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NSW Fair Trading Policy team

NSW Government

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**EVC Submission to NSW Review of
Motor Trades Qualifications and Certification**

The Electric Vehicle Council (EVC) welcomes the opportunity to provide feedback on the proposed new qualifications and repair classes for motor mechanics and repairers.

The EVC is the national peak body for the electric vehicle (EV) industry in Australia. Our mission is to accelerate the electrification of transport for a sustainable and prosperous future. We represent members across the EV value chain, including car, bus and truck manufacturers, importers, operators, charging infrastructure suppliers and network providers, and battery recyclers.

NSW is actively supporting the national transition to EVs, with significant investments directed towards charging infrastructure and stimulating consumer demand to achieve the state's 2030 goal of electric vehicles constituting approximately 52% of all new vehicle sales. However, to date NSW has lagged other jurisdictions in providing dedicated pathways for EV-related training. As we move towards an electrified transport sector over coming decades, it will be essential to have a skilled workforce that can design, manufacture, maintain, and support EVs and their enabling infrastructure. With the highest number of vehicles sold annually in the country, the demand for skilled mechanics trained in EV technologies is especially critical in NSW.

Accelerated Implementation of Dedicated EV Pathway

We support the inclusion of the Dedicated EV Pathway through recognition of the Certificate III in Automotive Electric Vehicle Technology (AUR32721). Currently, only the ACT, Queensland, Tasmania, Victoria and Western Australia formally recognise this qualification. Expanding recognition across all Australian states and territories will streamline training pathways and better align with industry needs, enabling apprentices to focus solely on EV technologies.

While we understand that this proposal is designed as a package of a range of reforms, we urge the Government to consider direct implementation of this pathway to prevent delays that could affect the enrolment of new apprentices. Delays may drive potential candidates to seek training outside NSW, leading to a loss of economic opportunity and limiting the capacity of a skilled workforce within the state. This is particularly important given the length of time it takes for apprentices to complete their training, and the limited number of intakes that can occur throughout the year.

Streamlining Upskilling Programs

We recommend simplifying the upskilling pathways for existing mechanics under the 'Bridging Pathway' proposed in the consultation paper. The proposed requirement to complete both the AURSS00063 and AURSS00064 skill sets places an unnecessary burden on both businesses and individuals due to the significant time and financial commitments involved. Streamlining this to require only the AURSS00064 skill set, which focuses more directly on safety through routine inspections and servicing tasks, would sufficiently meet the industry's immediate needs. This adjustment ensures no safety risks are overlooked, while still allowing trained individuals to supervise apprentices and enhance overall productivity. The AURSS00063 skill set can then provide an option for further specialisation, for those seeking to expand their expertise in more complex diagnostic and repair techniques. The near-term priority is to build foundational capacity in the industry, allowing for a phased approach to incorporate more advanced training as demand grows in line with increased EV uptake.

Addressing Barriers and Supporting the Transition

Education and training providers face barriers in delivering courses at the scale and pace required due to a lack of funding and resources, limited understanding of industry demand (in part due to incompleteness of workforce data available), and difficulty in attracting suitably qualified trainers and assessors.

To support the recruitment and retention of skilled workers in the state, more proactive efforts are needed from government agencies including NSW Fair Trading to promote opportunities arising from the clean energy and EV transition. This includes increasing the availability of targeted training programs, enhancing financial incentives, and fostering partnerships between industry, government, and educational institutions. As part of this, clear communication about training and employment opportunities will be crucial to help in attracting a diverse and capable workforce.

Conclusion

The EVC is committed to working with the government and industry stakeholders to overcome challenges and implement strategies that not only attract but also retain talent within the EV sector in NSW.

Thank you for your consideration of our submission.

Yours sincerely,

Samantha Johnson
Chief Executive Officer
Electric Vehicle Council