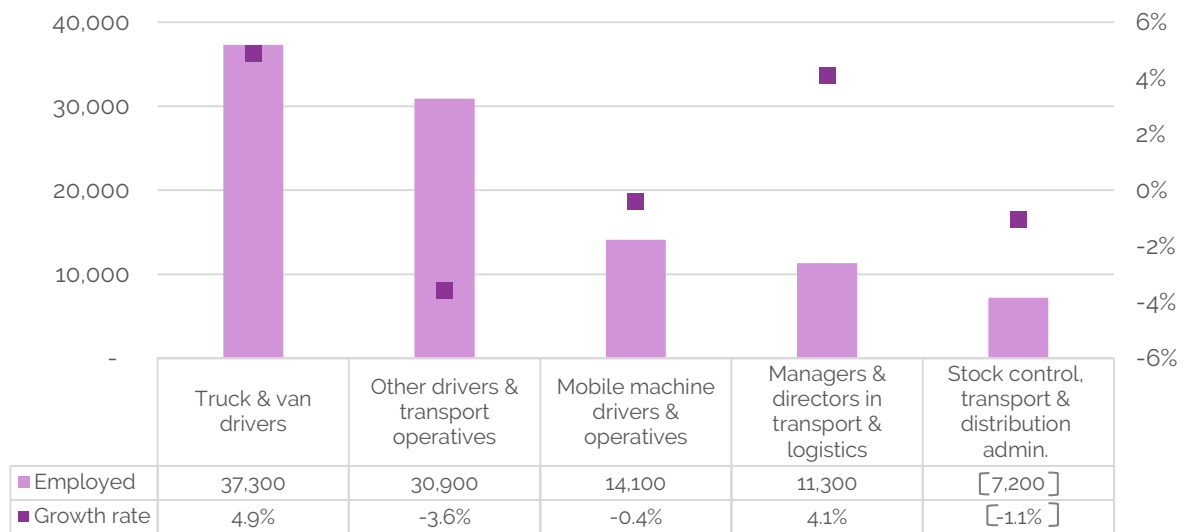


## 10.13 Transport & Logistics Occupations

Figure 10.13 Annual Average Employment (2022) & Annual Average Growth Rates (2017-2022)



<b>Overall employment</b>	<b>103,500</b>
<b>Share of total workforce</b>	4.1%
<b>Main sectors of employment</b>	57% - Transport 16% - Wholesale & retail 9% - Industry
<b>Employment growth</b>	+3,900 between 2017 and 2022 +0.8% on average annually (compared to +3.0% for total workforce)

2022	% Female Q4	% Full-time Q4	% Aged 55 years & over Q4	% Irish citizens Q4	% Third level graduates Q4	Number of new employment permits	Recruitment Agency Survey
Managers & directors in transport & logistics	...	99%	...	90%	...	16	✓
Stock control, transport & distribution admin. occupations	...	[85%]	...	[85%]	...	92	✓
Truck & van drivers	...	87%	25%	77%	...	225	✓
Mobile machine drivers & operatives	...	91%	...	81%	...		✓
Other drivers & transport operatives	...	79%	43%	87%	[20%]	1	
Aircraft pilots, ship officers, air traffic controllers	...	...	...	...	...		
<b>Overall total</b>	<b>[9%]</b>	<b>87%</b>	<b>28%</b>	<b>83%</b>	<b>22%</b>	<b>334</b>	

Source: SLMRU (SOLAS) analysis of CSO (LFS) data, DETE, and SLMRU Recruitment Agency Survey (RAS)  
Numbers in square brackets should be treated with caution; an ellipsis (...) denotes numbers too small to report

## Overall Outlook for these Occupations

The five-year annual average employment growth rate for these occupations was below average; numbers employed in 2022 returned to pre-COVID-19 levels, driven by an increase in the numbers employed as truck and van drivers. The skills mix within these occupations continues to evolve, especially with the addition of digital and green skills. The top growing skills for transport occupations reported in online job vacancies included knowledge of environmental legislation, transportation & freight transport methods, and procurement procedures, among others. Brexit has been a driving force to this change, along with the green agenda and automation. Future demand for these roles will continue to be impacted by these transitions, along with fluctuating fuel costs and supply chain challenges.

Occupation	Economic summary
Managers & directors in transport & logistics	The overall five-year average employment growth for this occupation was above average, although employment levels declined marginally between 2021 and 2022. A small number of new employment permits were issued in 2022 for various managerial roles. Vacancies which were identified as difficult-to-fill in the Recruitment Agency Survey mainly related to warehouse and logistics managers. Training for those already employed in this occupation in areas including technological and regulatory changes associated with the transport/logistics sector will assist in preventing future recruitment difficulties.
Stock control, transport & distribution admin.	Numbers in the LFS are too small to allow for any detailed analysis. New employment permits issued in 2022 related mainly to transport and distribution clerks along with various logistics and customs roles. The Recruitment Agency Survey identified issues in sourcing freight forwarders. There was a relatively high share of jobseekers registered with DSP in December 2022 who had previously been employed as stores/despatch clerks and storekeepers.
Truck & van drivers  <b>Skills shortage: HGV drivers</b>	Although employment levels declined annually between 2019 and 2021, 2022 saw an additional 3,500 persons employed, with numbers employed exceeding 2019 levels. At 25%, the share of those aged 55 years and older was above average, as was the share of non-Irish citizens employed. The number of new employment permits issued in 2022 increased and related to HGV drivers. There was also a high volume of vacancies for HGV drivers advertised through DSP Jobs Ireland although the volume of vacancies in the OVATE data fell. Both the Recruitment Agency Survey and the Skills for Growth data identified issues in filling vacancies for this occupation including for articulated and rigid truck drivers. Given the strong employment growth and the evident demand, a shortage of HGV drivers persists.
Mobile machine drivers & operatives	The five-year annual employment growth was negative for this occupation, with employment levels remaining unchanged between 2021 and 2022. The CSO Census data shows that over half (56%) of the employment in 2022, and growth between 2016 and 2022, was for those classified as mobile machine drivers/operatives not elsewhere classified (e.g. diggers, excavator drivers); in 2022 fork-lift truck drivers accounted for 32%, crane drivers and agricultural machinery drivers each accounting for 6%. Despite the decline in employment, there were mentions of difficult-to-fill vacancies in the Recruitment Agency Survey relating to drivers for the construction sector (e.g. forklift drivers, crane, site, and teleporter operators). Future demand for drivers/operatives will be dependent on the level of construction activity in the short to medium term.
Other drivers & transport operatives  <b>Skills shortage: Bus and coach drivers</b>	Employment growth was negative for this occupation, with little change in employment levels since 2020. Most are employed as taxi drivers and bus and coach drivers; although employment levels remained unchanged for taxi drivers between quarter 4 2021 and quarter 4 2022, there was a fall in the number of persons employed as bus and coach drivers. At 43%, the share aged 55 years and older far exceeded the national average and may lead to an increase in replacement demand across the roles in the coming years. Issues with recruiting taxi drivers that occurred with the re-opening of the economy post-COVID-19 appears to have eased somewhat; the data does not point to any evidence of shortages. In a statement to the Joint Oireachtas committee on Transport and Communications, the National Transport Authority noted issues with retaining and recruiting bus drivers in a time of full employment. <sup>1</sup> There have been advertising campaigns (e.g. Dublin Bus, Bus Eireann) to recruit new bus drivers. As a result of issues with recruitment, a quota for 1,500 new permits for bus and coach drivers was added in December 2022 which has yet to be reflected in the data. The Skills for Growth data also indicates issues with filling vacancies for bus drivers (including for those with good communication skills). Despite the negative employment growth for this occupation overall, skills shortages have emerged for bus and coach drivers.

<sup>1</sup> <https://www.nationaltransport.ie/news/statement-to-the-joint-oireachtas-committee-on-transport-and-communications/>