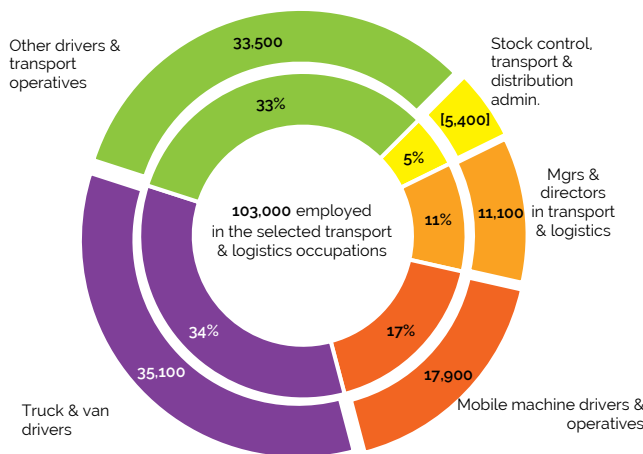


### 9.13 Transport & Logistics Occupations

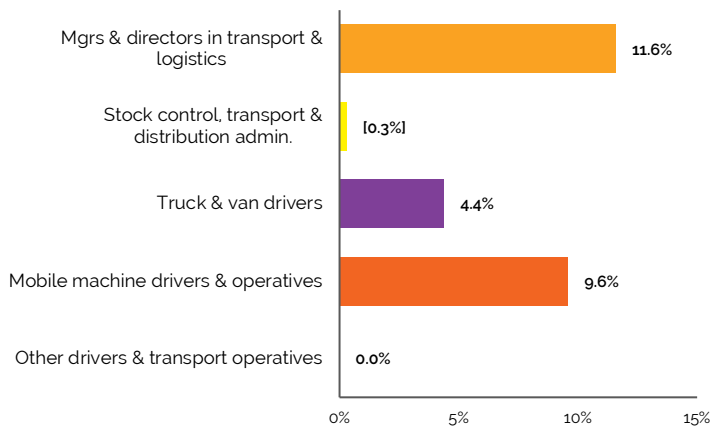
Overall employment: Approximately 103,000 persons (94% male) were employed in the selected transport and logistics occupations, representing 4.5% of the national workforce.

- **Sector:** 54% of overall employment was concentrated in the transport sector with industry and wholesale/retail combined accounting for a further 25%
- **Employment growth (5-year):** Between 2014 and 2019, overall employment increased by 18,000 (3.9% on average annually compared to 3.2% nationally). The strongest rate of employment growth was observed for managers and directors in transport and logistics (11.6%) during the period
- **Age:** The 25-54-year age group accounted for the majority of persons employed, at 68%. The share of employees aged 55 years and over was 28%, well above the national average of 19%
- **Education:** The share of persons employed in the selected transport and logistics occupations who had attained higher secondary/FET qualifications was 46%, above the national average share of 38%. One third of persons had a lower secondary education qualification or less
- **Full-time/part-time:** Over 85% of transport & logistics workers were in full-time employment
- **Nationality:** The share of non-Irish workers was broadly in line with the national average of 17%, while 84% of workers were Irish nationals.

Numbers employed, 2019 (annual average)



Average growth rates (%) 2014-2019



Between 2014 and 2019, overall employment increased by 18,000 (3.9% on average annually compared to 3.2% nationally).

Source: SLMRU (SOLAS) analysis of CSO data

Numbers in square brackets are small and should be treated with caution

Aircraft pilots, ship officers and air traffic controllers included in overall total but numbers too small to report

## Overall Outlook for these Occupations

Prior to the onset of COVID-19, employment in this occupational group was growing steadily. However, the restrictions imposed since March 2020 are expected to lead to a forecasted fall in employment of approximately 9,400 persons on average annually in 2020 when compared to 2019, driven primarily by the transport sector. The outlook for occupations within this group varies significantly; recovery in employment is likely to be dependent on numerous factors such as the lifting of international travel restrictions, a re-opening of businesses, the recovery of both the construction and wholesale & retail sectors, as well as the likely impact of Brexit. Additional skills may be required in the areas of customs clearance and documentation, depending on the nature of the UK's withdrawal from the EU. In addition, technological changes and automation of processes will result in a need for enhanced digital skills across all occupations in this field.

Occupation	Economic summary
Managers & directors in transport & logistics	Employment grew strongly over the five-year period for this occupation, with growth particularly strong between 2018 and 2019. Both Brexit and COVID-19 are likely to impact future employment in these occupations due to travel restrictions, changes in customs regulations and consumer behaviour. While e-commerce has resulted in increased activity in this sector lately, the impact at occupational level is as yet unknown, and recovery will depend on the extent to which economies rebound. However, developments in technology in this sector are likely to require upskilling/reskilling for those already in these occupations.
Stock control, transport & distribution admin. occupations	Numbers employed in this occupation are too small to allow for any analysis.
Truck & van drivers	Employment growth was above the national average over the five-year period. New employment permits issued for HGV drivers indicates that in 2019 employers were having difficulty in sourcing suitable candidates from the Irish labour supply. With 27% aged 55 years and older, replacement demand alone will present a number of job openings in the short-term. Demand for domestic truck and van drivers most likely increased due to a surge in online shopping during the COVID-19 restrictions, although those involved in international transport may have been impacted by heightened restrictions on travel.
Mobile machine drivers & operatives	The five-year employment growth was strong for this occupation, and particularly evident between 2018 and 2019. Mobile machine drivers are primarily employed in the construction sector and would have been impacted by the closure of the construction sites as a result of COVID-19. Recovery in employment for this occupation will be dependent on the strength of the recovery of the construction sector.
Other drivers & transport operatives	There was no employment growth over the five years for this occupation. At 42%, this occupational group had one of the largest shares aged 55 years and older. Most work as taxi drivers, bus and coach drivers, each of which would have been impacted by the COVID-19 restrictions. The high proximity to others in their working environment poses a particular risk for this occupation. As activity continues at reduced capacity and the demand for services remain limited, the ability to sustain operations, particularly for private companies, will likely curtail employment numbers.

\*For detailed table see Appendix A