



14<sup>th</sup> August 2023

The Hon Grace Grace MP  
Minister for Education  
Minister for Industrial Relations  
Minister for Racing  
1 William Street  
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Dear Minister,

Re: Electrical Safety Act QLD - Final Report Recommendations Feedback

The Institute of Automotive Mechanical Engineers (IAME) is vehemently opposed to the proposed inclusion of Electric, Hybrid or Hydrogen vehicles in the Electrical Safety Act QLD.

Household or Commercial Electricians are not aware of the complex and sometimes interrelated automotive systems, e.g., brakes & steering, nor are they used to working with Direct Current.

We compare it to a motor mechanic working on your commercial building with an Alternating Current system.

It would not make sense or be practical for a vehicle owner/operator to have to take their vehicle to a Household or Commercial Electrician rather than the vehicle manufacturers local dealer, service agent or motor mechanic that they have a long-term relationship with to have their vehicle maintained or repaired.

Imagine you were the owner of an Electric, Hybrid or Hydrogen vehicle and it broke down on the weekend or after hours; or you were involved in an accident/incident and the vehicle needed body repairs or a replacement windscreen. What would happen?

The automotive industry like most trades that adopt new technology, is moving forward steadily and there are some older tradespersons that may not take on the maintenance nor the repair of Electric, Hybrid or Hydrogen vehicles.

Motor Mechanics and Automotive Electricians are already being trained to maintain, perform diagnosis and repair Electric, Hybrid or Hydrogen vehicles.

How would the vehicle manufacturers local dealer, service agent or motor mechanic be viewed when they already have the authorised access to the service information, expertise and experience to maintain or repair their customer's vehicle?

The IAME are not aware of any discussions or communication with the key automotive industry associations or relevant automotive stakeholders about the

proposed inclusion of Electric, Hybrid or Hydrogen vehicles under the Electrical Safety Act QLD.

The IAME are also not aware of any discussions or communication with the Automotive Industry Reference Groups (IRG) about the proposed inclusion of Electric, Hybrid or Hydrogen vehicles under the Electrical Safety Act QLD.

The Automotive Industry Reference Groups (IRG) worked closely with the relevant SSO (was PwC's Skills for Australia) and in 2023 has transitioned to Mining and Automotive Skills Alliance (AUSMASA) – the Jobs and Skills Council (JSC) and the Federal Government on the automotive industry training needs including Electric, Hybrid or Hydrogen vehicles.

Electric vehicles operate with Direct Current (DC) and their high voltage ranges from 48 volts to over 1000 volts.

This high voltage can be quite dangerous unless the service agent and/or vehicle repairer follows the correct safety protocols and the specific vehicle manufacturer's recommended procedures.

Apart from a number of dedicated special equipment and service tools, workshops are recommended to have ready access to an AED/defib in the case of an emergency if a staff member gets electrocuted.

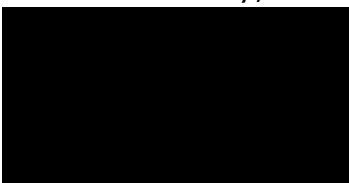
Please be advised that IAME CEO Peter Blanshard is the Chairperson of the Standards Australia's Electric Vehicle Committee, EM-001, '*Electric Vehicle Operation*', which has developed a list of actions items and future international adoptions.

The Electrical Safety Act QLD must exclude the automotive industry including vehicles, caravans, trailers and motor homes. These must continue to be managed and controlled by the automotive industry.

The IAME are quite willing to create an open and ongoing dialogue with the QLD Government about the Electrical Safety Act QLD.

The IAME already work closely with 'Department of Transport and Main Roads' and Robbie Katter, State Development and Regional Industries Committee Member, Katter's Australian Party (KAP).

Yours sincerely,



Per

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