

## New Vehicle Efficiency Standard (NVES) - Organisation Submission



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Australian Collision Industry Alliance

Email Address [info@theacia.com.au](mailto:info@theacia.com.au)

### **Australia's New Vehicle Efficiency Standard (NVES)**

The Australian collision repair sector is unprepared for a rapid transition to low emission technology in our motor vehicle fleet, and will certainly need a coordinated support program and resources to meet the fleet change demands..

With an aging workforce, low level of new entrants to the workforce, limited technical training past apprenticeship level, relatively limited exposure to the technology during apprenticeships, relatively few repair facilities fully prepared with equipment and specific training for EVs, and a misalignment in the time and cost of repairs versus the current industry norms, the collision repair sector is at the front line of dealing with EVs as they enter the market, and will be found wanting if the transition is faster than their unsupported ability to manage the fleet change needs.

With relatively few low emission vehicles on the road at present, the industry is able to cope with the challenges they bring through dedicated shops, or specific specialist assistance. But the issue is scale. Enough scale to meet a large and growing demand for technical skills. Rapid growth driven by changes to fuel standards are highly likely to find an industry struggling to keep up with the change. It doesn't have enough people with the right equipment, the right training and the right experience and can't get there quickly without help.

The Australian collision repair sector will need sector specific support to keep pace with the change. A short term program is not useful. Such a program typically delivers large amounts of training quickly, 1-2 years, and in this case that may be too far ahead of demand, and would likely become out of date quickly. The sector will need to have medium to long term plan, including training time frames, skills development, infrastructure grants or accelerated depreciation arrangements, and a level of coordination not previously demonstrated by the industry. It will need all stakeholders in the industry to work together to ensure repair facilities in every town, village and hamlet can support the fleet change.

### **Who is the ACIA**

The Australian Collision Industry Alliance (The ACIA) was established in 2023 with the purpose to promote the wide range of rewarding careers in the collision repair space to ensure the sustainability of the industry, which is vital to keeping Australia mobile. This is made possible through driving programs and initiatives to educate, motivate and attract new talent to this exciting and increasingly skilled environment.

ACIA work toward repositioning the understanding of the collision repair industry as a career of choice, increasing the visibility through various communication channels and events, and developing long-term strategies for continued success for future employees and industry stakeholders.

**The initial activities that the ACIA focusses on:**

- Promoting the collision industry to key career decision influencers such as career advisors, and industry stakeholders
- Presence at career events, large and small, and support for members when they attend
- Raising funds and encouraging participation from all areas of the industry to enable on the ground programs promoting the industry
- Creating a digital presence with information for those interested in a career in the industry
- Developing effective long and short-term strategies to change the current recruitment trajectory

Our members include many of Australia's largest repair groups, parts businesses, paint suppliers, equipment suppliers, insurance companies, industry consultants, and others. It has worked closely with trade associations to support industry initiatives, and focuses specifically on the workforce challenge of the whole industry.

While the ACIA is focussed on recruitment, and promoting the industry as a long term career option, we feel it is important to ensure the industry is not set up to fail the motoring public as technology changes. Low emission EVs and new technology vehicles are excellent vehicles, and will certainly have a large role to play in our energy transition, and the changing technology on the roads. They are not the only option, but they are one of the leading options currently. While the industry may have seen an EV, or may have started to prepare for that technology, other technology is still to make it to the fleet, in any numbers, including Hydrogen, or some technology still in development, and that will arrive and have the same issues. Technology will not stand still, and a single focus on one technology will leave the industry unprepared for the wide array of potential options they may see.

The collision repair sector does not appear to have been referred to in the consultation document. New vehicle have unique repair demands, they are different to repair than older vehicles, with ADAS, batteries, high levels of computerisation and complex resetting required. Repairs from collisions will occur, and those repairs are complex because of that technology. The right to repair data availability through AASRA of recent years is an excellent stepping stone to industry information, but it is still in the early phase, and it is not financially supported to the level a rapid or even medium term transition can reasonably occur in the repair sector. Work will need to be replanned and new resources allocated on a changed timeframe.

Thus a long term initiative for the industry is vital. The nature of collision repair, is essentially very broad in vehicle type and scope. A new vehicle can have an accident on it's first day on the road, and thus the sector needs to be prepared early. But scale plays a part, and as the percentage of vehicle with low emission characteristics grows, more and more repair facilities need to be prepared.

The ACIA as a non-partisan broadly based industry organisation supports the whole industry in wanting to see the sector ready to deliver a low emissions future. We would be pleased to work with the government or it's representatives, or other industry players in designing a long term strategic vision for the sector, that has resourcing and clear and deliverable timelines.

We would be pleased to go into more detail about the issues and options if required, and as a small organisation stand ready to our resources to assist in helping the industry grow, train and prepare for the challenges that are created when standards and thus the essential nature of the fleet starts to change.

Yours sincerely,

The Australian Collision Industry Alliance (ACIA)



# Organisation questionnaire response

**Privacy Setting:** I agree for my response to be published with my name and position.

<b>What organisation do you represent?</b>  (required)	Australian Collision Industry Alliance
<b>What is your name?</b>  (required)	Rob Bartlett
<b>What is your position at the organisation?</b>  (required)	Board Member/Director
<b>Please rank the proposed options in order of preference.</b>  (optional)	Option A - 0th, Option B - 1st, Option C - 0th
<b>Briefly, what are your reasons for your choice?</b>  (optional, 3000 character limit)	Refer response at Q.11
<b>Do you support the Government's preferred option (Option B)?</b>  (optional)	Yes
<b>Do you have any feedback on the analysis approach and key assumptions used?</b>  (optional, 3000 character limit)	Refer response at Q.11
<b>Briefly, describe how the NVES might impact your organisation</b>  (optional, 3000 character limit)	Refer response at Q.11
<b>Who should the regulated entity be?</b>  (optional, 3000 character limit)	Refer response at Q.11