

**Qualification Title:** New Zealand Certificate in Commercial Road Transport (Heavy Vehicle Operator) (Level 3)

**Qualification number:** 3089

**Date of review:** 21 July 2021

This report refers to graduates awarded this qualification prior to: **31 December 2020**

**Final decision on consistency of the qualification: National consistency is confirmed**

### Threshold

The threshold to determine sufficiency with the graduate profile was determined as evidence of graduates who, under limited supervision, are able to:

- comply with the commercial road transport regulatory environment and health and safety obligations as a heavy vehicle operator to ensure the safety of themselves, their vehicle, other road users, and the public;
- demonstrate safe and fuel-efficient driving skills and expertise, and perform driving manoeuvres and tasks for a heavy rigid vehicle or heavy vehicle combination;
- complete comprehensive route planning as a heavy vehicle operator using appropriate navigation technology, ensuring regulatory obligations are met and public safety is protected;
- communicate effectively with customers, clients, and colleagues as a heavy vehicle operator;
- apply knowledge of heavy vehicle mechanical and electronic principles and systems, such as vehicle technology, types, and combinations, to transport freight and safely carry out essential checks;
- apply knowledge of loading, restraint, and unloading principles and procedures to work as a heavy vehicle operator.<sup>1</sup>

### Education Organisations with sufficient evidence

The final decision on the sufficiency of an education organisation evidence, will be updated as other organisations show sufficient evidence.

MOE Number	Education Organisation	Final rating
9013	MITO New Zealand Incorporated	Sufficient
6006	Ara Institute of Canterbury Ltd	Sufficient
6007	Eastern Institute of Technology Ltd	Sufficient
6012	Northland Polytechnic Ltd	Sufficient

<sup>1</sup> Note that this threshold statement is drawn directly from the graduate profile outcomes of version 2 of the qualification.

## Final Consistency Review Report

6015	Southern Institute of Technology Ltd	Sufficient
6025	Toi Ohomai Institute of Technology Ltd	Sufficient
6010	Manukau Institute of Technology Ltd	Sufficient
9656	Nelson Technical Institute	Sufficient

### Introduction

The New Zealand Certificate in Certificate in Commercial Road Transport (Heavy Vehicle Operator) (Level 3) is a 90-credit qualification intended to provide the commercial road transport industry with people who have the skills and knowledge to safely and competently operate heavy rigid vehicles or heavy combination vehicles. Learners may be new to the industry, from school or another industry, or they may be working in the industry and wish to gain skills and knowledge beyond those required to be a licence holder.

*This qualification does not permit the holder to drive a motor vehicle on New Zealand roads without a current relevant driver licence issued by the New Zealand Transport Agency (NZTA).*

There have been 448 graduates in the period 2018-2020.

A representative from seven education organisations with graduates participated in a video conferenced consistency review meeting. One further education organisation, which had a small number of graduates and was not required to attend the review in person, submitted written self-assessment report. Education organisations deliver their programmes predominantly off-job, although a small number of providers deliver on-job to existing employees.

The MITO New Zealand Incorporated is the qualification developer, and a representative took part in the video conference review. The qualification was approved in 2016 and reviewed in 2018. Version 2 of the qualification was subsequently approved in 2018. The changes to version 2 relate to aligning the “general conditions” with changes in legislation and to bring the qualification into line with changes to the education pathway. The Strategic Purpose Statement and Graduate Profile Outcomes are unchanged between the two versions.

### Evidence

The education organisations presented a range of evidence to demonstrate that their graduates met the graduate profile outcomes.

The criteria used to judge the evaluation question were:

- The nature, quality and integrity of the evidence presented by the education organisation.
- How well the organisation has analysed, interpreted, and validated the evidence, and used the understanding gained to achieve actual or improved consistency.
- The extent to which the education organisation can reasonably justify and validate claims and statements relating to the consistency of graduate outcomes, including in relation to other providers of programmes leading to the qualification.

## Final Consistency Review Report

Evidence provided included:

- Confirmation that the education organisations had a coherent programme of study or programme of industry training which ensured that programme components and assessment led to the graduate profile.
- Evidence of internal and external moderation that assured that the programmes were assessed at an appropriate level.
- Records of feedback from employers and graduates, confirming that the programme had provided students with a range of skills aligned to the graduate profile and appropriate to the commercial transport industry.

### **How well does the self-assessment and supporting evidence provided by the education organisation demonstrate that its graduates match the graduate outcomes at the appropriate threshold?**

Education organisations submitted a range of evidence that could be triangulated to demonstrate that their graduates match the graduate outcomes at the agreed threshold. This included assessment and moderation evidence, programme /GPO alignment, graduate and employer feedback, and general destination data.

The education organisations provided good evidence related to the alignment of their approved programmes of study / industry training with the GPOs, and of the quality and suitability of the programmes and assessments in terms of supporting graduate consistency with the graduate outcomes. The education organisations provided evidence that their programmes provided opportunities for assessment within realistic contexts aligned to the qualification and to regulatory requirements.

Generally, evidence relating to moderation was strong, demonstrating good internal moderation processes. Most education organisations provided evidence of external moderation; several of the organisations were collaborating with each other for moderation and support.

Destination data supported that graduates were working in roles that required the application of skills and knowledge required by the graduate profile and had attained the requisite licenses to work in the heavy road transport industry.

Graduate and employer surveys confirmed that graduates had gained, and were using, the skills and knowledge outlined in the graduate profile.

Overall, the self-assessment and supporting evidence supplied, by those organisations found sufficient, demonstrates that their graduates meet the graduate outcomes at the determined threshold.

### **Special Focus** (includes special focus on a strand or outcome)

None

## **Final Consistency Review Report**

### **Examples of good practice**

Some education organisations presented well-organised, relevant, and clearly analysed evidence that was triangulated between programme information, graduate destination and feedback data, and data from end-users (specifically employers). Clear and focussed evidence presented in this way provides a concise and convincing case for consistency.

Several organisations provided thoughtful interpretations of anecdotes and conversations with graduates and aligned them to the GPOs as they found this a more fruitful method of soliciting feedback. This was especially important when engaging with graduates whose work priorities limit their capacity and inclination to provide specific and detailed written feedback. Education organisations who are getting their teaching staff to engage with graduates and employers are receiving useful information about attainment of GPOs and of the effectiveness of the training offered.

### **Issues and concerns**

A few education organisations had delayed actively seeking feedback and engagement with graduates and graduate employers until the Consistency Review date approached, leading to difficulty contacting many graduates and limited value from the feedback they provided, especially in cases where the education organisation has ceased to deliver the programme. Engagement with graduates, and graduate employers, should not be left until the next Consistency Review, but rather be done as a part of normal business each year and used to inform ongoing improvements to programme design and delivery.

### **Recommendations to Qualification Developer**

Several education organisations noted that some of the unit standards relating to driver licensing could be more user friendly. The MITO representative stated that the driver licensing unit standards were up for review this year and that providers would be contacted to invite participation.

**Final Consistency Review Report**