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My personal submission primarily concerns ATTP funding for RTO's for apprentice training from specific industry sectors and the differentiation between qualifications being recognised. This is especially relevant to qualifications that encounter higher level of costs for delivery in traditional trade areas.

For example, the automotive training package encompasses multiple trades that have vastly different costs for equipment, resources and delivery. An RTO delivering Heavy Vehicle apprentice training compared to one delivering Light vehicle training will encounter additional costs to source and maintain resources and equipment. Units of Competency delivered by an RTO under AQF guidelines must be contextualised to a qualification being sort, yet receive the same funding regardless of course content or industry sector.

With the level of costs of delivery ever increasing, current funding arrangements are proving insufficient, this additional cost for delivery effects student outcomes with required savings resulting in either reduced delivery or increased class sizes in an industry sector that is requiring ever increasing higher levels skills.

The Automotive training package AUR30405 has this year been updated (AUR12) and has recognised the differences in qualifications within automotive industry sectors. This recognition has increased the technical core requirements for the Heavy Vehicle Trades, any review of ATTP funding for Apprentice training needs to recognise these differences in delivery costs of Units of Competency and be allocated accordingly.

A Method 2: Map cost to Units of Competency, in concept identifies this need by as indicated; reflecting actual training cost for Units of Competency. The costs identified would ideally reflect not only industry groups but Qualifications and Units of Competency within specific industry sectors.