



A message from the CEO

COVID-19 Update 24/07

The big news for this week is undoubtedly Tuesday's announcement of the extension of JobKeeper beyond September.

It's particularly reassuring to get confirmation that our members who have already qualified for JobKeeper will remain locked in until at least September.

JobKeeper will continue run for a further two quarters until 28 March 2021, with a step down approach from the original \$1,500 payments, to \$1,200 payments in the first extension quarter, and \$1,000 payments in the second extension quarter. Reduced payment rates have also been established for part-time and casual workers who worked on average less than 20 hours per week.

Tellingly, the extension comes in at an estimated cost of around \$16 billion, compared to \$70 billion for the first six months of the scheme. This shows us that the number of businesses accessing JobKeeper will reduce substantially as the economy gradually improves.

We also heard yesterday in Treasurer Josh Frydenberg's Budget Update that the Commonwealth Government is now \$851.9 billion in debt and facing a budget deficit of \$184.5 billion by the end of the financial year due to the unprecedented economic response to coronavirus. This has been a critical part of keeping the economy moving, businesses open, as well as people employed and spending.

The Government's focus remains on reopening the economy where it is safe to do so, but the extension of JobKeeper recognises that some parts of the economy will continue to be affected and need continued support.

MTA

apprentices

With news of the JobKeeper extension, it's a good time to consider taking on an MTA apprentice which offers flexibility and convenience to your business, at a reduced cost.

Thanks to JobKeeper, we have been able to offer a flat rate of \$310 per apprentice through to the end of September.

As we work through new JobKeeper rates and eligibility for the extension post September, we are confident that we can continue to pass on savings through to host employers.

For those businesses who are not eligible for JobKeeper, it's also important to consider the 50% apprentice wage subsidy under JobTrainer which has been extended and also expanded to businesses with less than 200 employees. As with JobKeeper, the MTA will continue to pass on this wage subsidy to host employers.

Fuel Pricing laws passed Parliament

Last night, South Australian Parliament passed legislation which will see a new fuel price reporting and monitoring trial implemented.

There was some debate about whether the model would be based on the Queensland real time scheme, or the Western Australia 24 hour price lock and in the end Parliament settled on the Queensland model.

Under the trial, fuel retailers will have to disclose their fuel prices to a central database within 30 minutes of prices changing. However, this implementation will take more time as the Government goes out to tender for the data aggregator.

While we know that many of our members have questioned the need for such a scheme locally, we are pleased that the Queensland real time model has been adopted, as interstate experience tells us that it is the most seamless and business friendly.

National Agreement for Skills and Workforce Development Review

As part of our ongoing advocacy activities, the MTA provided feedback on the Productivity Commission's Interim Report on the review of the National Agreement for Skills and Workforce Development (NASWD), which identifies the long term objectives and funding in the areas of skill and workforce development for all levels of Government.

The MTA holds the fundamental view that skills training needs to be structured towards addressing skill shortages in the automotive industry and delivering job outcomes, rather than simply delivering training for its own sake.

Our submission also argued that industry should always have the greatest say in the development and delivery of the VET system, as they are the drivers of demand for skills and ultimately, they will be the employers of the next generation of Australia's skilled workforce. While the report discussed the option of training vouchers for apprentices, we also argued that funding to support automotive apprentices should instead be delivered to businesses who are best placed to support this demand.

South Coast Zone Meeting

We continue to enjoy a return to face-to-face meetings, and I was pleased to see more than 20 members attend our South Coast Zone Meeting at the Beach Hotel, Seaford.

Zone meetings are a great opportunity for MTA Members to network with other business owners in their area, as well as the opportunity to engage with and receive important updates from the MTA's Workplace Relations, Advocacy and Industry Engagement teams.

I'd also like to send my congratulations to Anthony Norris of Grand Auto Wreckers on his re-election as Zone Chair, which will see him play an important role in bringing local issues to our new Industry Advisory Council.



Heavy Vehicle National Law Review

The National Transport Commission (NTC) is currently undertaking a review of the Heavy Vehicle National Law (HVNL) and has released a consultation on what it calls a regulation impact statement for comment, which you can read by [clicking here](#). A shorter and easier to read version can also be read by [clicking here](#).

Over the past 18 months the MTA, in consultation with members, has provided feedback to the NTC on seven issues papers related to the HVNL review. The feedback received from industry has helped to inform the next stage of the review.

The MTA's advocacy team is taking much of the work out of sorting through the paper and will be reaching out to members to get industry input on the proposed future law. If you wish to provide feedback on the HVNL review you can also contact the advocacy team by [clicking here](#).

As always, I'm always available to chat and you can reach me on my mobile - 0419 814 642.

Enjoy the weekend.

Regards
Paul Unerkov
MTA SA / NT CEO

