

ROAD TRANSPORT

Freight

Source: LDSC Industry Snapshots 2020

Impact of COVID-19



Trucking businesses within the grocery and fuel supply chains continue to be in high demand throughout the pandemic (largely due to panic buying), however other small to medium operators experienced reduced or no work (as well as for those operators with specialised niche markets such as Titanium). As the impact of COVID-19 is fully realized it is anticipated that demand conditions will change and revenue for this industry is expected to decline nationally by 8.4% in 2020 (as total exports and imports contract).

Changes to the Freight Task



The high demand for Truck Drivers caused by the initial and sustained increase in online shopping has increased the demand for more freight to be delivered. With changes to air freight and reduction in domestic flights, more cargo is being shipped via road freight, increasing the freight task substantially.

Truck Driver Shortages



The Truck Driver occupation is experiencing a national skills and labour shortage. This role is expected to continue to experience strong growth over the next 5 years and is listed as one of the top 10 occupations expected to create the highest number of jobs, with road transport roles up by 21% year on year.

Mobile Crane Operators



During the height of COVID-19 restrictions decreased demand for services and hours of work resulting in industry temporarily standing down workers, redeploying workers to other areas and some retrenchments also occurring. However, with the easing of restrictions, this has now exacerbated pre-existing skills shortages for these highly skilled employees. Industry predicts it would take 3 to 6 months to train licensed individuals to an autonomous level due to the long lead time to train and to develop the required experience needed for these roles.