

Date of Communication	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)	U - Title	Rework	Proposed title: Complying with HVNL requirements (for drivers, loaders and schedulers)	Discussed during Technical Committee Meeting 6 Dec 2023. No major issue with the current title, but will revisit with TC members at the next meeting.
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)	U - Application	Rework	This is currently described as Ensuring the Safety of Transport Activities, or CoR basics, however it appears to focus on training employees – drivers, loaders, and schedulers – to comply with prescriptive elements within the Heavy Vehicle National Law.	Discussed during Technical Committee Meeting 6 Dec 2023 and agreed the vocational outcome is aimed at skills & knowledge to training employees – drivers, loaders, and schedulers. Technical Committee changed terminology to better reflect NHVL requirements.
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)	U - Application	Rework	Since amendments to the HVNL in October 2018, CoR refers to the duty of a business to use risk management in its activities associated with the use of heavy vehicles. Training in relation to this duty should be directed at businesses and their executives and managers, not at employees. This course is effectively being re-badged to reflect the content that is typically delivered within this unit. It is also proposed to add some other competencies that will assist drivers and other employees to understand and comply with HVNL requirements.	Discussed during Technical Committee Meeting 6 Dec 2023. These vocational outcomes will be addressed when reviewing TLIF0014.
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)		Rework	Retain * Comply with mass requirements * Comply with dimension requirements * Comply with loading requirements (load restraint) * Comply with vehicle standards	Discussed during Technical Committee Meeting 6 Dec 2023 and Performance Evidence was updated to clarify these requirements in both TLIF0009 and TLIF0014.
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)		Add	Add • How to fill out a work diary • Record keeping requirements • Understanding access requirements o Using NHVR Journey Planner, o Understanding permits and gazetted notices and common conditions o Mass Concessions o NHVAS requirements o Requirements for Oversize, overmass, (OSOM) vehicles • Vehicle safety systems – ESC, RSC, ABS etc. • Chain of Responsibility awareness – Employees need to be aware of the primary duty and executive duty obligations of their employer, to put what is required of them to do into that broader context.	Discussed during Technical Committee Meeting 6 Dec 2023 it was noted some of these vocational outcomes are contained in existing units, for example - TLIE3028. Primary duty of care Performance Evidence details were added to both TLIF0009 and TLIF0014. Refer to TLI units for work via in CVIG
12-Dec-23	New South Wales	Industry Association	Waste Contractors & Recyclers Association of NSW	email	Waste	Unit	TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)			I have just reviewed the above document that we went through together last week and I am happy with the document as now presented.	Thank you for your comment
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Title	Rework	Proposed title: Understanding and discharging the primary duty and the executive duty (Chain of Responsibility)	Discussed during Technical Committee Meeting 30 Jan 2024, with suggest unit title: Implement and monitor the safety duties of transport activities (Chain of Responsibility)
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Application		The target audience for the training is largely unchanged, however the content should be revised to focus on principles that will better enable businesses and their executives to apply the law to their own circumstances and direct them to tools and resources that will assist them to discharge their respective duties.	Discussed and reviewed during Technical Committee Meeting 30 Jan 2024, see further comments from this TC meeting. Unit has been changed and recoded to: TLIF0080Y
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Understanding Duties under Chapter 1A of the HVNL 1. How to identify who has a duty • Explain the ten defined CoR functions • Focus on the performance of the function, rather than titles or role descriptions • Explain that all CoR parties have the same duty ie the primary duty • The primary duty lies mainly with a business, rather than an individual employee	Discussed during Technical Committee Meeting 30 Jan 2024, details edited and added to draft unit TLIF0080Y
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Understanding Duties under Chapter 1A of the HVNL 2. Explaining the Primary Duty • What does safety mean (based on definitions of “public risk”, “safety risk” and “public safety”) • What are “transport activities” (examples) • Explain what “reasonably practicable” means (illustration of principle)	Discussed during Technical Committee Meeting 30 Jan 2024, details edited and added to draft unit TLIF0080Y

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29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Understanding Duties under Chapter 1A of the HVNL 4. Understanding that the level and nature of a party's responsibility depends upon : <ul style="list-style-type: none"> the functions performed the nature of the public risk created by the transport activity the party's capacity to control, eliminate or minimise the risk 	Discussed during Technical Committee Meeting 30 Jan 2024, details edited and added to draft unit TLIF0080Y
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Understanding Duties under Chapter 1A of the HVNL 5. Understanding the Due Diligence Duty <ul style="list-style-type: none"> How to identify an executive of a CoR party What is Due Diligence 	Discussed during Technical Committee Meeting 30 Jan 2024, details already covered in draft unit TLIF0080Y
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Discharging Duties 6. Mapping a party's transport activities <ul style="list-style-type: none"> Identifying the points of contact or influence between a business's activities and heavy vehicle transport Identifying hazards and risks that are created or that could be managed through that interaction Ensuring that the business does not directly or indirectly, cause or encourage, a driver of a heavy vehicle to speed or breach the HVNL, or another person, including a party in the CoR, to breach the HVNL. 	Discussed during Technical Committee Meeting 30 Jan 2024, details edited. TC noted this needs to be an RTO Assessment task.
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Discharging Duties 7. Assessing and Managing risks <ul style="list-style-type: none"> Assessing each hazard and risk Discussing hazards and risks with other parties Identifying reasonably practicable ways to eliminate or minimise risks Case studies and examples 	Discussed during Technical Committee Meeting 30 Jan 2024, details edited and added to Performance Evidence in draft unit TLIF0080Y
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Discharging Duties 8. Implementing risk controls <ul style="list-style-type: none"> Documenting policies and procedures Training Developing a Safety Management System 	Discussed during Technical Committee Meeting 30 Jan 2024, details already covered in draft unit TLIF0080Y
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Discharging Duties 9. Monitoring, Reporting and Continuous Improvement <ul style="list-style-type: none"> Identifying what information is relevant How to collect information and who should receive it How to interpret information and what actions to take 	Discussed during Technical Committee Meeting 30 Jan 2024, details edited and added to draft unit TLIF0080Y
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014/80 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Discharging Duties 10. Working with other businesses □ <ul style="list-style-type: none"> Cannot use contract to avoid or alter responsibility Contracts can help both parties manage safety, by <ul style="list-style-type: none"> providing clarity about how things are done use of common equipment, processes, or terminology stating what information should be shared, when and how setting monitoring or reporting expectations planning for incidents identifying points of contact and escalation procedures Value of regular communication and collaboration 	Discussed during Technical Committee Meeting 30 Jan 2024, details edited and KE added - third party interactions and assurance arrangements. Added to CVIG Further discussed during Technical Committee Meeting 5 March 2024 - TC satisfied with CVIG details for TLIF0080Y.
29-Jun-23	National	Regulator	National Heavy Vehicle Regulator (NHVR)		T&L	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Add	Discharging Duties 11. How executives exercise due diligence <ul style="list-style-type: none"> Case studies/examples of due diligence 	Discussed during Technical Committee Meeting 30 Jan 2024, details already covered in draft unit TLIF0080Y

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09-Jan-24	New South Wales	Industry Association	Waste Contractors & Recyclers Association of NSW	email	Waste	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Rework	4.1 , Add "including maintenance requirements" after Transport activities risks	Discussed during Technical Committee Meeting 30 Jan 2024, edits added to draft unit TLIF0080 PC.
09-Jan-24	New South Wales	Industry Association	Waste Contractors & Recyclers Association of NSW	email	Waste	Unit	TLIF0014 Monitor the safety of transport activities (Chain of Responsibility)	U - Performance Evidence	Rework	<ul style="list-style-type: none"> Page 6 under Performance Evidence, second last dot point, deletion of "in accordance with workplace procedures on a minimum of three" as it currently appears twice in this dot point Page 6, under Performance Evidence, last dot point, include directly after the word observations, "or audits/reviews" 	Discussed during Technical Committee Meeting 30 Jan 2024, edits added to draft unit TLIF0080.
05-Feb-24	New South Wales	Employer	Acciona Ferrovial Joint Venture	email	Rail construction	Unit	Units			<p>A colleague at Sydney Metro (our Project Client) looped me into the new Transport & Logistics Training Package to be delivered by ISA.</p> <p>I have quickly perused your revamped course content and cautiously congratulate you on the improvements (as I haven't had a deep dive).</p> <p>It begs belief the RTOs 'out there' that are facilitating 'bad law', i.e., outdated legislation to mention one gap.</p> <p>I have heard RTOs refer to drivers as a 'party in CoR', which they are clearly not UNLESS they perform a subsequent role of a party.</p> <p>The list is significant re the gaps I have been alerted to in CoR training packages and individuals claiming CoR prowess.</p>	<p>Thank you for your comment</p> <p>Acknowledged during Technical Committee Meeting 30 Jan 2024,</p>
05-Mar-24	Victoria	Registered Training Organisations (RTOs)	TDT Training Australia	Public consultation Feedback	Education	Unit	Units	U - Elements and Performance Criteria	Add	<p>Thank you for allowing me the chance to offer feedback on the draft CoR units of competency.</p> <p>In my view, both TLIF0008Y and TLIF0009Y should include a performance criterion related to 'consultation,' particularly in instances where learners are expected to apply chain of responsibility obligations.</p> <p>Consultation stands out as a pivotal aspect of implementing the Chain of Responsibility within the transport and logistics sector. Therefore, it should also be explicitly stated in the performance evidence.</p> <p>It's imperative for learners to grasp the concept of consultation, including its methodologies and potential challenges. Hence, it should also be incorporated into the performance knowledge section.</p> <p>Consultation serves as a critical catalyst in nurturing collaboration, advancing safety awareness, and ensuring accountability among all stakeholders involved in transport and logistics operations. Engaging stakeholders in the implementation and monitoring of chain of responsibility enhances safety outcomes, mitigates risks, and ensures regulatory compliance.</p> <p>Regrettably, the word 'consult' or 'consultation' does not appear anywhere in the draft versions. This is the recommendation I offer; however, I have full confidence in the final decision-making process carried out by the esteemed panel of professionals.</p> <p>Once again, thank you for the opportunity to provide feedback.</p>	Discussed during Technical Committee Meeting 5 March 2024, added the following PE to TLIF0080Y - "consultation with parties with shared responsibilities"
05-Mar-24	Queensland	Employer	Smiths Training Services	Public consultation Feedback	Transport	Unit	Units	U - Application		Clear description of job roles and responsibilities removes any confusion on how individuals etc. fit into CoR.	Discussed during Technical Committee Meeting 5 March 2024 with no more details required for Job functions.

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05-Mar-24	New South Wales	Registered Training Organisations (RTOs)	SRTTraining	Public consultation Feedback	Education	Unit	Units	U - Application	Rework	As a person who delivers the course i believe it is mainly directed at the truck industry and needs to include the bus and coach industry. As someone who is very close to the Hunter Valley bus tragedy and had sleepless nights we need to add somewhere in the CoR that a driver has more obligations than just the operation of the vehicle and themselves. Example is having a driver submit their own set route to take and identify hazards they will/ may encounter along the journey. Drivers need to be included with management and also have responsibilities about their journey and route.	Discussed during Technical Committee Meeting 5 March 2024 these tasks are aligned with existing TLI units for job functions of scheduler, fleet manager and Operations Manager. Existing TLI units are also listed in CVIG.
05-Mar-24	Tasmania	Registered Training Organisations (RTOs)	Learning Partners	Public consultation Feedback - Part 1	Education	Unit	Units	U - Application	Rework	Application Is it possible to include worker fields from other industries who have heavy vehicles come onto their work sites to load and unload goods, cargo, plant and equipment eg Construction industry. There is confusion with employers and their management that they are 'players in the chain of responsibility' for the very fact they are receiving and/or despatching materials, plant etc on/from their worksite. Many believe they are not in the CoR because it is a delivery driver and/or a contractor who is responsible on their work site for CoR . Under WHS legislation Employers are responsible for activities on their worksite by anyone contributing to a work outcome ie delivery of plant and equipment and materials, subcontractors etc (this aligns with the Competency Field of the unit F: Safety Management)	same as previous, customise training to relevant industry. Discussed during Technical Committee Meeting 5 March 2024 these tasks are aligned with existing units for industry job roles. Functional role in NHVL Chainof Resp. Section 26C Also see CVIG
05-Mar-24	Tasmania	Registered Training Organisations (RTOs)	Learning Partners	Public consultation Feedback - Part 2	Education	Unit	Units	U - Performance Evidence	Rework	Performance Evidence Potentially overwhelming and confusing dot points especially as unit is included in all qualification levels. Suggest Performance Evidence dot points #2,3,5,6 and 7 be reconsidered and framed in one dot point with sub headings For Example Complete a minimum of three risk assessments, each for a different risk, in accordance with job function. The risk assessments must include the completion of relevant documentation, including safety documents risk assessment process for with the identify, assess, irecplement	Discussed during Technical Committee Meeting 5 March 2024, these changes would change the PE context. The RTO can customise the assessment task based on workplace requirements and/or context.
05-Mar-24	Queensland	Subject Mater Expert (SME)	Davpom Corporate Facilitation	Public consultation Feedback	Education	Unit	Units	U - Elements and Performance Criteria	Rework	In my experience delivering the Supply Chain units, I have found knowledge and skills gaps around the areas of the below: How to fill out a work diary • Record keeping requirements • Understanding access requirements o Using NHVR Journey Planner, o Understanding permits and gazetted notices and common conditions o Mass Concessions o NHVAS requirements o Requirements for Oversize, overmass, (OSOM) vehicles • Vehicle safety systems – ESC, RSC, ABS etc. I welcome the 6 Dec inclusions but am concerned there still may be room for specificity and clarity in this area. Often the language and terminology is confusing.	Discussed during Technical Committee Meeting 5 March 2024 and the CVIG has details of existing units related to these supply chain job roles/tasks. Operators can reach out to NHVR thro contact area at https://www.nhvr.gov.au/contact-us

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05-Mar-24	Western Australia	Registered Training Organisations (RTOs)	CRT TAFE WA	Public consultation Feedback	Education	Qualification	TLI21221 Certificate II in Driving Operations	U - Performance Evidence	Rework	<p>After much discussion, and I believe previous communications with yourself, we do not currently know how CRT Lecturers are able to comply with the performance evidence requirements of TLIC0033 - Apply low risk heavy vehicle driving behaviours; specifically:</p> <ul style="list-style-type: none"> entering, exiting and traveling along a freeway in a low risk and legal manner (as we are outside a metro area and do not have access to a freeway and nor do a number of our Third-Party assessors further north in WA) <p>We have investigated the other option for driving behaviours electives: TLIC0031 Apply low risk car driving behaviours, however the same performance evidence is required in this unit also.</p> <p>The Training Package rules state that one of these two units must be achieved, however we are currently at a loss as to how we remain compliant to the UOCs without access to a 'freeway'.</p> <p>We are also seeking clarification on:</p> <ul style="list-style-type: none"> approaching and negotiating low risk high speed bends with different cambers <p>I have cc'd our Principal Lecturer Paul Cremin and Portfolio Manager Michelle Harvey so they are across this email thread as we liaise with our Quality & Compliance Co-ordinator to ensure we are doing all we can to achieve compliance.</p>	<p>Discussed during Technical Committee Meeting 5 March 2024, ISA has discussed this feedback with CRT and have agreed this feedback related to TLIC0033/TLIC0031 units that are not part of the scope for the TLI CoR project.</p> <p>ISA did suggest and draft addition CVIG guidance information related to resonable assessment adjustment for rural and remove training providers to address their concern.</p>
05-Mar-24	Queensland	Regulator	National Heavy Vehicle Regulator (NHVR)	Public consultation Feedback	T&L	Unit		U - Application	Rework	<p>Job Roles - 1st sentence should say "...including but not limited to:"</p> <p>Performance Evidence - 4th dot point - how do they demonstrate this? - could we add a further dot point similar to dot point 5 that relates to other party's functions ie: shared responsibility? - all 3 areas should be covered their own job, other workers in the same business and parties in other businesses - dot point 6 doesn't make sense in its current draft and should include '.... transport activities and business practices including but not limited to:"</p>	<p>Discussed during Technical Committee Meeting 5 March 2024, and added KE TLIF0080Y -</p> <ul style="list-style-type: none"> how to ensure safety of transport activities on road inclusive of risk management principles as far as is reasonable practical
05-Mar-24	Queensland	Regulator	National Heavy Vehicle Regulator (NHVR)	Public consultation Feedback	T&L	Unit		U - Application	Rework	<p>Job Functions - Schedule 1 of the HVNL defines as person as " person includes an individual or a body politic or corporate"</p>	<p>Discussed during Technical Committee Meeting 5 March 2024 and added Person defn added to CVIG for both units TLIF0009 and TLIF2080.</p>
05-Mar-24	Queensland	Regulator	National Heavy Vehicle Regulator (NHVR)	Public consultation Feedback	T&L	Unit		U - Knowledge Evidence	Rework	<p>Knowledge Evidence - 2nd last dot point should include - fatigue-regulated Heavy Vehicle and definitions</p>	<p>Discussed during Technical Committee Meeting 5 March 2024 fatigue-regulated Heavy Vehicle and definitions added to both units KE.</p>
05-Mar-24	Queensland	Regulator	National Heavy Vehicle Regulator (NHVR)	Public consultation Feedback	T&L	Unit		U - Knowledge Evidence	Rework	<p>Knowledge Evidence - dot point 3 - Chain of Responsibility is the term used to describe the 10 parties in the chain. The Primary Duty and the Executive Duty are the Chapter 1A Safety Duties</p>	<p>Discussed during Technical Committee Meeting 5 March 2024 and KE reworked in unit TLIF0080 to duties:</p> <ul style="list-style-type: none"> chain of responsibility (CoR) parties having the same primary duty includes: safety duties include: <ul style="list-style-type: none"> primary duty executive duty
05-Mar-24	Queensland	Regulator	National Heavy Vehicle Regulator (NHVR)	Public consultation Feedback	T&L			U - Knowledge Evidence	Rework	<p>Knowledge Evidence - Could we include another dot point about other CoR parties influence on safety? - we should include vehicle standards and maintenance</p>	<p>Discussed during Technical Committee Meeting 5 March 2024 with No action required.</p>
05-Mar-24	New South Wales	Registered Training Organisations (RTOs)	TAFE NSW	Public consultation Feedback	Education	Unit	TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)		Rework	<p>Given the advances in Electric Vehicles and now having some companies using EV trucks as part of their delivery processes, there may be a necessity to have EV battery safety undertaken as part of the Driver Training SOA. Especially a part of the daily pre start up checks prior to vehicle use.</p>	<p>Discussed during Technical Committee Meeting 5 March 2024 with the following existing TLI units available: TLILIC0001, & TLIC0028 Operate a battery electric bus or coach/TLIC0029 Operate a battery electric heavy vehicle</p>

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05-Mar-24	Victoria	State and Territory Training Authorities (STAs)	Victorian University	Public consultation Feedback	Education	Unit	Units		Rework	<p>Thank you for the opportunity to provide feedback for the TLI Release 15.0. The main question I have is regarding why the unit TLIF0080Y identified as Equivalent (E) has code change and unit TLIF0009Y identified as Non-Equivalent (NE) same code?</p> <p>Seems to be a lack in consistency and would appreciate an explanation. The above issue then affects qualification updates. If both units were to have a code change then this would affect core units, and if core unit code changes then qualification code changes.</p> <p>Please provide clarification for the process of determining equivalence.</p>	Discussed during Technical Committee Meeting 5 March 2024, ISA will clarify equivalency with Curriculum Maintenance Manager
05-Mar-24	Victoria	State and Territory Training Authorities (STAs)	Victorian University	Public consultation Feedback	Education	Unit	Units			<p>1.Determination of equivalence - In general, I would ask how the unit TLIF0080Y during the review process was determined to be equivalent. This unit has a new code and has significant change to five performance criteria (PC), additional performance evidence (PE) and significant change to wording or additions to Knowledge evidence (KE) especially in regard to third party interactions and risk analysis for various situations. I am aware that the unit does have similar workplace outcome but as TPPP section 2.5.2 indicates – 'The workplace outcome can be determined to have changed when the skills and knowledge (reflected through the elements, performance criteria and assessment requirements) required to achieve the workplace outcome of the superseded and superseding units cannot be mapped to each other.'</p> <p>The next question follows on from above with the unit TLIF0009Y, same code as previous unit, yet identified as non-equivalent. I understand the need to identify as non-equivalent, but having the same code is questionable based on the amount of added performance evidence and knowledge evidence. There is no consistency between these two units as to determination of equivalence.</p>	Discussed during Technical Committee Meeting 5 March 2024, ISA will clarify equivalency with Curriculum Maintenance Manager
05-Mar-24	Victoria	State and Territory Training Authorities (STAs)	Victorian University	Public consultation Feedback	Education	Unit	Units			<p>2.Modification history – not consistent from unit to unit and qualification-to-qualification Unit TLIF0009Y indicates minor changes for PE and KE to clarify terminology. This has happened but there are two new PE that have been included –</p> <ul style="list-style-type: none"> Ensuring the safety of transport activities on the road Reporting and recording observations and actions taken to address risks to the relevant person in accordance with workplace procedures on a minimum of three occasions The rewording of the KE also sees some additional dot points to reinforce some topics. The addition of the dot points – heavy vehicle work and rest requirements; the impact of crossing legislative jurisdictions; primary duty and executive duty obligations 	Discussed during Technical Committee Meeting 5 March 2024, ISA will clarify equivalency with Curriculum Maintenance Manager
05-Mar-24	Victoria	State and Territory Training Authorities (STAs)	Victorian University	Public consultation Feedback	Education	Qualification	Qualifications			<p>The modification history summary is simplistic and does not reflect the depth of change of the unit. Not all units have the same level of history added, consistency Qualification</p>	Discussed during Technical Committee Meeting 5 March 2024, ISA will clarify equivalency with Curriculum Maintenance Manager
05-Mar-24	Victoria	State and Territory Training Authorities (STAs)	Victorian University	Public consultation Feedback	Education				Rework	<p>3. Consultation Log Document – It is good to see a record of the consultation via this document, however it would be of greater value to see the following:</p> <ul style="list-style-type: none"> State/territory column populated The topic of the consultation and any comments regarding how it has been or not been addressed. 	Discussed during Technical Committee Meeting 5 March 2024, ISA has updated log with state/territory details and high level summary.
05-Mar-24	New South Wales	Registered Training Organisations (RTOs)	Programmed	Public consultation Feedback	Education	Unit	TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)		Rework	<p>Application - better clarification on possible job roles</p> <p>Performance Evidence - better wording and clarification of PEs in accordance with workplace procedures and the recording observations and actions taken to address risks.</p> <p>Knowledge Evidence - better clarification and added detail to clarify training required relating to risks associated and duties.</p>	Discussed during Technical Committee Meeting 5 March 2024 - no action required.

Date of Communication	State	Category of stakeholder	Organisation	Method of communication	Industry	Product Type	Product Code	Section	Action	Description of Issues raised	ISA/TC Response
05-Mar-24	New South Wales	Employer	DP World Australia	Public consultation Feedback	Stevedore		TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)		Rework	<p>Description: TLIF0009Y Ensure the safety of transport activities (Chain of Responsibility) Feedback: change to TLIF0009Y Cascade Chain of Responsibility to ensure the safety of transport activities Observation: There is a focus on the word "workplace policies and procedures" which is an unknown risk as these procedures may be poor. Replacing the word with regulatory and organisational requirements stipulates that organisations must apply the regulatory framework.</p> <p>Job Roles Too broad terms are: equipment worker, intermodal terminal worker, specialised cargo handler, logistics worker, supply chain worker, warehouse workers Create categories headings with with examples e.g. *Supply Chain Administration worker, may include Scheduler, Consignor/ee, receival/despach worker, weighbridge operator * Operator may include freight/cargo handler, stevedore, plant operator (FL, Crane, ReachStacker, Railworker) Warehouse plant operators</p>	<p>Discussed during Technical Committee Meeting 5 March 2024:</p> <ul style="list-style-type: none"> * TLIF0009 unit title was seen as the best fit for an operator * Workplace policies and procedures was the preferred wording for operators. <p>Job Roles were seen as appropriate by the TC for the vocational outcome.</p>
05-Mar-24	New South Wales	Employer	DP World Australia	Public consultation Feedback	Stevedore		TLIF0009 Ensure the safety of transport activities (Chain of Responsibility)	U - Elements and Performance Criteria	Rework	<p>Remove: Loading Manager - to be covered in TLIF0008Y Remove: supply chain worker is the same as logistics worker - remove 1 Add. PC 1.2 territory law, regulations are identified ADD and explained Remove PC 1.4 (see 1.2) ADD PC 2.1:procedures and ADD and/OR Rewrite PC2.2 word requirements already covered in 1.3. suggest rewrite PC 2.2 to Methods to mitigate speed and fatigue risks are identified accordance with COR role responsibility. Remove PC 2.2 job function and workplace procedures. Remove PC 2.4 Methods to mitigate risks in relation to unstable/insecured loads are identified in accordance with COR role responsibility. Rewrite PC 2.5. Replace are identified with are interpreted. Rewrite PC 2.6 Transport activities hazards are identified, risks evaluated and control measures applied and reported according to organisational and regulatory requirements. Remove PC2.7 See 2.6 in essence the same Rewrite PC 2.8 to Chain of Responsibility documentation are completed and processed to workplace requirements. Assessment Requirements Performance requirements remove: applying workplace policies and procedures and replace with applying the COR regulatory requirements.</p>	<p>Discussed workplace procedures wording during Technical Committee Meeting 5 March 2024 and</p> <ul style="list-style-type: none"> * PC 1.2 no change actioned * PC 1.2 & 1.4 have different outcomes * PC 2.1 and/or added * PC 2.2 no change actioned * PC 2.4 no change actioned * PC 2.5 "identified" is suitable for TLIF0009 * PC 2.6 now reads: "Transport activities hazards and risks are identified, and assessed and with risk control measures implemented and reported in accordance with job functions and workplace procedures" * PC 2.7 No change actioned * PC 2.8 No change required <p>Performance Evidence - "applying workplace policies and procedures" is relevant for TLIF0009 operators</p>