MTA QUEENSLAND

THE MOTOR TRADES PROFESSIONAL CIRCLE — Advocacy, Services, Training, Support, Innovation — MTA QUEENSLAND

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SUBMISSION

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Office of Industrial Relations
Workplace Health and Safety Queensland

By Email: espolicy@oir.qld.gov.au.

Review of Electrical Safety Act 2002

Purpose

This document has been developed to provide the Office of Industrial Relations with a response from the Motor Trades Association of Qld Industrial Organisation of Employers (MTAQ) on the Discussion Paper into changes to the Electrical Safety Act (2002), sent out for public consultation in May 2023.

Scope

The *Review of Queensland's Electrical Safety Act (2002)* (the Review) and the subsequent Discussion Paper response from the Electrical Safety Office deal with a broad range of matters relating to emerging electrical safety risks and how they intersect with key concepts in the Electrical Safety (ES) framework, being the definitions of 'electrical equipment', 'electrical installation' and 'electrical work'.

MTA Queensland's response focuses exclusively on section 3.3 Electrical Safety and electric vehicles (EVs), and specifically on the role of automotive businesses and their workforce that services, maintains and repairs EVs.
In particular, Recommendation 8 from the Review (also provided in the Discussion Paper) is of concern to the MTA Queensland, its members and the broader automotive industry:

Recommendation 8: *For electric vehicles (or parts thereof) falling within the definition of "electrical equipment" (see Recommendations 2 and 4), consider requiring:*

a. *appropriately licensed electrical workers to carry out the electrical work on the electrical components when the vehicle is serviced and or repaired, to ensure the safety of owners/operators and community; and*
b. *appropriately licensed electrical workers carry out the electrical work on the electrical components of the vehicle when an electric vehicle requires on-road breakdown work to ensure safety of owners/operators, the community and first responders.*

Introduction

The Review and Discussion Paper provide an analysis of the Electrical Safety Act (2002), consultation and research conducted, and recommendations posed to ensure the Act is updated to provide high standards of safety for workers and communities, while recognising that new and emerging technologies have led to significant changes for electricity generation, storage and supply across the state.

For the automotive industry, the Review identifies a range of risks relating to the escalating uptake of EVs in Queensland. While EVs are only a small component of Australia's fleet, they are increasing and will continue to do so.

While EVs are a very small component of Queensland's total car fleet at around .65 per cent, they accounted for 8 per cent of national vehicle sales in April 2023, a significant increase from 1.1 per cent recorded in April 2022. Including all forms of vehicle electrification, sales represent an increase from 9.5 per cent to 15.4 per cent.

MTA Queensland acknowledges that EVs bring higher risks to the workforce and the broader community and consequently require consideration, including the risk elements at installing charging stations and in the service, fault find and repair of EVs.

In somewhat of a paradox, the Discussion paper recognises there is no evidence of injuries as a result of automotive technicians working on EVs, and yet makes recommendations based on a range of assumptions and potential risks that will fundamentally change and negatively impact the automotive industry and its consumers. The Review findings were designed despite a failure to engage with the automotive industry in any way and as a result, the recommendations that only electrical workers should service, maintain and repair EVs are flawed and have been made without the full context or implications being understood.

MTA Queensland supports the findings relating to charging stations being electrical work.

In addition, MTA Queensland supports the findings regarding first responders to accident scenes where an EV's battery or components have been damaged. MTA Queensland is aware that Energy Skills Queensland is developing appropriate training products for first responders that will ensure that they will have the appropriate skills to conduct their work at accident scenes that involve EVs in a manner where their safety and the safety of the community is maintained.

The Review and Discussion Paper outlines that consultation and research has occurred regarding EVs and the training available to the automotive industry to service, fault find and repair EVs.

In a significant flaw, as the automotive industry was not consulted, the information provided, particularly where it concerns training for the automotive workforce, is incorrect and is not consistent with qualification, unit of competency and skill sets development in the AUR - Automotive Retail, Service and Repair Training Package, designed specifically to raise skill levels for automotive technicians working on EVs.

This failure undermines the Reviews findings relating to EVs.

This Discussion Paper response will provide that information and identify the issues associated with Recommendation 8 made in both the Review and Discussion Paper and provide some conclusions and next steps to ensure EVs can continue to be serviced and repaired by a highly skilled, competent and efficient automotive industry workforce.

Issues – Review of the Electrical Safety Act (2002) – Discussion Paper

The following provides some details regarding issues identified by MTA Queensland in relation to the Review and Discussion Paper into the Electrical Safety Act (2002), with a specific focus on the detail regarding EVs.

Despite a long history working on EVs, the automotive industry was not consulted at any stage of the review

MTA Queensland is astounded that it, or any automotive association, has not been consulted in the development of the Review, Final Report or Discussion Paper, despite the potentially catastrophic impact the recommendations would have, and the undermining of a comprehensive approach to safety that is already underway in the industry. Despite repeated attempts to engage with the Electrical Safety Office (ESO) on this matter, an opportunity to contribute has not been provided, despite the fact MTA Queensland has extensive technical knowledge on the servicing, fault finding and repair of EVs. In a further disappointment, a recently developed Draft Electric Vehicle – Guidance document has also been developed without consultation with the automotive industry.

To emphasise the risk created by the lack of appropriate consultation, the advocating for generic Workplace Health and Safety (WHS) systems described in the Guidance document will escalate the risk to safety, rather than help manage it.

The Role of the Automotive Industry in Servicing, Maintaining and Repairing of EVs
EVs have been emerging for over 30 years

EVs are not a new development for the automotive industry. Robert Anderson built the first crude electric car in 1832 and for the following century many different people and manufacturers have visited the EV space. It wasn't until the 1970s that increasing oil prices and advancements in technology saw EVs as a viable alternative to internal combustion engine vehicles.

The first modern EVs started entering the market in the 1990s and the automotive industry has been servicing, fault finding and repairing these vehicles since this time.

Automotive technicians have been exposed to vehicles with high voltage systems and circuitry and the necessary requirements for additional safety precautions for over 30 years. The voltages of electrified vehicles have ranged from 120 volts through to 800 volts and higher in some cases.

Since the initial release of Hybrid Electric Vehicles (HEV) and subsequent EVs, Original Equipment Manufacturers (OEM) and importers have stipulated that only trained and qualified technicians may work on electrified vehicular products. Training was developed and delivered by the OEMs to ensure the safety of the workforce and consumers. The OEM training courses build on the automotive specific electrical systems knowledge technicians gain during their apprenticeship, adding high voltage personal safety, workplace safety, the identification of high voltage system components, the importance of following depowering procedures and the use of the correct diagnostic equipment and tooling. This training, coupled with the safety systems engineered into the vehicles, has resulted in ensuring there has not being any deaths attributed to electrocution in the automotive industry to date.

Currently, new car dealerships are required to have comprehensive measures in place before the manufacturer will provide them EVs or allow them to sell and service the vehicles. These measures include a specified number of technicians trained in EV safe working practices and servicing and service advisors and salespeople trained in EV awareness.

This industry reality has been completely ignored by the Review.

Only skilled automotive professionals should be working on EVs

MTA Queensland asserts that the servicing, fault finding and repair of EVs should be restricted to automotive technicians, with the relevant EV specific training. There is no equivalent electrical system to that found in an EV.

Even commercial electricians who work on stationary drive systems will have no related knowledge of an EV system and the way all of the sub-systems interact. Introducing electrical industry workers with no background on this particular equipment will be incredibly dangerous to the worker and the community. Whilst there are synergies between the training and skills that electrical workers have to automotive technicians, the context is significantly different.

As an example, HV traction systems in EVs are integrated with low voltage systems and have switching, drivetrain integration and vehicle control systems (brakes, steering, ADAS, etc.) that have no equivalency in residential or commercial electrical systems.

The automotive industry has designed and implemented a graduated approach to preparing and training the automotive workforce on EVs. This commences with non-accredited EV training on awareness and safety for automotive workers that work around or near EVs, and nationally recognised accredited training, delivered by registered training organisations, for automotive technicians to de-power, find and rectify faults and re-power EVs safely and to industry and manufacturers standards.

MTA Queensland is currently offering a series of industry recognised micro credentials to help address the workforce development needs relating to the emergence of EVs. These credentials, funded by the Queensland Department of Youth Affairs, Employment Small Business and Training, offer training in:

- Hybrid EV/EV Driver/Operator Safety
- EV Micro Mobility and Outdoor Power Equipment Technician Safety
- Hybrid EV/EV Light/Commercial Vehicle Technician Safety, and
- Hybrid EV/EV Heavy Vehicle and Mobile Plant Technician Safety.

In preparing the future workforce, automotive apprentices are already provided training in electrical theory that supports them to service and repair electrical systems that drive all modern vehicles. This includes elements related to electrical safety.

As EV sales rise, the pathway for new entrants will be the recently nationally endorsed AUR32721 - Certificate III in Automotive Electric Vehicle Technology qualification, which contains the AURETH101 - Depower and reinitialise battery electric vehicles that is also embedded in the AURSS00063 - Battery Electric Vehicle Diagnose and Repair Skill Set. The AUR32721 - Certificate III in Automotive Electric Vehicle Technology qualification, already available as an apprenticeship, will become the standard pathway for future EV automotive technicians.

For automotive technicians, electrical theory and electrical safety is delivered in their apprenticeship that allows them to service and repair electrical components related to modern vehicles. These technicians will also receive EV specific de-power, fault find and repair and re-power units of competency to work on servicing and repairing EVs.

The level of electrical theory and electrical safety training automotive technicians will receive to service and repair EVs will be at least as rigorous as the training non-electrical trade workers (includes Plumbers, Gas Fitters, Mechanical/Diesel Fitters) receive when they undertake training for the disconnect and reconnect and locate and rectify faults in electrical equipment for restricted electrical licensing purposes.

Non-automotive tradespersons will not understand where the risks lie.

A comprehensive research study, by the Motor Trades Associations from Qld, NSW, SA and WA and the Victorian Automotive Chamber of Commerce in September 2022, across European

countries leading the EV transition did not identify any other country utilising electrical workers in the repairing and servicing of EVs, and the Review recommendation is consequently against international norms for best practice.

The Review's recommendations will drive up costs for consumers

Excluding automotive technicians and restricting the servicing, fault finding and repair of EVs to licensed electrical workers will be catastrophic for consumers, as a result of the significant disruption of services and increase in costs for standard work. The notion of independent mechanics, dealerships, panel and repair shops or breakdown services having to call on electrical workers in the performance of standard service, diagnostic and repair work is simply untenable. Automotive technicians are highly trained and skilled and these skills are being supplemented through additional training in nationally endorsed qualifications, skill sets and competency standards on de-powering, fault find and repair and re-powering EVs.

This has not been taken into account in the review.

If automotive technicians are excluded from being able to work on EVs there will be the emergence of a labour-market transition issue that will need to be addressed, as the internal combustion engine powered vehicle fleet diminishes and is replaced by EVs, making an unlicensed automotive technician obsolete.

There would need to be serious considerations here for industry transition funding and individual redundancy plans across an entire industry.

While there are already significant skill shortages for licensed electrical workers, the more important issue is that an electrical worker would require significant training in automotive to be competent to service, and repair EVs, as their current skills are not aligned to the skills needed to work on EVs. Without the provision of further training to electrical workers they would be put at great risk if they were to work on EVs.

MTA Queensland puts the Queensland Government on notice that the Review recommendations, if implemented, will place workers at greater risk.

Working safely on EVs requires a specialised approach to WHS

EVs contain high voltage cabling and components that operate at voltages up to 800 volts (AC and DC). Automotive technicians who maintain and repair these vehicles and have done so for many years and their employers have introduced safe systems of work and provided their automotive technicians with OEM and accredited training that supports them to undertake their work safely and efficiently. As previously outlined, automotive businesses have already incorporated training of their automotive technician workforce in general safety awareness through micro credentials (these micro-credentials are made available free to all apprentices), accredited training through EV specific units of competency, skills sets and qualifications. As the rise in EVs is continuing, the industry is also incorporating both accredited and OEM training for EVs into its apprenticeship programs. To date, the automotive industry has had no workers electrocuted from working on EVs. MTA Queensland has not found evidence of any instance,

worldwide where an automotive worker has been killed or received an electric shock from working on an EV.

The businesses that currently maintain and repair hybrid and EVs have implemented specific occupational health and safety standards, Australian Safety Standards and OEM procedures to develop their work instructions for their workforce. This has ensured that they are applying the safest and best practice procedures for working on these vehicles.

Generic approaches will not suffice.

In late 2023, MTA Queensland, in collaboration with the Queensland Department of Youth Justice, Employment, Small Business and Training will be delivering a series of workshops across Queensland under the *Building Business Capability for Hybrid Electric Vehicle / Electric Vehicle Project*. These workshops are designed to help businesses transition to working on EVs, including WHS practices.

In addition, the Motor Vehicle Service and Repair information sharing scheme (the scheme) has been established to promote competition in the Australian automotive industry and establish a level playing field for all repairers. It will allow consumers to have greater choice of repairers who are able to safely and effectively repair their vehicles.

The Australian Automotive Services and Repair Authority (AASRA) administers the scheme and functions as the gateway between vehicle manufacturers and independent repairers. AASRA provides access to motor vehicle repairers vehicle manufacturers information used to diagnose, repair, service, modify or dismantle vehicles.

It has been mandated that for qualified automotive technicians to access that scheme for EVs, they are required to complete AURETH101 Depower and Reinitialise battery electric vehicles competency. This provides a clear example that the automotive industry is serious about training and safety and is taking the initiative to ensure any individual who is servicing or repairing EVs is suitably trained to industry and vehicle manufacturer standards.

This training provided in the AURETH101 Depower and Reinitialise battery electric vehicles competency includes detail on the use of relevant workshop manuals so the correct depower procedure is followed, use of the relevant diagnostic/scan tool (a device that interrogates the various system control units and displays the relevant diagnostic trouble codes and data to assist with diagnosis) in the vehicle that is able to communicate with multiple makes and models of vehicle and the necessary personal protective equipment (safety gloves and mats), insulated tooling and electrical test equipment (CAT-III 1000volt voltmeter to conduct live, dead, live test) is used.

This strategy has not been considered by the ESO and would be redundant should the recommendations from the Review and Discussion Paper be adopted.

Regulation can improve safety and encourage skills development.

MTA Queensland agrees that EVs change the imperative for safe working practices.

The introduction of a restricted electrical license that a qualified automotive technician (certificate III) could access to conduct work on an electric vehicle may provide the solution that adds value to the automotive sector and consumers. A potential restricted licence could be designed for qualified automotive technicians through the completion of the nationally endorsed unit of competency AURETH101 Depower and Reinitialise battery electric vehicles. Further, a nationally recognised Skills Set: AURSS00063 - Battery Electric Vehicle Diagnose and Repair Skill Set is also available to automotive technicians that have completed the required Certificate III in Automotive qualification.

The completion of the AUR32721 - Certificate III in Automotive Electric Vehicle Technology would also achieve this result.

The occupations and relevant qualifications from the AUR - Automotive Retail, Service and Repair Training Package that would be applicable as the precondition for the proposed restricted electrical license are as follows:

Occupation	**AUR Qualification (or equivalent)**	**Required to provide evidence of completion of AURETH101 Depower and Reinitialise battery electric vehicles or AURSS00063 - Battery Electric Vehicle Diagnose and Repair Skill Set**
Light Vehicle Technician	AUR30620 Certificate III in Light Vehicle Mechanical Technology	Yes
Heavy Vehicle Technician	AUR31120 Certificate III in Heavy Commercial Vehicle Mechanical Technology	Yes
Automotive Electrician	AUR30320 Certificate III in Automotive Electrical Technology	Yes
Motorcycle Technician	AUR30820 Certificate III in Motorcycle Mechanical Technology	Yes
Mobile Plan Technician	AUR31220 Certificate III in Mobile Plant Technology	Yes
Electric Vehicle Technician	AUR32721 Certificate III in Automotive Electric Vehicle Technology	No
Agriculture Mechanical Technician	AUR30420 Certificate III in Agriculture Mechanical Technology	Yes
Collision Repair Technician	AUR32120 Certificate III in Automotive Body Repair Technology	Yes

Options provided in the Review

Options	Description	MTA Queensland Response
Option 1: maintaining the status quo		The automotive industry is supportive of this option. The status quo is that only qualified automotive technicians with the required EV related training are able to service and repair EVs.
Option 2: proposes a legislative change	Introducing a licensing requirement for those working on electric vehicles, exploring both full and restricted licence options.	The automotive industry is open to supporting the introduction of a restricted electrical license for automotive technicians who have completed the required EV related training. The only acceptable pathway to this restricted license would be the completion of the AUR32721 Certificate III in Automotive Electric Vehicle Technology, or completion of an appropriate Certificate III in Automotive qualification and the completion of AURETH101 Depower and Reinitialise battery electric vehicles or AURSS00063 - Battery Electric Vehicle Diagnose and Repair Skill Set. The automotive industry rejects that any other class of licensed electrical workers (e.g. licensed electric fitters and electrical mechanics), have the appropriate skills to service and repair EVs, and therefore does not support that these license holders are provided regulatory authority to service and repair EVs.
Option 3: awareness and education campaign	Increasing Government communication and engagement on safety when working on electric vehicles.	Option 3 is only supported if the education campaign advises industry and the general public that only businesses with appropriately qualified automotive technicians are the appropriate businesses to service and repair EVs. The education campaign should also include information to the general public that states very clearly that

		they should not perform any service or repair work on EVs themselves and that they should leave this work to appropriately qualified automotive technicians.

Discission Paper Questions

1. How are you, your organisation, the workforce or community affected by the problems identified and to what extent?

The MTA Queensland is not aware of any problems associated with servicing and repairing EVs. Automotive technicians have been exposed to vehicles with high voltage systems and circuitry and the necessary requirements for additional safety precautions for over 30 years. The voltages of electrified vehicles have ranged from 120 volts through to 800 volts and higher in some cases.

Since the initial release of Hybrid Electric Vehicles (HEV) and subsequent EVs, Original Equipment Manufacturers (OEM) and importers have stipulated that only trained and qualified technicians may work on electrified products. Training was developed and delivered by the OEM to ensure the safety of the workforce and consumers. The OEM training courses build on the automotive specific electrical systems knowledge technicians gain during their apprenticeship, adding high voltage personal safety, workplace safety, the identification of high voltage system components, the importance of following depowering procedures and the use of the correct diagnostic equipment and tooling. This training, coupled with the safety systems engineered into the vehicles, has resulted in ensuring there has not being any deaths attributed to electrocution in the automotive industry to date.

Currently, new car dealerships are required to have comprehensive measures in place before the manufacturer will provide them EVs or allow them to sell and service the vehicles. These measures include a specified number of technicians trained in EV safe working practices and servicing and service advisors and salespeople trained in EV awareness.

2. Do you agree with the assessment of the problem identified, and are there additional risks presented by EVs that have not been identified? If yes, what are they and can you provide examples of these issues?

The assessment and problem definition are rejected by MTA Queensland.

The paper itself recognises there is no evidence of injuries as a result of automotive technicians working on EVs, and yet makes recommendations based on a range of assumptions and potential risks that will fundamentally change and negatively impact the automotive industry and its consumers.

These findings were designed despite a failure to engage with the automotive industry in any way and as a result, the recommendation that only electrical workers should service, fault find and repair EVs are flawed and have been made without the full context or implications being understood.

The risks of electrocution of the automotive technician and bystanders, thermal runaway and heavy component lifting associated with EVs have been mitigated by the automotive industry through the introduction of a training (both non-accredited and accredited) and compliance regime that ensures that the work performed is done in a manner that provides its workforce and the community with a safe, efficient and reliable product.

3. What practical impact, including the costs and benefits, would the options proposed in the Discussion Paper have on you, your organisation, the workforce or the community? Please provide examples where possible.

MTA Queensland is astounded that neither it, or any automotive association, has not been consulted in the development of the Review, Final Report or Discussion Paper, despite the potentially catastrophic impact the recommendations would have, and the undermining of a comprehensive approach to safety that is already underway.

International experience indicates that approximately 20 per cent of small/medium automotive businesses can be expected to close, due to transition to EVs. The options proposed in the discussion paper will significantly increase this percentage and will stall the comprehensive approach to safety and skills development that is already underway.

In addition, restricting the service and repair of EVs to licensed electrical workers will be catastrophic for consumers, as a result of the significant disruption of services and increase in costs for standard work. The notion of independent mechanics, dealerships, panel and repair shops or breakdown services having to call on electrical workers in the performance of standard service, diagnostic and repair work is simply untenable.

Automotive technicians are highly trained and skilled and these skills are being supplemented through additional training in nationally endorsed qualifications, skill sets and competency standards on de-powering, fault find and repair and re-powering EVs. This has not been taken into account in the Review.

4. What is your preferred option and why would it be best for you, your organisation and your stakeholders?

The Review and Discussion paper's recommended approach is fundamentally flawed as they have been developed without the involvement of and contribution by the automotive industry.

Any diversion from the change process already underway will significantly undermine a safe and highly skilled approach to EVs.

Notwithstanding this concern, MTA Queensland recognises the importance of understanding the risks of implementing a regulatory regime that adds to both quality and safety.

To build on the comprehensive approach being implemented by the automotive sector, MTA Queensland recommends a staged approach by the ESO:

a. reject the recommendations of the Review and Discussion paper relating to EVs
b. recognise that in late 2023, the Motor Trades Association Queensland (MTAQ), in collaboration with the Queensland Department of Employment, Small Business and

Training will be delivering a series of workshops across Queensland under the *Building Business Capability for Hybrid Electric Vehicle/Electric Vehicle Project* to help businesses transition to working of EVs, including WHS practices

c. ESO in its guidance to the automotive industry recommends the completion of industry endorsed EV micro credentials to ensure all automotive technicians and apprentices have an awareness of the safety requirements of EVs
d. ESO supports the development of skills for automotive technicians by requiring the completion of the AURETH101 - Depower and reinitialise battery electric vehicles or skill set AURSS00063 - Battery Electric Vehicle Diagnose and Repair for those workers already working on EVs
e. ESO, in collaboration with the automotive sector, design a restricted electrical licence for qualified automotive technicians as a precursor to working on EVs

5. If a licensing framework was introduced:

I. Should any specific type of vehicle be excluded for the requirement (e.g. motorcycles, cars, buses, trucks)? If so, what are they and why?

All forms of EVs will require skilled technicians with appropriate additional training. A form of restricted electrical licence that allowed suitably qualified automotive technicians to service, maintain, fault find and repair all EVs (including motorcycles, cars, buses and trucks) may be a suitable option to the MTA Queensland. The eligibility for the licence would be for qualified automotive technicians to complete the AURETH101 - Depower and reinitialise battery electric vehicles or AURSS00063 - Battery Electric Vehicle Diagnose and Repair Skill Set or AUR32721 - Certificate III in Automotive Electric Vehicle Technology qualification.

II. Is a restricted licence (specified training) or full licence (full apprenticeship) suitable? If so, why?

Technicians operating in the automotive sector already complete an appropriate qualification, such as light vehicle, heavy vehicle, automotive electrical, motorcycle and mobile plan technicians. It is MTA Queensland's recommendation that a restricted license only be available to technicians with these qualifications as the basis, plus the additional training identified below.

A restricted electrical licence to suitably qualified automotive technicians would be required for work performed on servicing and repairing EVs.

III. Should the licence type be determined based on the type of vehicle? If so, what would you suggest and why?

No. The training provided through the AURETH101 - Depower and reinitialise battery electric vehicles, or the AURSS00063 - Battery Electric Vehicle Diagnose and Repair Skill Set, or the AUR32721 - Certificate III in Automotive Electric Vehicle Technology qualification is transferable across all EVs.

IV. What types of work on occupations should be excluded from a licensing requirement? Or alternatively, what types of work or occupations should have specific licensing requirements (e.g. on-road works, general maintenance and check-ups, and/or removal and disposal)?

The scope for this particular response is on the servicing and repairing of EVs only and MTA Queensland is supportive of introducing restricted licence for automotive technicians to service and repair EVs.

V. Are there any elements under the Act which should not apply? Which sections and why?

No.

VI. Are there situations in which a disconnect and reconnect restricted licence for performing work on non-compulsion components of a vehicle would be appropriate?

No. The MTA Queensland is seeking a provision for qualified automotive technicians to be able to access a new class of restricted licence to de-power, fault find and repair and re-power EVs. It is similar to a disconnect and reconnect restricted licence but has a specific focus on automotive skill sets that have a different context and application.

6. Do you have suggestions for other options to address the problems identified? Please provide examples (including costs where appropriate) of your suggested options, including how it would ensure the workforce are electrically safe and conduct electrically safe work for community safety.

No.

Conclusions – Next Steps

- The Queensland Government should prioritise a formal and meaningful engagement with MTA Queensland on any future communication to the automotive industry and the general public on matters regarding EVs and changes to the Electrical Safety Act (2002).
- The Queensland Government should prioritise a formal and meaningful engagement with MTA Queensland to consult on the introduction of a licensing system, which is based on accredited training outcomes from the AUR Automotive Industry Training Package, that allows qualified automotive technicians to be the workforce that is trained and then licensed to service, maintain and repair EVs.

Yours sincerely

[redacted]

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ENDS

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Background:

The Motor Trades Association of Queensland **(MTA Queensland)** is the peak body representing the interests of employers in the retail, repair, and service sectors of Queensland's automotive industry. MTA Queensland has been performing its vital representative role for the automotive industry since 1929. In Queensland there are some 16,000 automotive businesses employing more than 90,000 people, that generate more than $7.24 billion to the state economy annually. The automotive industry is estimated to contribute $37 billion to the Australian economy each year. The Association represents and promotes issues of relevance to all levels of government. In 2019 MTA Queensland was announced as an ABA100 winner in The Australian Business Awards and a finalist in the Lord Mayor's Business Awards, for Business Innovation.

The **MTA Institute (RTO 31529)** is the leading automotive training provider in Queensland offering nationally recognised training, covering technical, retail and the aftermarket sectors of the automotive industry. The MTA Institute is the largest independent automotive training provider in Queensland, employing experienced trainers who are geographically dispersed from Cairns to the Gold Coast and Toowoomba to Emerald. In the last year, the MTA Institute delivered accredited courses to more than 2,000 students. The MTA Institute is the first trade RTO in Australia to be approved under the ITECA Industry Certification Program and was the winner of the Small Training Provider of the Year at the 2019 Queensland Training Awards.

MTA*iQ*, Australia's first automotive innovation hub established by MTA Queensland in 2017, is an eco-system that supports innovation and research for the motor trades.