging issue the TAC did a risk analysis and included specific requirements into the Units of Competency regarding slinging and load estimation. • For the removal of the experience this was resolved with clear industry preferred practice guidance noted in the CVIG.

Training Package Quality Assurance

Regulators	<ul style="list-style-type: none"> • That the revised Units of Competency meet the requirements of Schedule 3 and 4 of the Model Work Health and Safety Regulations 2011. 	<ul style="list-style-type: none"> • TAC aligned the Units of Competency to Schedule 3 and 4 of the Model Work Health and Safety Regulations 2011.
Registered Training Organisations (RTOs)	<ul style="list-style-type: none"> • Most did not support the removal of the Dogging prerequisite being removed other than on the Vehicle Loading Crane and the Gantry Crane • Did not support the removal of the experience requirements for the 100 tonne and open crane licence. 	<ul style="list-style-type: none"> • For the dogging issue the TAC did a risk analysis and included specific requirements into the Units of Competency regarding slinging and load estimation. • For the removal of the experience this was resolved with clear industry preferred practice guidance noted in the CVIG..
State and Territory Training Authorities (STAs)	<ul style="list-style-type: none"> • All states and territories were supportive. 	<ul style="list-style-type: none"> • AIS have developed a notification plan for RTO's utilising SWA state and territory agencies, ASQA and the AIS registered stakeholders.
Unions	<ul style="list-style-type: none"> • Did not support the removal of the Dogging prerequisite being removed • Did not support the removal of the experience requirements for the 100 tonne and open crane licence. 	<ul style="list-style-type: none"> • For the dogging issue the TAC did a risk analysis and included specific requirements into the Units of Competency regarding slinging and load estimation. • For the removal of the experience this was resolved with clear industry preferred practice guidance noted in the CVIG.

Training Package Quality Assurance

SUMMARY OF ISSUES RAISED DURING STAKEHOLDER CONSULTATION

Issue raised	Key Feedback Points	Actions Taken to Address Feedback
Removal of the dogging requirement	<ul style="list-style-type: none">• Did not support the removal of the Dogging prerequisite being removed• Believed it was a safety issue.	<ul style="list-style-type: none">• For the dogging issue the TAC did a risk analysis and included specific requirements into the Units of Competency regarding slinging and load estimation.

Training Package Quality Assurance

Attachment D: Mandatory Workplace Requirements in Training Products

Please set out in the table below training products which include a mandatory workplace requirement (i.e. which must be completed in a workplace)

Code/title	Description of the Requirement (e.g. work placement, assessment requirement)	Rationale for Inclusion	Evidence of employer support
N/A	N/A	N/A	N/A

Training Package Quality Assurance

Attachment E: No enrolment and low enrolment training products

NO ENROLMENT:

Please set out in the table below those training products that have had no enrolments over the past three years for which data is available

Units of Competency		
Name of Unit/Unit Code	Proposed for retention/deletion	Rationale for Retention
N/A	N/A	N/A
Qualifications		
Name of Qualification/ Qualification Code	Proposed for retention/deletion	Rationale for Retention
N/A	N/A	N/A

Low Enrolment:

Please set out in the table below those training products that have had low enrolments over the past three years for which data is available¹

Units of Competency		
Name of Unit/Unit Code	Proposed for retention/deletion	Rationale for Retention
N/A	N/A	N/A
Qualifications		
Name of Qualification/ Qualification Code	Proposed for retention/deletion	Rationale for Retention
N/A	N/A	N/A

¹ Low enrolment training products are qualifications or units of competency that have had less than 42 enrolments in each of the past three years (*this is the maximum no. of enrolments for the bottom 25% of qualifications based on average enrolments over 2016 - 2018*)

Training Package Quality Assurance

Attachment F: Quality Assurance Report

Attachment F: Quality Assurance Report

Section 1 – Cover page

Information required	Detail
Training Package title and code	TLI Transport and Logistics Training Package High-Risk Work Licence (Release 11.0)
Number of new qualifications and their titles ¹	Nil
Number of revised qualifications and their titles	Two (2) TLI31721 Certificate III in Mobile Crane Operations TLI41921 Certificate IV in Mobile Crane Operations
Number of new units of competency and their titles	Nil

¹ When the number of training products is high the titles can be presented as an attached list.

Training Package Quality Assurance

Information required	Detail
Number of revised units of competency and their titles	<p data-bbox="826 271 1283 300">Nine (9) revised units of competency:</p> <ul data-bbox="890 353 1414 1406" style="list-style-type: none"><li data-bbox="890 353 1414 450">• TLILIC0024 Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above)<li data-bbox="890 504 1414 566">• TLILIC0016 Licence to operate a bridge and gantry crane<li data-bbox="890 620 1414 683">• TLILIC0017 Licence to operate a derrick crane<li data-bbox="890 736 1414 833">• TLILIC0018 Licence to operate a non-slewing mobile crane (greater than 3 tonnes)<li data-bbox="890 887 1414 949">• TLILIC0019 Licence to operate a portal boom crane<li data-bbox="890 1003 1414 1066">• TLILIC0022 Licence to operate a slewing mobile crane (up to 20 tonnes)<li data-bbox="890 1120 1414 1182">• TLILIC0023 Licence to operate a slewing mobile crane (up to 60 tonnes)<li data-bbox="890 1236 1414 1299">• TLILIC0021 Licence to operate a slewing mobile crane (up to 100 tonnes)<li data-bbox="890 1352 1414 1406">• TLILIC0020 Licence to operate a slewing mobile crane (over 100 tonnes)

Training Package Quality Assurance

Information required	Detail
Confirmation that the panel member is independent of: <ul style="list-style-type: none"> • the Training Package or Training Package components review ('Yes' or 'No') • development and/or validation activities associated with the Case for Endorsement ('Yes' or 'No') • undertaking the Equity and/or Editorial Reports for the training package products that are the subject of this quality report ('Yes' or 'No') 	I confirm through affirmation: Yes Yes Yes
Confirmation of the Training Packages or components thereof being compliant with the <i>Standards for Training Packages 2012</i>	These Training Package components are compliant with the <i>Standards for Training Packages 2012</i> .
Confirmation of the Training Packages or components thereof being compliant with the <i>Training Package Products Policy</i>	This Training Package and its component parts are compliant with the <i>Training Package Products Policy</i> .
Confirmation of the Training Packages or components thereof being compliant with the <i>Training Package Development and Endorsement Process Policy</i>	These Training Package components are compliant with the <i>Training Package Development and Endorsement Process Policy</i> .

Training Package Quality Assurance

Information required	Detail
<p>Panel member's view about whether:</p> <ul style="list-style-type: none"> • the evidence of consultation and validation process being fit for purpose and commensurate with the scope • estimated impact of the proposed changes is sufficient and convincing 	<p>As evidenced by the Case for Endorsement (CfE), and the associated appendices, consultation was sufficient and specific to the projects. The Technical Advisory Committee was nationally representative of a broad cross-section of stakeholders.</p> <p>The CfE convincingly outlines the reasons for the revisions of these nine units as an update of the existing Training Package. The impact of these revisions is also clear.</p> <p>The revised nine HRWL Units of Competency have been updated to reflect SWA regulatory requirements, in particular Schedule 3 and 4 of the Model Work Health and Safety Regulations 2011.</p> <p>To achieve this the units of competency references to "a current national HRWL to perform dogging" or "a certification for a specific VET course for HRWL to perform dogging" which existed in all units of competency were removed. Further, the reference to "a current national HRWL to operate a slewing mobile crane (up to 60 tonnes), and current industry experience operating a slewing mobile crane of between 20 tonnes and up to 60 tonnes competently for at least two years" appearing in the mobile slewing crane up to 100 tonne and over 100 tonne, was removed.</p> <p>There are no exception reports to the consultation findings.</p>
Name of panel member completing Quality Report	Terry Smith
Date of completion of the Quality Report	27 th September, 2021

Training Package Quality Assurance

Section 2 – Compliance with the Standards for Training Packages 2012

Standards for Training Packages	Standard met 'yes' or 'no'	Evidence supporting the statement of compliance or noncompliance (including evidence from equity and editorial reports)
<p>Standard 1</p> <p>Training Packages consist of the following:</p> <ol style="list-style-type: none"> 1. AISC endorsed components: <ul style="list-style-type: none"> • qualifications • units of competency • assessment requirements (associated with each unit of competency) • credit arrangements 2. One or more quality assured companion volumes (CVIG) 	Yes	<p>I confirm that:</p> <ul style="list-style-type: none"> • qualifications • units of competency • assessment requirements (associated with each unit of competency) and • the TLI Training Package CVIG <p>are all evident.</p>
<p>Standard 2</p> <p>Training Package developers comply with the <i>Training Package Products Policy</i></p>	Yes	<p>The Training Package developers have complied with the <i>Training Package Products Policy</i>. All conditions have been met.</p>
<p>Standard 3</p> <p>Training Package developers comply with the <i>AISC Training Package Development and Endorsement Process Policy</i></p>	Yes	<p>The Training Package developers have complied with the <i>AISC Training Package Development and Endorsement Process Policy</i> in all aspects: consultation; development; and compliance.</p>
<p>Standard 4</p> <p>Units of competency specify the standards of performance required in the workplace</p>	Yes	<p>The standards of performance required in the workplace are specified in the units of competency. They are in plain English and are written clearly.</p> <p>The standards of performance and associated benchmarks are evident.</p> <p>The elements and associated performance criteria are clear and logically sequenced.</p> <p>The units are well structured and easy to understand and apply.</p>
<p>Standard 5</p> <p>The structure of units of competency complies with the unit of competency template</p>	Yes	<p>The structure meets the specified template requirements.</p> <p>I note the equity and editorial reports and concur overall with their findings.</p> <p>In reviewing I can confirm that the Foundation Skills are explicit and embedded in the performance criteria throughout all units. This was proven through analysis against the ASQA resource <i>Trigger Words for Foundation Skills</i>.</p> <p>Unit titles are correct and unit applications are clear, including provision of context.</p>

Training Package Quality Assurance

Standards for Training Packages	Standard met 'yes' or 'no'	Evidence supporting the statement of compliance or noncompliance (including evidence from equity and editorial reports)
<p>Standard 6</p> <p>Assessment requirements specify the evidence and required conditions for assessment</p>	Yes	<p>Assessment requirements are clear as are the conditions for assessment including that Simulations cannot be used.</p> <p>Performance evidence is specifically related to performance and is a clear, detailed and concise summary of the unit's performance requirements.</p> <p>Knowledge evidence is clearly related and specifically linked to the performance criteria of the unit. All components are clear, readily understandable and logical.</p>
<p>Standard 7</p> <p>Every unit of competency has associated assessment requirements. The structure of assessment requirements complies with the assessment requirements template</p>	Yes	<p>All units have associated assessment requirements.</p> <p>The assessment requirements comply with the relevant and specified template.</p>
<p>Standard 8</p> <p>Qualifications comply with the Australian Qualifications Framework specification for that qualification type</p>	N/A	<p>The revised qualifications remain compliant after this revision.</p>
<p>Standard 9</p> <p>The structure of the information for the Australian Qualifications Framework qualification complies with the qualification template</p>	N/A	<p>The qualifications that these units sit within are compliant.</p>
<p>Standard 10</p> <p>Credit arrangements existing between Training Package qualifications and Higher Education qualifications are listed in a format that complies with the credit arrangements template</p>	N/A	<p>There are no credit arrangements currently in place, this revision makes no change to this.</p>

Training Package Quality Assurance

Standards for Training Packages	Standard met 'yes' or 'no'	Evidence supporting the statement of compliance or noncompliance (including evidence from equity and editorial reports)
<p>Standard 11</p> <p>A quality assured companion volume implementation guide produced by the Training Package developer is available at the time of endorsement and complies with the companion volume implementation guide template.</p>	Yes	A Companion Volume Implementation Guide (CVIG) exists and provides clear and useful information. It also includes clear guidance on the context of the range of job role environment applications and conditions and has useful advice for implementers and educators. Of significance is the use of images to assist with the identification of types of cranes in use.
<p>Standard 12</p> <p>Training Package developers produce other quality assured companion volumes to meet the needs of their stakeholders as required.</p>	Yes	The TLI CVIG is complemented by appendices providing supplementary information. This also makes the information easier to access.

Section 3 – Compliance with the training package quality principles

Note: *not all training package quality principles might be applicable to every training package or its components. Please provide a supporting statement/evidence of compliance or non-compliance against each principle.*

Quality principle 1. Reflect identified workforce outcomes

Key features	Quality principle is met: Yes / No or N/A	Evidence demonstrating compliance/non-compliance with the quality principle
Driven by industry's needs	Yes	<p>The refinements in this revision were clearly driven by industry need especially in relation to revised SWA regulatory requirements, in particular Schedule 3 and 4 of the Model Work Health and Safety Regulations 2011. Overall, the revised units appear to comprehensively meet industry requirements. The units and their packaging cover key job role areas with associated licensing implications.</p> <p>The consultation and development associated with the development and revision of units ensured that it has been driven by industry's needs, emerging developments and expectations.</p>
Compliant and responds to government policy initiatives	Yes	<p>The project was driven by the requirement to meet the specific needs of a variety of crane operations with changes to licensing and operational requirements.</p> <p>The CVIG is readily available, in a useable style, to training providers to improve their delivery, offer information on</p>
Training package component		

Training Package Quality Assurance

<p>responds to the COAG Industry and Skills Council's (CISC) training package-related initiatives or directions, in particular the 2015 training package reforms. Please specify which of the following CISC reforms are relevant to the training product and identify supporting evidence:</p> <ul style="list-style-type: none"> • ensure obsolete and superfluous qualifications are removed from the system • ensure that more information about industry's expectations of training delivery is available to training providers to improve their delivery and to consumers to enable more informed course choices • ensure that the training system better supports individuals to move easily from one related occupation to another • improve the efficiency of the training system by creating units that can be owned and used by multiple industry sectors • foster greater recognition of skill sets 		<p>range and context. It enables consumers to make more informed course choices.</p> <p>These units are technical and specific to context. The units define highly specialised skills. The units are transferrable to different operational contexts that all relate to a range of crane operations.</p>
<p>Reflect contemporary work organisation and job profiles incorporating a future orientation</p>	<p>Yes</p>	<p>The units are future oriented. Nothing in the language of these units excludes future application.</p> <p>The CVIG also provides critical information on job/role environment contexts.</p>

Quality principle 2: Support portability of skills and competencies including reflecting licensing and regulatory requirements

Training Package Quality Assurance

Key features	Quality principle is met: Yes / No or N/A	Evidence demonstrating compliance with the quality principle Please see examples of evidence in the <i>Training Package Development and Endorsement Process Policy</i>
Support movement of skills within and across organisations and sectors	Yes	The revised units do not negate existing movement across roles with their specific specialised sector.
Promote national and international portability	Yes	These units address the intricate technical and safety integrity requirements specific to this industry specialisation, but they are portable within this context.
Reflect regulatory requirements and licensing	Yes	Licensing requirements that apply or may be required are specified clearly.

Quality principle 3: Reflect national agreement about the core transferable skills and core job-specific skills required for job roles as identified by industry

Key features	Quality principle is met: Yes / No or N/A	Evidence demonstrating compliance with the quality principle Please see examples of evidence in the <i>Training Package Development and Endorsement Process Policy</i>
Reflect national consensus	Yes	The CfE clearly demonstrates the wide national consultation that occurred and the areas of national consensus. There are no exception reports.
Recognise convergence and connectivity of skills	N/A	These are specific highly specialised technical units which have licensing implications. These units detail specific requirements for work high a degree of technical skills knowledge and safe work practices.

Quality principle 4: Be flexible to meet the diversity of individual and employer needs including the capacity to adapt to changing job roles and workplaces

Training Package Quality Assurance

Key features	Quality principle is met: Yes / No or N/A	Evidence demonstrating compliance with the quality principle Please see examples of evidence in the <i>Training Package Development and Endorsement Process Policy</i>
Meet the diversity of individual and employer needs	Yes	The CfE highlights how all relevant sectors and industry representatives were widely consulted and their needs and views incorporated into the development of the units.
Support equitable access and progression of learners	Yes	There are no pre-requisite units in any of the revised units, specific to this review. The equity report review provided with the Case for Endorsement substantiates how equitable access is achieved. The progression of learners requirements are met within the broader TLI Training Package context.

Training Package Quality Assurance

Quality principle 5: Facilitate recognition of an individual’s skills and knowledge and support movement between the school, vocational education and higher education sectors

Key features	Quality principle is met: Yes / No or N/A	Evidence demonstrating compliance with the quality principle Please see examples of evidence in the <i>Training Package Development and Endorsement Process Policy</i>
Support learner transition between education sectors	N/A	<p>These are highly specialised units requiring advanced technical skills and knowledge and significant safety applications.</p> <p>The overall TLI Training Package already contains these transitional pathways.</p>

Training Package Quality Assurance

Quality principle 6: Support interpretation by training providers and others through the use of simple, concise language and clear articulation of assessment requirements

Key features	Quality principle is met: Yes / No or N/A	Evidence demonstrating compliance with the quality principle Please see examples of evidence in the <i>Training Package Development and Endorsement Process Policy</i>
Support implementation across a range of settings	Yes	These units are specific to crane operations, but are applicable to different sites.
Support sound assessment practice	Yes	<p>The depth and breadth of assessments is consistent and clear. Assessment conditions are clearly outlined.</p> <p>The units of competency and associated assessment requirements clearly specify the outcomes required in plain English and provide specific volume and context.</p> <p>The specification that simulation is not an acceptable assessment method for these units is justified.</p>
Support implementation	Yes	The product is compliant with TGA/National Register requirements for publication. The CVIG provides clear advice about unit application and context.

Training Package Quality Assurance

Editorial Report

1. Cover page																			
Information required	Detail																		
Training Package title and code	TLI Transport and Logistics Training Package (Release 11.0) High-Risk Work Licence (HRWL)																		
Number of new qualifications and their titles ¹	NA																		
Number of revised qualifications and their titles	Two (2) revised qualifications: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">TLI31721</td> <td>Certificate III in Mobile Crane Operations</td> </tr> <tr> <td>TLI41921</td> <td>Certificate IV in Mobile Crane Operations</td> </tr> </table>	TLI31721	Certificate III in Mobile Crane Operations	TLI41921	Certificate IV in Mobile Crane Operations														
TLI31721	Certificate III in Mobile Crane Operations																		
TLI41921	Certificate IV in Mobile Crane Operations																		
Number of new units of competency and their titles	NA																		
Number of revised units of competency and their titles	Nine (9) revised units of competency: <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20%;">TLILIC0016</td> <td>Licence to operate a bridge and gantry crane</td> </tr> <tr> <td>TLILIC0017</td> <td>Licence to operate a derrick crane</td> </tr> <tr> <td>TLILIC0018</td> <td>Licence to operate a non-slewing mobile crane (greater than 3 tonnes)</td> </tr> <tr> <td>TLILIC0019</td> <td>Licence to operate a portal boom crane</td> </tr> <tr> <td>TLILIC0020</td> <td>Licence to operate a slewing mobile crane (over 100 tonnes)</td> </tr> <tr> <td>TLILIC0021</td> <td>Licence to operate a slewing mobile crane (up to 100 tonnes)</td> </tr> <tr> <td>TLILIC0022</td> <td>Licence to operate a slewing mobile crane (up to 20 tonnes)</td> </tr> <tr> <td>TLILIC0023</td> <td>Licence to operate a slewing mobile crane (up to 60 tonnes)</td> </tr> <tr> <td>TLILIC0024</td> <td>Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above)</td> </tr> </table>	TLILIC0016	Licence to operate a bridge and gantry crane	TLILIC0017	Licence to operate a derrick crane	TLILIC0018	Licence to operate a non-slewing mobile crane (greater than 3 tonnes)	TLILIC0019	Licence to operate a portal boom crane	TLILIC0020	Licence to operate a slewing mobile crane (over 100 tonnes)	TLILIC0021	Licence to operate a slewing mobile crane (up to 100 tonnes)	TLILIC0022	Licence to operate a slewing mobile crane (up to 20 tonnes)	TLILIC0023	Licence to operate a slewing mobile crane (up to 60 tonnes)	TLILIC0024	Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above)
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TLILIC0022	Licence to operate a slewing mobile crane (up to 20 tonnes)																		
TLILIC0023	Licence to operate a slewing mobile crane (up to 60 tonnes)																		
TLILIC0024	Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above)																		
Confirmation that the draft training package components are publication-ready	The draft TLI Transport and Logistics Training Package components will be publication ready once uploaded onto training.gov.au																		

¹ When the number of training products is high the titles can be presented as an attachment.

Training Package Quality Assurance

Is the Editorial Report prepared by a member of the Quality Assurance Panel? If 'yes' please provide a name.	Yes. Trish Gamper (Gamper Consulting Services)
Date of completion of the report	28 September 2021

2. Content and structure

Units of competency

Editorial requirements	Comments
<p>Standard 5:</p> <ul style="list-style-type: none"> The structure of units of competency complies with the unit of competency template. 	The structure of the units of competency complies with the unit of competency template and contains all necessary requirements.
<p>Standard 7:</p> <ul style="list-style-type: none"> The structure of assessment requirements complies with the assessment requirements template. 	The structure of the assessment requirements complies with the assessment requirements template. Performance and knowledge evidence contain adequate frequency and/or volume of evidence required, and the assessment conditions outline conditions for assessment and details relevant equipment and resources required.

Qualifications

Editorial requirements	Comments by the editor
<p>Standard 9:</p> <ul style="list-style-type: none"> The structure of the information for qualifications complies with the qualification template. 	The structure of the revised qualifications complies with the qualification template.
<p>Standard 10:</p> <ul style="list-style-type: none"> Credit arrangements existing between Training Package qualifications and Higher Education qualifications are listed in a format that complies with the credit arrangements template. 	NA

Companion Volumes

Editorial requirements	Comments by the editor
<p>Standard 11:</p> <ul style="list-style-type: none"> A quality assured companion volume implementation guide is available and complies with the companion volume implementation guide template. 	Australian Industry Standards (AIS) provided a Companion Volume Implementation Guide (CVIG) for editing which complies with the CVIG template. The CVIG has been quality assured in accordance with AIS internal processes.

3. Proofreading

Training Package Quality Assurance

Editorial requirements	Comments by the editor
<ul style="list-style-type: none"> • Unit codes and titles and qualification codes and titles are accurately cross-referenced throughout the training package product(s) including mapping information and packaging rules, and in the companion volume implementation guide. 	<p>Unit and qualification codes and titles were cross-referenced throughout the draft components, including packaging rules, CVIG and the Case for Endorsement.</p>
<ul style="list-style-type: none"> • Units of competency and their content are presented in full. 	<p>The units of competency were provided in full.</p>
<ul style="list-style-type: none"> • The author of the Editorial Report is satisfied with the quality of the training products, specifically with regard to: <ul style="list-style-type: none"> ○ absence of spelling, grammatical and typing mistakes ○ consistency of language and formatting ○ logical structure and presentation of the document. ○ compliance with the required templates 	<p>The TLI Transport and Distribution Training Package (Release 11) components were reviewed for:</p> <ul style="list-style-type: none"> • spelling, grammatical and typing errors • consistency of language and formatting • structure and presentation • compliance with required templates. <p>Minor edits and inconsistencies were marked up using track changes and forwarded to AIS for resolution.</p> <p>At the time of completing the Editorial Report I am satisfied with the quality of the Training Package components with regard to the above points.</p>

Training Package Quality Assurance

Equity Report: TLI Transport & Logistics Industry Training Package

Section 2 – Equity checklist of draft training package components

Equity requirements	Equity reviewer comments
<p>The training package component(s) comply with Standard 2 of the <i>Standards for Training Packages 2012</i>. The standard requires compliance with the <i>Training Package Products Policy</i>, specifically with the access and equity requirements:</p> <ul style="list-style-type: none"> • Training Package developers must meet their obligations under Commonwealth anti-discrimination legislation and associated standards and regulations. • Training Package developers must ensure that Training Packages are flexible and that they provide guidance and recommendations to enable reasonable adjustments in implementation. 	<p>Provide brief commentary on whether the draft endorsed components meet each of the equity requirements</p> <p>It is the view of the equity reviewer that the training package developer has complied with the training package products policy. In addition, Commonwealth anti-discrimination legislation and associated standards and regulations have been upheld by the training package developer. Additionally, Australia's federal anti-discrimination laws have been maintained through appropriate use of language and reference in the product development. These are contained in the following legislation:</p> <ul style="list-style-type: none"> • Age Discrimination Act 2004 • Disability Discrimination Act 1992 • Racial Discrimination Act 1975 • Sex Discrimination Act 1984 <p>It is the view of the equity reviewer that flexibility and the provision of guidance and recommendations to enable reasonable adjustments have been met in the development. Examples were sighted in the Assessment Conditions where the needs of the candidate are considered related to LLN. Furthermore, reasonable clarification in the Assessment Conditions are supported through a standard statement; <i>'Simulators must not be used in the assessment of this unit of competency.'</i> To ensure the assessment is fair and meets industry standards. This provides industry environments that closely align for both training and assessment.</p>

Section 3 - Training Package Quality Principles

Quality Principle 4

Be **flexible** to meet the diversity of individual and employer needs, including the capacity to adapt to changing job roles and workplaces.

Key features

Do the units of competency meet the diversity of individual and employer needs and support equitable access and progression of learners?

What evidence demonstrates that the units of competency and their associated assessment requirements are clearly written and have consistent breadth and depth so that they support implementation across a range of settings?

Training Package Quality Assurance

Are there other examples that demonstrate how the key features of flexibility are being achieved?

Equity requirements	Equity reviewer comments
<p>1. What evidence demonstrates that the draft components provide flexible qualifications/units of competency that enable application in different contexts?</p>	<p>Do the units of competency meet the diversity of individual and employer needs and support equitable access and progression of learners?</p> <p>The revised nine HRWL Units of Competency have been updated to reflect SWA regulatory requirements; in particular Schedule 3 and 4 of the Model Work Health and Safety Regulations 2011.</p> <p>To achieve this request in the Units of Competency references to “a current national HRWL to perform dogging or a certification for a specific VET course for HRWL to perform dogging”, which was in all nine crane Units of Competency, were removed. Further, the reference to “a current national HRWL to operate a slewing mobile crane (up to 60 tonnes), and current industry experience operating a slewing mobile crane of between 20 tonnes and up to 60 tonnes competently for at least two years” appearing in the mobile slewing crane up to 100 tonne and over 100 tonne, was removed</p> <p>What evidence demonstrates that the units of competency and their associated assessment requirements are clearly written and have consistent breadth and depth so that they support implementation across a range of settings?</p> <p>Performance Measures specified in the Principal Agreement; the Recipient must meet the following Performance Measures:</p> <ul style="list-style-type: none"> a) updated Units of Competency: <ul style="list-style-type: none"> i. to align with the Model Work Health and Safety Regulations 2011 as verified by SWA; ii. meet the expectations of jurisdictional work health and safety (WHS) regulators; and iii. ensure the regulatory burden for individuals and businesses is proportionate and efficient, without reducing safety protections, b) safety risks are identified and evidence about the likelihood and consequences of these risks is documented. c) impacts of new or revised assessment requirements on individuals and businesses are estimated in terms of the cost and duration of training. d) principal views of stakeholders are outlined and areas of agreement and difference are summarised;

Training Package Quality Assurance

Equity requirements	Equity reviewer comments
	<p>e) caveats relating to methodology, estimates, limitations of analytical techniques or issues of data quality are disclosed and any potential for them to have affected the activities is acknowledged and assessed; and</p> <p>f) any amendments requested by the Commonwealth to Units of Competency or Training Products specified in this Activity Order are made.</p> <p>Are there other examples that demonstrate how the key features of flexibility are being achieved?</p> <p>The unit Knowledge Requirements contain reference to 'roles and responsibilities of duty holders in accordance with legislative obligations of WHS/OHS requirements and safe work/workplace procedures or 'relevant safe work instructions, safety information and emergency procedures which allows for contextualisation in various contexts.</p>
2. Is there evidence of multiple entry and exit points?	Information describes how the units provides technical and non-technical HRWL skills to operate a range of cranes effectively in a broad range of operations complying with industry practice.
3. Have prerequisite units of competency been minimised where possible?	The units identified in the report do not have prerequisites.
4. Are there other examples of evidence that demonstrate how the key features of the flexibility principle are being achieved?	Flexible units of competency enable application of skills and knowledge in different contexts. There is the capacity for units of competency to be adapted to the current job roles of crane operators within the Transport and Logistics Industry through contextualisation.

Quality Principle 5

Facilitate **recognition** of an individual's skills and knowledge and support movement between the school, vocational education and higher education sectors.

Key features

Support learner transition between education sectors.

Equity requirements	Equity reviewer comments
1. What evidence demonstrates pathways from entry and preparatory level as appropriate to facilitate movement between schools and VET, from entry level into work, and between VET and higher education qualifications?	Learner transition between education sectors is facilitated via VET qualifications. The key transition is provided via the qualifications ranging from entry level to skilled and/or specialised.

Training Package Quality Assurance

Quality Principle 6

Support interpretation by training providers and others through the use of simple, concise language and clear articulation of assessment requirements.

Key features

Support implementation across a range of settings and support sound assessment practices.

Equity requirements	Equity reviewer comments
<p>1. Does the Companion Volume Implementation Guide include advice about:</p> <ul style="list-style-type: none"> • Pathways • Access and equity • Foundation skills? <p>(see Training Package Standard 11)</p>	<p>The reviewer has cited the Companion Volume Implementation Guide (CVIG) and it includes advice about:</p> <ul style="list-style-type: none"> • Pathways • Access and equity • Foundation skills <p>Inside the products viewed, simple, concise language and clear articulation of assessment requirements is consistently present.</p> <p>Assessment processes can be across a range of settings and the support of sound assessment practices is ensured in the structure of the language.</p>
<p>2. Are the foundation skills explicit and recognisable within the training package and do they reflect and not exceed the foundation skills required in the workplace?</p>	<p>Foundation skills are identifiable at a unit of competency level in the qualifications reviewed.</p> <p>ACSF skills can be analysed by education staff to identify what the foundation skills are and use in the implementation of training and assessment to support learners.</p>

Training Package Quality Assurance

Attachment G: Letters of Support



Transport and Logistics Industry Reference Committee

By email: klausch.schmidt@aistnds.org.au

Dear Mr Schmidt

Re. Support for changes to crane high risk work licence units of competency

I am writing with regard to recent changes to the crane high risk work licence (HRWL) Units of Competency (UoCs).

As you are aware, the Australian Industry and Skills Committee (AISC) has responsibility for developing and maintaining HRWL UoCs. In 2018, the AISC approved revised UoCs in the Transport and Logistics Training Package, including UoCs for using mobile cranes, bridge and gantry and vehicle loading cranes. New prerequisites were introduced requiring an individual to:

- hold a current national dogging HRWL, before they could enrol in a crane licence course, and
- hold a current national slewing mobile crane (up to 60 tonnes) HRWL, before they could enrol in the licence courses for higher-capacity slewing cranes.

These changes meant that the training requirements for obtaining these HRWLs became inconsistent with the model Work Health and Safety (WHS) laws. Safe Work Australia Members considered this issue at their 17 February 2021 meeting and agreed that:

- the prerequisites for the HRW UoCs must align with the model WHS Regulations, and
- there is no role for a body other than Safe Work Australia Members or WHS ministers to agree to changes to the model WHS Regulations for HRWL, including HRWL prerequisites.

The AISC subsequently agreed to fast-track changes to realign the prerequisites for crane UoCs with Schedule 4 to the model WHS Regulations. These changes include updating the crane HRWL UoCs to include any relevant training and assessment elements that would be lost by removing these prerequisites (for example, by including relevant dogging training in crane UoCs, rather than a dogging HRWL prerequisite). This means prospective crane HRWL holders will continue to receive training in the relevant dogging competencies.

The Agency is satisfied that the changes made will resolve the inconsistency with model WHS laws. However, Safe Work Australia Members have ultimate responsibility for the content of the NAIs.

Training Package Quality Assurance

2 Phillip Law St, New Acton ACT 2601
GPO Box 641, Canberra ACT 2601

www.safeworkaustralia.gov.au

I note the Agency also intends to present the associated revised National Assessment Instruments to Safe Work Australia Members for their endorsement on 14 October.

The contact officer for this matter is Nathan Lee, Director, High Risk Work and Industries Policy, who can be contacted on 0409 758 094.

Yours sincerely



Dr. Rebecca Newton PhD
Branch Manager
Chemicals, Occupational Hygiene and High Risk Work Policy
Safe Work Australia

14 September 2021

Training Package Quality Assurance



Qube Learning Pty Ltd
RTO Code: 40964
ABN: 97 165 797 562

Level 27, 45 Clarence Street
Sydney NSW
2000

T: +61 2 9005 1100
Email: Info.Qubelearning@qube.com.au

10 September 2021

Mr Klausch Schmidt
Director of IRC Operations
Australian Industry Standards

Dear Mr Schmidt

TLI CRANE HIGH RISK WORK LICENCE

On behalf of Qube we would like to acknowledge the efforts of Australian Industry Standards for recently chairing the Technical Advisory Committee (TAC) and the revision of nine draft Units of Competency (UoC) for the Crane High Risk Work Licences.

Qube would like to thank the TAC for the opportunity to provide feedback around the challenges that the draft UoC's presented to our operations and are happy that the following statements have been removed from the UoC's:

- *A person undertaking this unit must hold a current National HRWL to perform dogging or a certification for a specific VET course for HRWL to perform dogging.*
- *A person undertaking this unit must hold a current National HRWL to operate a Slewing Mobile crane (up to 60 Tonnes), and current industry experience operating a slewing mobile crane of between 20t and up to 60t competently for at least 2 years.*

We would like to support the changes and ~~the final result~~ of the TAC by acknowledging that:

- The barrier for our operations staff has been removed
- We are happy that slinging and load estimation was included in the UoC's to mitigate safety concerns after the removal of the dogging requirement.

Qube also welcomes future invitation and participation in any reviews of High Risk Licences that will take place.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Tony Stone', written over a light blue horizontal line.

Tony Stone
CEO
Qube Learning Pty Ltd 40964

Training Package Quality Assurance



Australian Government
Department of Defence

13 Sept 2021

Paul Walsh

General Manager
Australian Industry Standards
Level 2, 31 Market Street
South Melbourne

Re: Endorsement of the Crane High Risk Work Licence Training Package Products packaged in the Transport and Logistics (TLI) Training Package

Dear Paul,

The Department of Defence manages a workforce of over 100,000 personnel, being a mix of ADF members, APS staff and Reservists. Defence must train and develop all aspects of its ADF Workforce, including its dogging and crane operators. As such Defence engages actively in the national VET system to ensure its personnel are trained to the required national industry standard.

As a member of the Transport and Logistics Industry Reference Committee (IRC) representing Defence, I can confirm Defence believes that the transport and logistics sector and Safe Work stakeholders have been given sufficient opportunity to engage in this review.

Defence supports the change of nine Units of Competency have been updated and aligned to existing requirements for high-risk work licences for crane operators as requested by Safe Work Australia, and this has achieved a deliverable outcome. As such, we support their endorsement and inclusion in the TLI Training Package.

Regards,

lynda.douglas

Digitally signed by
lynda.douglas
Date: 2021.09.14 08:54:56
+10'00'

Lynda Douglas

Director, National Skills Framework
Defence Education, Learning and Training Authority
Headquarters, Australian Defence College
Department of Defence
Kirkpatrick Street Weston, ACT 2611.

Email: lynda.douglas@defence.gov.au
Phone: 02 5131 8284

Training Package Quality Assurance



14 September 2021

Mr Klausch Schmidt
Director of IRC Operations
Australian Industry Standards Group

Via email: klausch.schmidt@aistnds.org.au

Dear Klausch

Re: TLILIC0002 Licence to operate a vehicle loading crane (capacity 10 metre tonnes and above)

John West Logistics Pty Ltd fully support the proposed changes to the above licence. We believe it is a positive step forward and improves the focus in the areas required without diminishing the safety requirements of this licence.

We appreciate the work AISG has done with this review.

Yours sincerely
John West Logistics Pty Ltd

A handwritten signature in black ink, appearing to read 'John West', is written over a horizontal line.

John West
Managing Director

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Training Package Quality Assurance

*Australian Industrial Trainers,
Assessors & Consultants*



PO BOX 146
Riddells Creek
VIC 3431

13/09/2021

AUSTRALIAN INDUSTRY STANDARDS

Attention: Klausch Schmidt,

HRW UNITS OF COMPETENCY – CRANES, & COMPANION VOLUME INFORMATION.

On behalf of the many trainers and assessors affiliated with AITAC. I wish to express our support for the changes recommended by the recent HRW TAC process.

I found the process to be inclusive, consultative, and comprehensive. The recommended changes will lead to better outcomes for students, Industry, and believe they will also result in a enhanced community safety. These changes to the Units of Competency, particularly the Assessment Requirements should also lead to better regulatory Licensing outcomes.

We commend the AIS on the overall process, and recommend the changes be adopted.

If further information is required, please do not hesitate to contact me.

Yours Sincerely,

Jim Borle
Director