

# BIC Technical Update



January 2024

Bus Australia Network



## AGENDA

Time	Item	Description
5 mins	1	Welcome (Roz, Julian, Dean) Run through new format (Dean)
35 mins	2	Focus Items to be presented on PowerPoint Presentation (Dean & Roz) <ul style="list-style-type: none"> <li>a. Bus Safety Initiatives Paper</li> <li>b. ADR changes and proposals <ul style="list-style-type: none"> <li>i. General overview</li> <li>ii. Cyber Security</li> <li>iii. Overall Width</li> </ul> </li> <li>c. Rover</li> <li>d. NHVR Controlled Access Bus Notices</li> <li>e. Training</li> </ul>
15 mins	3	Q & A with attendees (all)
5mins	4	Wrap up and next meeting (Proposed 25 <sup>th</sup> July)

## Attendees

List of names and emails kept on BIC files separately.

## Information on Meeting notes

Black text – Pre meeting and previous meeting notes

Blue text – additional text from the meeting

## Contents – Open Items

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<b>Topic</b>	<b>1001: ADR 80/04 Euro 6 Emission Introduction</b>
<b>Opened</b>	March 2023
<b>Closed</b>	
<b>Background</b>	<p>Federal Government has proposed regulation ADR 80/04 which mandates introduction of Eu6 emission regulation into Australia according to the following dates for Buses:</p> <ul style="list-style-type: none"> <li>○ 1 November 2024 for all new model vehicles</li> <li>○ 1 November 2025 for all vehicles.</li> </ul> <p>See also previous minutes.</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>• <b>Information now released.</b> Link to document below.</li> <li>• <a href="https://www.legislation.gov.au/Details/F2023L00129">https://www.legislation.gov.au/Details/F2023L00129</a></li> <li>• Exemptions apply to Battery Electric (BEV) and Hydrogen Fuel Cell vehicles (FCEV). See clause 5.1.1 and 5.1.2 of regulation.</li> <li>• Alternate standards whilst thoroughly mentioned in previous March minutes, details are listed in ADR under section 7 – Alternative Standards. this includes: <ul style="list-style-type: none"> <li>○ UN ECE R49.</li> <li>○ Japanese MLIT regulations from 2019</li> </ul> </li> </ul>	Raised for noting
Jan 2024	<a href="#">As ADR is issued, item now closed.</a>	CLOSE

<b>Topic</b>	<b>1002: ADR 97/00 Advanced Emergency Braking Systems (AEBS)</b>
<b>Opened</b>	March 2023
<b>Closed</b>	
<b>Background</b>	<p>Federal Government has proposed regulation ADR 97/00 which mandates introduction of AEB onto buses as described below into Australia according to the following dates for Buses:</p> <ul style="list-style-type: none"> <li>○ 1 November 2023 for all new model vehicles</li> <li>○ 1 November 2024 for all vehicles.</li> </ul> <p>Exemptions apply as follows (Section 3 of ADR document):</p> <ul style="list-style-type: none"> <li>• is an omnibus specially designed with spaces for standing passengers; or</li> <li>• is an 'Articulated Omnibus'; or</li> <li>• has four or more 'Axles'; or</li> <li>• is 'designed for off-road use', according to the applicable definition in Appendix B of this standard.</li> </ul> <p>See also previous minutes.</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>• <b>Information now released.</b> Link to document below.</li> <li>• <a href="https://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/vehicle-design-regulation/australian-design-rules/third-edition">https://www.infrastructure.gov.au/infrastructure-transport-vehicles/vehicles/vehicle-design-regulation/australian-design-rules/third-edition</a></li> <li>• Be aware introduction timeframe is close!</li> <li>• Questions raised by OEMs on applicability of AEB (linked to next item) to school buses carrying standees and if legislation will capture this. BIC to take this up with Dept</li> </ul>	<p>Raised for noting</p> <p>BIC</p>
Jan 2024	<ul style="list-style-type: none"> <li>• Dept (DITRDCA) advise that buses designed with spaces for standees are not required to comply. Seat belts are not considered. BIC are addressing this as a separate matter as part of the ADR Safety Group Review established just before Christmas. See item 1022.</li> </ul>	BIC

<b>Topic</b>	<b>1003: ADR 35/07 Brake Systems</b>
<b>Opened</b>	March 2023
<b>Closed</b>	
<b>Background</b>	<p>Federal Government has proposed regulation ADR 35/07 which links to ADR 97/00 with the inclusion of AEB onto buses as described below into Australia according to the following dates for Buses:</p> <ul style="list-style-type: none"> <li>○ 1 November 2023 for all new model vehicles</li> <li>○ 1 November 2024 for all vehicles.</li> </ul> <p>ADR 35/07 expands the applicability of the mandatory requirements for a Vehicle Stability Function incorporating both rollover control and directional control (otherwise known as Electronic Stability Control or ESC for heavy vehicles) under the preceding ADR 35/06,</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>• Information now released. Link to document below. <a href="https://www.legislation.gov.au/Details/F2022L00213">https://www.legislation.gov.au/Details/F2022L00213</a></li> <li>• ADR 35/07 Explanatory statement <a href="https://www.legislation.gov.au/Details/F2022L00213/2bf14251-9bd6-4e64-a263-ccc4d421f5e1">https://www.legislation.gov.au/Details/F2022L00213/2bf14251-9bd6-4e64-a263-ccc4d421f5e1</a></li> <li>• Exemptions apply as follows (Section 5 of ADR document): <i>5.1.8.1. Any 'Articulated Omnibus' or any omnibus specially designed with spaces for standing passengers, need not be equipped with a 'Vehicle Stability Function'.</i></li> <li>• EU ECE regulation R13 is considered to comply with this standard proving the conditions of clause 3.9 in ADR 35/07 are met. See ADR 35/07 for full details.</li> <li>• Be aware introduction timeframe is close!</li> </ul>	Raised for noting
Jan 2024	<ul style="list-style-type: none"> <li>• As ADR is issued, item now closed.</li> </ul>	CLOSE

<b>Topic</b>	<b>1004: ADR 99/00 Lane Departure Warning (LDW)</b>
<b>Opened</b>	March 2023
<b>Closed</b>	
<b>Background</b>	<p>Federal Government has proposed regulation ADR 99/00 for LDW systems onto buses as described below into Australia according to the following dates for Buses:</p> <ul style="list-style-type: none"> <li>○ 1 November 2024 for all new model vehicles</li> <li>○ 1 November 2026 for all vehicles.</li> </ul> <p>This is a proposed equivalent standard to UN ECE R130.</p> <p>In very basic terms, LDW is designed to function at speeds above 60km/h (UN ECE R130 clause 5.2.3). Read UN ECE R130 for more details. This can be found on the link below.  <a href="https://unece.org/transport/vehicle-regulations-wp29/standards/addenda-1958-agreement-regulations-121-140">https://unece.org/transport/vehicle-regulations-wp29/standards/addenda-1958-agreement-regulations-121-140</a></p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>• This document is not yet released on ADR public site at time of this June 2023 meeting.</li> <li>• Further update from the Government (Vehicle Standards) on 31<sup>st</sup> May indicates that this ADR 99/00 will not impact on buses for now.</li> <li>• Buses are planned but not confirmed to be included as part an updated ADR 99/<u>01</u> for which no release date has been set.</li> <li>• Mandate on this requirement has not been released.</li> </ul>	Raised for noting
Jan 2024	<ul style="list-style-type: none"> <li>• This ADR has now been released but for trucks only as part of their safer freight vehicles package.</li> <li>• There is still no applicability for buses.</li> <li>• We are taking this up with DITRDCA to get better indication on timing of this safety feature</li> </ul>	BIC & DITRDCA

<b>Topic</b>	<b>1005: ADR 109/00 Electric Power Train Safety Requirements</b>
<b>Opened</b>	March 2023
<b>Closed</b>	
<b>Background</b>	<p>Federal Government has proposed regulation ADR 109/00 for Battery Electric Buses. Includes the electric section of Hybrids and Fuel Cell Buses.</p> <p>In very basic terms this is a proposed adoption of UN ECE R100.3 and details the:</p> <ul style="list-style-type: none"> <li>• safety requirements required with respect to the electric power train of vehicles.</li> <li>• Safety requirements to the Rechargeable Electrical Energy Storage System (REESS) often called traction battery or just battery,</li> </ul> <p>The proposed (not yet confirmed) introduction dates for this ADR as follows:</p> <ul style="list-style-type: none"> <li>○ 1 November 2024 for all new model vehicles</li> <li>○ 1 November 2025 for all vehicles.</li> </ul> <p>In the draft legislation R100.3 is deemed an alternative standard. Refer to Section 7.</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>• This document is not yet released on ADR public site at time of this June 2023 meeting.</li> <li>• Note this standard is also detailed in the Zero Emission Bus (ZEB) advisory sent for comment in May by BIC.</li> <li>• At this point in time this is for your awareness and allow for preparation of your component suppliers time to comply to the standard.</li> <li>• Also note this is referenced in the TfNSW standard TS 03961 due to be published in July 2023.</li> </ul>	<p>Raised for noting</p>
Jan 2024	<p><b>ADR</b></p> <ul style="list-style-type: none"> <li>• Published in November</li> <li>• There are two versions of the ADR. The difference between the two versions is that ADR109/00 reflects the requirements as set out in European regulation R100.2, and ADR109/01</li> </ul>	



	<p>reflects the requirements as set out in European regulation R100.3.</p> <ul style="list-style-type: none"> <li>• ADR 109/00 will apply from 1 November 2024 for all new model vehicles and from 1 November 2025 for all vehicles. <a href="#">Link here to document.</a></li> <li>• ADR 109/01 will apply from 1 November 2025 for all new model vehicles and from 1 November 2028 for all vehicles. <a href="#">Link here to document.</a></li> </ul> <p><b>TfNSW</b></p> <ul style="list-style-type: none"> <li>• Have now also released their requirements which have an earlier introduction date. Recommended to read both documents. <a href="#">Link here to document</a></li> </ul> <p>With ADR now released recommendation is to close item</p>	<p>CLOSE</p>
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<b>Topic</b>	<b>1006: ADR 110/00 Hydrogen-Fuelled Vehicle Safety Related Performance</b>
<b>Opened</b>	March 2023
<b>Closed</b>	
<b>Background</b>	<p>Federal Government has proposed regulation ADR 110/00 for Hydrogen fuelled vehicles whether solely fuelled or a fuel source for Hydrogen.</p> <p>In very basic terms this is a proposed adoption of UN ECE R134 and details the:</p> <ul style="list-style-type: none"> <li>• Compressed hydrogen storage systems for hydrogen-fuelled vehicles on their safety-related performance.</li> <li>• Specific components for compressed hydrogen storage systems for hydrogen fuelled vehicles on their safety-related performance.</li> <li>• Hydrogen fuelled vehicles of category M and N2 incorporating compressed hydrogen storage system on its safety-related performance.</li> </ul> <p>The proposed (not yet confirmed) introduction dates for this ADR as follows:</p> <ul style="list-style-type: none"> <li>○ 1 November 2024 for all new model vehicles</li> <li>○ 1 November 2025 for all vehicles.</li> </ul>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>• This document is not yet released on ADR public site at time of this June 2023 meeting.</li> <li>• Note this standard is also detailed in the Zero Emission Bus (ZEB) advisory sent for comment in May by BIC. Note the ZEB Advisory also refers to UN ECE R79 for certain compliance recommendations. See section 10.4 of the ZEB Draft advisory.</li> <li>• At this point in time this is for your awareness and allow for preparation of your component suppliers time to comply to the standard.</li> <li>• Introduction of this ADR is at same time as ADR109 as the Battery technology section of a Hydrogen bus will fall under that ADR also.</li> </ul>	Raised for noting
Jan 2024	<ul style="list-style-type: none"> <li>• <a href="#">Final ADR was released in November.</a></li> <li>• <a href="#">Provides technical, safety and performance requirements for Compressed Hydrogen Storage Systems (CHSS) and their components.</a> <ul style="list-style-type: none"> <li>• <a href="#">ADR 110/00 will apply from 1 November 2024 for all new model vehicles and from 1 November 2026 for all vehicles. <u>Link here to document.</u></a></li> </ul> </li> </ul>	



<p>Jan 2024</p>	<p>First Advisory</p> <ul style="list-style-type: none"> <li>• Now released with hardcopies sent out in October 2023. Further copies available direct from BIC. Electronic copies available via link below. <a href="#">Link to document</a></li> </ul> <p>Second and Third Advisories</p> <ul style="list-style-type: none"> <li>• Consultation was conducted in Q4 2023 by TigerSpider who the new authors of the remaining advisories are.</li> <li>• Second Advisory now drafted and being reviewed by BIC and then ZEB Committee. We hope to have document release at end of February.</li> <li>• Third document due Mid 2024.</li> </ul> <p>Blind spot Systems Question from last meeting – Not on Government radar yet to mandate but refer to item 1027 on overall width.</p>	<p>BIC and BIC ZEB Committee.</p>
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Topic	1008: Width and Mass Changes
<b>Opened</b>	2022
<b>Closed</b>	
<b>Background</b>	<p>Bus Industry Council has updated its position regarding width and mass for buses in Australia with regards to width and mass.</p> <p><b>Width</b> ADR changes to allow for buses or coaches to be built to 2.55 m body and axle width (in conjunction with an ADR change to allow for the external addons such as cameras and sensors to go to 2.6 m).</p> <p><b>Mass</b></p> <ul style="list-style-type: none"> <li>• Two axle rigid: 8 tonne front axle, 12.5 tonne rear axle, gross 19.5 tonne (with a floating 1 tonne) for ZEB's, or Ultra Low Emission buses being Euro VI and above.</li> <li>• Three axle rigid: 8 tonne front axle, 6.5 tonne tag axle and 12.5 tonne drive axle for tonne for alternative fuelled and 25 tonne GVM (with a floating 1 tonne) for ZEB's, or Ultra Low Emission buses being Euro VI and above.</li> <li>• Articulated: 8 tonne front axle, 12.5 tonne centre and 12.5 tonne rear axle, but 30 tonne gross (floating 3 tonne), for ZEB's, or Ultra Low Emission buses being Euro VI and above.</li> </ul> <p><b>Why?</b> Many suppliers are requesting this to be able to supply buses in alignment with customer operational requirements for range and passenger capacity. Especially if passengers are calculated at 80kgs/person. The federal government are also encouraging this which is in alignment with international precedents and other transport industries.</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>• Letter sent to the National Transport Commission (NTC) Jim Betts on 05/05 with industry paper as an annex. Paper is same as sent previously to NHVR.</li> <li>• Mr Betts response includes <i>'To enable this, I propose to seek the agreement of the states and territories for the National Transport Commission to evaluate the costs and benefits of increasing mass limits for low and zero emission trucks and buses as part of its work program for 2024-25.'</i></li> <li>• Matter is also in discussion with NHVR on whether timeframes can be advanced by them. This is because given the above its likely to be at earliest a 2026/27 legislative change at earliest, in interim how will PBS account for width and mass? Given it's a 'today' issue for EVs.</li> </ul>	Raised for noting

<p>Jan 2024</p>	<ul style="list-style-type: none"> <li>• NTC – Still to review as part of their 24/25 work program (no change). BIC have meeting with their new CEO of in early Feb to obtain a more detailed plan, so we can inform members.</li> <li>• We have also raised the strong need to increase tyre pressures with modern global standards to 900kPA in order to allow tyres to be efficient and also meet the requirements for carrying the higher weights. Largely supported and now a work in progress as part of higher mass limits</li> <li>• NHVR – We have raised <u>-Width and Mass limit changes</u> with NHVR in December and been advised that it is for NTC to resolve if wanted as part of general access.</li> <li>• ADR – Note the technical definition of Overall width has been updated in the ADR definitions document this now permitted items previously included in width being excluded, such as close proximity systems devices (eg radars, side cameras). See item 1027 for details</li> </ul>	<p>Raised for noting</p>
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<b>Topic</b>	<b>1009: TfNSW Standards for Electrical Components Installation</b>
<b>Opened</b>	April 2023
<b>Closed</b>	
<b>Background</b>	<p>TfNSW released for consultation two new standards:</p> <ul style="list-style-type: none"> <li>Standard TS 03961: Bus Mounting and Installation of Electrical Equipment Standard. This is an update of the current standard T BU FL 01701 ST previously referred to in both Panel 3 &amp; 4 Tenders.</li> <li>Standard TS 00036: Bus Electronics Systems and Equipment This is a proposed new standard covering electronic systems and equipment.</li> </ul> <p>BIC lobbied TfNSW for the opportunity to put in an industry response, given the importance of the standards proposed and implications.</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>BIC sought industry wide feedback through email and promoted this also via Linked-In.</li> <li>Industry feedback suggested some 90 recommendations on these standards and BIC submitted a paper to them.</li> <li>These suggestions were presented to TfNSW who were very co-operative and supportive of the constructive feedback.</li> <li>Ultimately the aim is to any standards improvements align with national and international safety initiatives.</li> <li>Note the proposals align with ADR 109 but also EU ECE R10 and will include a component for future EMR testing on ZEB buses to protect humans against undue radiation.</li> <li>BIC were able to have them to recognise the need to provision for the ability for an OEM to submit an alternate equivalent standard to some of the ISO and SAE standards mentioned in the documents.</li> <li>These are scheduled for release in late July and will be able to be found on the TfNSW website: <a href="https://standards.transport.nsw.gov.au/">https://standards.transport.nsw.gov.au/</a></li> <li>There will be more standards (another 5) to be released in the coming months.</li> <li>AS a foot note, Revised Fire Standards also under Review again. BIC position on this is keep Panel 4 standards until there is evidence they need improving. BIC will advise once we know more.</li> </ul>	<p>Raised for noting</p> <p>Dean, BIC to advise</p> <p>Dean, BIC to advise</p>

Jan 2024

- These Standards released in July. Links to documents below.

TfNSW Standard Number and Title	Document Link	Comments / Key notes
<b>TS 03961</b> Bus Mounting and Installation of Electrical Equipment Standard	<a href="#">Link to Document</a>	Standard for the Mounting and Installation of Electrical Equipment in Buses
<b>TS 00036</b> Bus Electronics Systems and Equipment	<a href="#">Link to Document</a>	Standard covering electronic systems and equipment requirements on installation and Electromagnetic Radiation requirements.

- Other stands to be released.  
In January TfNSW released 4 new standards. These are referenced below relative to Zero Emission Buses, their technical requirements, charging and in-service operation. If you are supplying vehicles, components or services for TfNSW we have summarised the standards and included links to each TfNSW document below. They are also available via the [TfNSW Standards Portal](#). They all have introduction dates of Sept 2025, but full details are on document links below.

TfNSW Standard Number and Title	Document Link	Comments / Key notes
<b>TS 00086</b> Battery Electric Buses - Electric Powertrain Safety	<a href="#">Document Link</a>	Safety requirements, REESS storage data, Emergency services information, Powertrain 'on' and 'off' requirements.
<b>TS 00089</b> Battery Electric Buses - Charging Interoperability	<a href="#">Document Link</a>	Charger requirements and standards for both CCS2 and Pantograph.
<b>TS 00090</b> Zero Emission Buses – On-Road Safety	<a href="#">Document Link</a>	AVAS system functionality, regenerative braking requirements (Note comments for Large buses which are not designed to carry standing passengers).
<b>TS 00091</b> Battery Electric Buses - Functional Range	<a href="#">Document Link</a>	Energy consumption standards, HVAC Energy consumption.

- Fire standards not on official radar for release but there is still discussion within TfNSW of a possible release. BIC are keeping this on our radar and as soon as we hear anything we will raise this as a separate item & also inform members.

Ongoing





	industry or a licensed electrical contractor. Training programs already in place etc...	
Jan 2024	<ul style="list-style-type: none"> <li>July and August 2023 - QBIC submitted detailed responses to both the <i>Decision Consultation Paper</i> and <i>the Final Report Consultations Paper</i> outlining the preference to upskill existing workforce instead of only licensed electrical contractors. BIC formally supported both submissions.</li> <li>October 2023 – QLD Government issued guidance for safe practices when working on EVs in QLD. <a href="#">Electric vehicle guidance   WorkSafe.qld.gov.au</a> Recommended read for any members working on vehicle in QLD.</li> <li>January 2024 - QLD ESO issued <i>Decision Paper</i> (Document) that supported status quo on basis that employers and workers are undertaking safe work practices as described on their website (above point).</li> <li>They are also establishing a training reference group to further finetune training requirements for QLD. QBIC and BIC are keeping a watch on this.</li> </ul>	Ongoing



	<p>Comments from attendees also advocating for “approved mobility devices” for travel on Public Transport.</p>	
<p>Jan 2024</p>	<ul style="list-style-type: none"> <li>• Infrastructure and Transport Ministers Meeting (ITMM) considered stage 2 of the reforms at its June 2023 meeting. Ministers agreed jurisdictions would develop prioritised plans to implement the preferred reform options and undertook to consider how best to publish these plans and report annually on progress in delivery both to ITMM and publicly.</li> <li>• Ministers tasked officials with developing a flexible implementation approach for the reforms that apply to existing assets and infrastructure. The Secretariat is trying to determine exactly what this means for the industry.</li> <li>• For school buses The aim is to find a “fit for purpose” solution that addresses both the needs of the disability community but doesn’t impose unnecessary or burdensome costs on industry.</li> <li>• The reforms will now proceed to an Australian Government approval process (i.e. the Attorney General). Details of the reforms and implementation arrangements, including the Decision Regulation Impact Statement, will be made publicly available following this process. At this time the Secretariat will commence a review of implications and implementation processes.</li> </ul>	<p>Ongoing with Impact statement outcome TBA</p>

<b>Topic</b>	<b>1012: Industry in Crisis Paper</b>
<b>Opened</b>	April 2023
<b>Closed</b>	
<b>Background</b>	Following the BIC meeting in Canberra in late March the Supplier Committee Created a paper to explain the issues experienced by industry Suppliers to maintain businesses who are bearing the brunt of high inflation, parts and shipping cost increases, and labor shortage.

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<p>BIC have shared the Industry in Crisis document submitted to the Federal Government. This document was created as a joint Industry Document compiled by supplier members.</p> <p>Government are now seeking following information which we seek supplier assistance on please.</p> <ol style="list-style-type: none"> <li>1. Any estimates of the investment required to fulfil the S&amp;T ZEB goals/targets, if available including number of buses and timeframes: 2035, 2040, 2050.</li> <li>2. State and territory key Local Content Policies and procurement differences.</li> <li>3. If available, state and territory procurement contacts.</li> </ol> <p>Email sent to Supplier Council originally involved with paper, but BIC also kindly request any information on this to assist please. Suppliers to provide where they feel they can assist.</p>	Suppliers
Jan 2024	<p>Ongoing advocacy on this issue throughout 2023 involving Commonwealth and state and territory ministers and departments. Mixed success. Advocacy approach now focused on obtaining the same government support that the rail industry has including the establishment of an Office of National Bus Industry Coordination, National Bus Manufacturing Advocate, Rail Industry Innovation Council, National Bus Manufacturing Plan and an associated skills and workforce project. More information is available <a href="#">here</a>. with the additional workforce component based on <a href="#">this</a>.</p>	



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	<p>advocacy campaign be undertaken including via a Budget pre-submission – due end January – calling for the bus industry to be assisted in the same way that the rail industry has been. For example, the recently released National Rail Procurement and Manufacturing Strategy will simplify procurement and harmonise standards across states and territories, increase innovation, improve skills and capabilities in the rail manufacturing sector.</p> <ul style="list-style-type: none"><li>•</li></ul>	
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<b>Topic</b>	<b>1014: Australian Metal Workers Union (AMWU)</b>
<b>Opened</b>	April 2023
<b>Closed</b>	
<b>Background</b>	In April we BIC started working actively with the AMWU to push the plight of industry Suppliers to maintain business who are bearing the brunt of high inflation, parts and shipping cost increases, and labor shortage.

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>BIC have shared the Industry in Crisis document submitted to the Federal Government. This document was created as a joint Industry Document compiled by supplier members.</li> <li>BIC are also representing the bus industry in a forum with AMWU on 22<sup>nd</sup> June in Canberra to further push this as part of a wider Heavy Vehicle approach.</li> <li>BIC will advise outcomes of roundtable once they are released.</li> </ul>	Dean, BIC
Jan 2024	<ul style="list-style-type: none"> <li>AMWU have developed a series of industry sectors working groups (truck, bus, car) to further advocate for supporting the industry with content and volume plans and training and mechanisms to address increased costs. These are evolving very slowly with the first workshop taking place in Mid-December. We will keep members informed of any significant updates.</li> </ul>	



<b>Topic</b>	<b>1015: 3 axle Bus Rear Overhang (ROH)</b>
<b>Opened</b>	March 2023
<b>Closed</b>	
<b>Background</b>	<p>In 2021 the NHVR sought input from BIC to help address the National Class 3 Controlled Access Bus Exemption Notice 2019 (No.1). Especially applicable to 3 axle vehicles with steerable tag (3<sup>rd</sup> axles).</p> <p>The NHVR is hoping to rationalise/standardise the varying exemptions on rear overhang to reduce the current permit complications when vehicles cross borders. In the first instance, the NHVR is seeking to understand what is currently being used on our roads and what are the needs of industry. For Controlled Access Buses, or Class 3 bus, the following exemptions apply to the rear overhang:</p> <ul style="list-style-type: none"> <li>• Lesser of 4.7 mt ROH or 70% of wheelbase Qld.</li> <li>• Lesser of 4.9 mt ROH or 70% of wheelbase NSW.</li> <li>• Lesser of 4.3 mt ROH or 60% of wheelbase VIC and Tas</li> <li>• No exemption in SA and ACT</li> </ul>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<ul style="list-style-type: none"> <li>• BIC proposed a standardised ROH in line with the NSW exemption of Lesser of 4.9 mt ROH or 70% of wheelbase-No</li> <li>• NHVR are proposing instead the QLD version which is Lesser of 4.7 mt ROH or 70% of wheelbase. BIC wish to know from its supplier members is 4.7 workable for ROH on a vehicle with a steerable tag axle? If so, we will advise NHVR otherwise we will need to lobby the NHVR for 4.9mts.</li> <li>• Supplier feedback was why can't industry adopt a performance standard rather than a descriptive argument eg: Swept Path (ECE Reg's?? like the wall to wall donut test also called 360 degree turn test It was explained by BIC this had already been rejected by NHVR but given comments in meeting BIC will again formally raise it at next NHVR meeting due at end of July.</li> </ul>	Dean, BIC
Jan 2024	<ul style="list-style-type: none"> <li>• NHVR are in the process of renewing the current Controlled Access Bus Notices, that will be issued on Feb 9 (expiry date of the old ones). Part of this update will include increased overhangs for South Australia and ACT. SA will go to 4.3mt ROH and ACT to 4.9mt (same as NSW).</li> <li>• Whilst not a complete 4.7mt harmonization as discussed, work is still ongoing with SA, Victoria and Tasmania to adopt this approach. This is still however a CAB vehicle subject to running only on roads listed in the NHVR Approved Maps. Another avenue under discussion is an approved swept path analysis test or general vehicle dimension that NHVR will approve as general access on all roads (no limitations). A</li> </ul>	

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	meeting is scheduled for mid-February to discuss this. This isn't the 360 degree European turn-test as mentioned in previous meeting in June 2023 (BIC did re ask this), but an Australian specific test.	Dean BIC Ongoing
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<b>Topic</b>	<b>1016: PBS2 for Buses</b>
<b>Opened</b>	June 2023
<b>Closed</b>	
<b>Background</b>	<p>NHVR are currently undertaking a review of PBS standards as applicable to the bus industry.</p> <p>They are evaluating all aspects and if any improvements or changes can be made to this area for buses in the future.</p> <p>NHVR are seeking a submission from BIC on this.</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<p>To evaluate this situation correctly, BIC are seeking comment from the supplier Industry:</p> <ol style="list-style-type: none"> <li>1. If PBS has a place to support the Bus industry with innovative vehicle design.</li> <li>2. If so, what areas should we be requesting be considered eg:               <ol style="list-style-type: none"> <li>a. Bus width until ADRs are possibly changed in 4-5 years' time.</li> <li>b. Swept Path for 3 axle buses with steerable tags.</li> <li>c. Other???</li> </ol> </li> </ol> <p>If the supplier group could please consider this and send their comments through on this.</p> <p>BIC will also release a survey seeking feedback pending feedback received.</p>	<p>Suppliers</p> <p>Dean, BIC</p>
Jan 2024	<ul style="list-style-type: none"> <li>• Respondents in survey results indicated that PBS is rarely used (if at all now) and that they are using other means for alternate compliance via Controlled Access Buses routes or specific permits provided by NHVR.</li> <li>• Recommendation back to NHVR was to keep PBS open for buses, but not specific recommendations on changes to PBS requirements. Instead work on other measures used.</li> <li>• We are continuing to work with NHVR and Government to get regulation eased so PBS and other methods are not used. Such as 2.55mt, extended rear overhand, tail swing requirements, exclusions from overall width.</li> </ul>	

<b>Topic</b>	<b>1017: Acoustic Vehicle Alert System (AVAS)</b>
<b>Opened</b>	May 2023
<b>Closed</b>	
<b>Background</b>	Recently the federal government sort submissions on the implications of mandating a AVAS systems into law for cars and vans. Knowing that at some point in the future which we do not know yet they are likely to do a cut and paste and mandate this for buses we thought it was important to review the regulation as it stands in Europe now and provide a response.

#### Discussion

Date	Discussion / Update	Resp & Due date
Jun 2023	<p>BIC seek feedback from some operators that currently have the system installed we also sought comments from manufacturers the outcome of this is that there is some further work that needs to be considered before such regulations are applied to buses and they were.</p> <ul style="list-style-type: none"> <li>• Address the effect of noise to the driver’s workplace regardless of vehicle type (bus or other). – makes the workspace noisier This may mean the need to stipulate the requirement for noise limits in drivers’ workplaces.</li> <li>• Consider the need for abridged practical methods of certification for local manufacturing and fitment of AVAS systems. This is to avoid unnecessary testing, cut and paste of R138 from European standards.</li> <li>• Consider further information to explain the implications of AVAS systems on public noise, especially in sensitive areas</li> <li>• As a footnote, TfNSW are mandating this on their Buses and likely request it be retrofitted to earlier electric Buses. Vehicles.</li> </ul>	Raised for noting
Jan 2024	<p>NSW</p> <ul style="list-style-type: none"> <li>• Have now mandated this as part of their technical regulations. See item 1009</li> </ul> <p>ADR</p> <ul style="list-style-type: none"> <li>• In November BIC sent out a survey on AVAS following request for feedback to introducing the requirement on all new vehicles by the government dept (DITDRCA). Survey results were submitted in late December.</li> <li>• Survey results indicated that that respondents largely supported introduction of AVAS however there were issues with in-country testing due to lack of Australian testing facilities.</li> <li>• Work is ongoing and further information is to be provided by DITRDCA in Mid to late February.</li> </ul>	

<b>Topic</b>	<b>1018: Nationally consistent approach to on-road enforcement for automated vehicles (AVs).</b>
<b>Opened</b>	July 2023
<b>Closed</b>	
<b>Background</b>	<p>This work explores how state and territory law enforcement officers may interact with and respond to the road safety risks associated with AVs.</p> <p>The NTC published a discussion paper that looked at the current powers of law enforcement officers in the context of AVs. The paper examined if enforcement officers have sufficient powers to interact with and respond to the road safety risks of AVs. It also considered options to address any identified gaps.</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan 2024	<p>The BIC Secretariat reviewed the discussion paper and attended a webinar on the issue. Primarily focussed on policing rather than operational issues.</p> <p>NTC are currently considering where the line is drawn with responsibility i.e. when is the responsibility shifted from person to technology. This has also been considered within DITRDCA. Timeframe for this is yet to be confirmed, but <u>possibly late 2026</u>.</p> <p>There is further work required in other areas of the automotive and infrastructure sectors to allow for such <u>technology to even be adopted which is currently underway or being investigated</u>. This includes consistent line markings, providing suitable testing facilities for such systems and also in-service repair requirements.</p>	Ongoing

<b>Topic</b>	<b>1019: Rover Compliance System Issues</b>
<b>Opened</b>	May 2023
<b>Closed</b>	
<b>Background</b>	There have been several ongoing issues with the implementation of the new Road Vehicles Standards Act (RVSA) most noticeably is the ongoing time delays with processing submissions and being asked to re-submit for minor issues which comes in under the area of Rover.

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan 2024	<ul style="list-style-type: none"> <li>In August and November, we met with senior officials to voice concerns that Rover is not supporting industry but creating undue burden for the industry.</li> <li>At the November meeting which was with sector representatives from 7 other peak bodies all voicing their ongoing concerns with Rover. Government are still stating completion timeframes are good and hesitant to acknowledge issues.</li> <li>Summary of the meeting is that Industry and government are still at odds over the ongoing issues with RVSA and specifically vehicle approvals (VTAs and CTAs). To resolve these ongoing issues, we need more detail from RVS on mistakes or issues RVS is seeing, we also need more industry sector data, just not a summary, and RVS need more funds to address some of the concerns we perceive.</li> <li>Since then, Rover has a new Senior Manager (First Assistant Secretary), and we are meeting with her in late January to again highlight the issues and the urgent need to devise a way forward.</li> </ul>	Priority Ongoing

<b>Topic</b>	<b>1020: ADR 108/00 Reversing Technologies</b>
<b>Opened</b>	August 2024
<b>Closed</b>	
<b>Background</b>	<p>This ADR specifies the performance requirements for reversing technologies, such as reversing sensors, reversing camera systems and rear-vision mirrors, for new vehicles in the Australian market. This is applicable to all new vehicles of categories MA, MB, MC, MD, <b>ME</b>, NA, NB, and NC models. Please refer to section 3 of ADR for specific applicability details. ADR 108/00 is harmonised with UN Regulation R158.</p> <p><a href="#">Click here</a> for link for ADR.</p> <p>The applicability dates are:</p> <ul style="list-style-type: none"> <li>• 1 November 2025 for new model vehicles</li> <li>• 1 November 2027 for all new vehicles</li> </ul>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan2024	<ul style="list-style-type: none"> <li>• This was released by the Federal government quietly in August 2024.</li> <li>• BIC along with other peak bodies raised concerns regarding the lack of consultation with this ADR and requested that ADRs in the future go through the usual standards Industry consultative process. DITRDCA acknowledged this and will endeavour to consult for new ADRs in the future.</li> <li>• Postscript is the consultation on subsequent ADRs has been better.</li> </ul>	<p>FYI Only</p> <p>CLOSE</p>

<b>Topic</b>	<b>1021: Bus Safety Initiatives Paper</b>
<b>Opened</b>	August 2023
<b>Closed</b>	
<b>Background</b>	<p>Following recent serious bus accidents, BIC re-aligned and updated its advocacy stance on Bus Safety. This is in the form of a new document titled Bus Safety Initiatives Paper. This paper makes eight key recommendations to the government to further improve bus safety for its members and importantly the wider community.</p> <ol style="list-style-type: none"> <li>1. Adoption of Event Data Loggers (for event investigations purposes)</li> <li>2. Adoption of Intelligent Speed Assist Systems</li> <li>3. Fast-tracking vehicle replacement programs that incorporate new technology systems.</li> <li>4. Implementing a national harmonised approach to bus safety awareness including through education programs.</li> <li>5. A full review of Australian Design Rule 68 to remove anomalies clarify standees on buses with seat belts, increase warning devices and labelling to encourage seat belt usage.</li> <li>6. Investigate feasibility of introducing seat belts on new Route Service buses. Often discussed but no detailed 'in-country' study completed</li> <li>7. Review the level of obtainable information for driver employment checks.</li> <li>8. Continue Driver Fatigue reforms through the National Heavy Vehicle Law Review and feasibility studies of driver fatigue monitoring systems.</li> </ol>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan 2024	<ul style="list-style-type: none"> <li>• Safety Roundtable - BIC were invited to present this paper at the Bus Safety Roundtable convened in August by the Assistant Minister for Transport. The paper was generally well received by all participants, suppliers, operators, and government.</li> <li>• Some actions from the paper since the release include: <ul style="list-style-type: none"> <li>• Establishment of a Bus ADR Safety working group to review ADR 68 (seats) and other items. See new item 1022 below.</li> <li>• Review of Event data recorders (item 1023)</li> </ul> </li> <li>• BIC are seeking an update with a meeting with Assistant Minister in early February.</li> </ul>	Priority Ongoing



<b>Topic</b>	<b>1022: ADR Bus Safety Working Group</b>
<b>Opened</b>	November 2023
<b>Closed</b>	
<b>Background</b>	<p>Following the submission of the Bus Safety Initiatives Paper (item 2021), and bus safety roundtable in August 2023, the government initiated a Bus Safety working group involving Bus Industry Representation from BIC and specific Vehicle Safety Consultive Forum committee members (VSCF). This is the group of government and Peak bodies that partake in ADR reviews.</p> <p>The products of the working group is to</p> <ul style="list-style-type: none"> <li>• Draft Australian Design Rule amendments and Impact Assessments</li> <li>• Drafting instructions or advice to the National Transport Commission (NTC) for changes to the Heavy Vehicle National Law</li> <li>• Recommendations for changes to State and Territory Laws</li> <li>• Draft industry guidance</li> </ul>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan 2024	<ul style="list-style-type: none"> <li>• Late November the first meeting was held where the group agreed the following scope of projects would be discussed, many of which form part of BICs Safety Initiatives Paper. <ul style="list-style-type: none"> <li>a. Seatbelt requirements <ul style="list-style-type: none"> <li>a. ADR 68 Occupant Protection for buses</li> <li>b. ADR 4 Seatbelts</li> <li>c. ADR 5 Anchorages for Seatbelts</li> <li>d. Signage in relation to wearing seatbelts – ADR requirement and in-service requirements for existing buses</li> </ul> </li> <li>b. Event Data Recorder requirements – based on new UN regulation</li> <li>c. Intelligent Speed Assistance</li> <li>d. Emergency Exit requirements</li> <li>e. Safety Glazing</li> <li>f. Vehicle Rollover protection</li> <li>g. Bus door safety (interlock and pressure sensing systems)</li> <li>h. Fire Suppression Systems</li> <li>i. Tyre Pressure Monitoring</li> <li>j. Driver Safety Screens</li> <li>k. Wiring Requirements</li> <li>l. In-service inspections</li> <li>m. Education programs</li> </ul> </li> <li>• Next meeting is scheduled tentatively for March 2024. As more comes to light on this BIC will keep its members informed and consulted on this important item.</li> </ul>	Ongoing

<b>Topic</b>		<b>1023: Event Data Recorders (EDRs)</b>	
<b>Opened</b>	November 2023		
<b>Closed</b>	<p>In November, the government department DITRDCA, sent out a request for industry feedback on the possible adoption of EDRs into passenger vehicles. This would be in accordance with European Regulation UN ECE R160 – EDRs.</p> <p>For awareness EDRs is becoming mandatory for new European vehicles (cars and other light vehicles) from mid-2024.</p>		
<b>Background</b>			
<b>Discussion</b>			
<b>Date</b>	<b>Discussion / Update</b>	<b>Resp &amp; Due date</b>	
Jan 2024	<ul style="list-style-type: none"> <li>In November BIC sent out a survey based on the above request for information. Survey results were submitted in late December.</li> <li>Survey results indicated that respondents largely supported the introduction of EDRs however there were privacy issues and what sort of data would be specific to buses as the regulation is largely written around cars and light vehicles.</li> <li>Following submission, the government provided a draft copy of UN regulation R169 just released by Europe for review. This covers the same requirements as R160 but specific to trucks and buses. BIC submitted an addendum stating that R169 still largely lacked bus specific signals such as Door open, door brake, fire suppression activation. Such signals would be needed if any form of EDR was to be effective for buses.</li> <li>Work is ongoing and further information is to be provided by DITRDCA in Mid to late February</li> </ul>	Ongoing	

<b>Topic</b>	<b>1024: Cyber Security in Australia for vehicles.</b>
<b>Opened</b>	May 2023
<b>Closed</b>	
<b>Background</b>	<p>In October, the government department DITRDCA, sent out a request for industry feedback on the possible adoption of European Cyber Security requirements into vehicles. This would be in accordance with European Regulation UN ECE R155 and R166.</p> <p>For aware these regulations are becoming mandatory for new European vehicles from July 2024.</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan 2024	<ul style="list-style-type: none"> <li>• In November BIC sent out a survey based on the above request for information. Survey results were submitted in early December.</li> <li>• Survey results indicated that those respondents largely supported introduction of these regulations, noting:               <ul style="list-style-type: none"> <li>○ At least two years timeframe was required from date of issue of regulation to implementation date. This is to allow industry to implement the regulations due to complexity.</li> <li>○ Create a guidance package or information to support smaller suppliers and industry in general to transition to the new regulations.</li> <li>○ Inform state and territory government of the expected cost increases to meet the new regulations.</li> <li>○ Consider alternate standards as suitable such as ISO or SAE .</li> </ul> </li> <li>• Work is ongoing and further information is to be provided by DITRDCA at a date to be advised.</li> <li>•</li> </ul>	Ongoing

<b>Topic</b>	<b>1025: Tyre Pressure Monitoring Systems (TPMS)</b>
<b>Opened</b>	October 2023
<b>Closed</b>	
<b>Background</b>	In October, the government department DITRDCA, sent out a request for industry feedback on the possible adoption of European TPMS regulations into vehicles. This would be in accordance with European Regulation UN ECE R141.

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan 2024	<ul style="list-style-type: none"> <li>• In November BIC sent out a survey based on the above request for information. Survey results were submitted in early December.</li> <li>• Survey results indicated that respondents had extremely mixed views on TPMS.               <ul style="list-style-type: none"> <li>○ Some supported TPMS and its benefits.</li> <li>○ Some supported TPMS but indicated technology required a lot of fine tuning to get right in application.</li> <li>○ Others indicated the technology was not beneficial at all and extremely costly to operators.</li> </ul> </li> <li>• BICs response relayed these concerns and suggested that prior to mandating requirements, further work is required by government to engage with industry to identify the shortcomings reported by operators of systems already in use in Australia.</li> <li>• Work is ongoing with this possible ADR adoption.</li> </ul>	

<b>Topic</b>	<b>1026: Sleeping Child Safety Alert Systems</b>
<b>Opened</b>	September 2023
<b>Closed</b>	
<b>Background</b>	At the September Vehicle Safety Consultive Forum Meeting, the government (DITRDCA) sought information from industry on what measures (if any are in place) to stop children being left in vehicles (cars, buses) and invited submissions.

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan 2024	<ul style="list-style-type: none"> <li>In November BIC provided feedback to this request indicating that there are already well established and developed systems in use in Australia which are mandated by some jurisdictions such as WA and NSW.</li> <li>Whilst at this stage there are no formal plans to introduce this requirement, there are early discussion in Europe about developing possible regulations to mandate manufacturers fit systems to reduce the risk of children being left in vehicles.</li> <li>As anything else comes to light, we will keep members informed.</li> </ul>	For awareness

<b>Topic</b>	<b>1027: Overall Width Definition Update</b>
<b>Opened</b>	November 2023
<b>Closed</b>	
<b>Background</b>	<p>With the recent release of the Truck Safer Freight Package of information the Government (DITRDCA) updated some ADR definitions which are listed in the document link below. One of these was the official definition for Overall Width which is further explained below.</p> <p><i>The definition of 'Overall Width' is amended to establish new exclusions from the vehicle body width measurement for certain safety devices and sensors. The definition of 'Overall Width' applies <u>to all vehicle types under the ADRs</u>. The amended definition adds exclusions for monitoring devices or sensors of an 'Automated Driving System' and/or 'Close Proximity Information System', 'Prescribed Devices for Indirect Vision', 'Cross-View Mirrors' (all as described above) and the part of any tyre sidewall that is deflected due to vehicle load. It also provides exclusions for "other devices to enable the driver to see objects in an area adjacent to the vehicle", which is intended to:</i></p> <ul style="list-style-type: none"> <li><i>allow for devices that are not described by existing definitions, including those that may result from emerging technologies, but that are clearly designed to increase safety through display or detection of objects in an area close to the vehicle; and</i></li> <li><i>align with a provision made in the Europe for exemptions from vehicle length measurements, categorised as 'watching and detection aids'.</i></li> </ul> <p><a href="#">Link to ADR Definitions Document</a></p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan 2024	<ul style="list-style-type: none"> <li>BIC identified an issue with the application of this new ADR definition and a possible conflict with HVNL requirements.</li> <li>The issue is Heavy Vehicle National Law (HVNL) require a <u>2metre minimum height requirement</u> for close proximity information systems not approved by ADR. However, the ADR states the whole reason for inclusion of this exclusion is to <u>allow for devices that are not described by existing definitions</u> such as ADRs.</li> </ul> <p>So, the scenario is possible that a vehicle designed in full compliance to ADR gets an 'in-service' infringement for not meeting a HVNL in-service requirement.</p> <ul style="list-style-type: none"> <li>BIC are taking this up at present with NTC (who write the HVNL law) as a matter of priority to resolve and will keep all members informed accordingly.</li> </ul>	For awareness

Topic	1028: Training & Zero Emission Vehicles
<b>Opened</b>	July 2023
<b>Closed</b>	
<b>Background</b>	<p>Since July, BIC have been advocating with various training authorities on:</p> <ol style="list-style-type: none"> <li>1. Harmonised Training Standards for Zero Emission Vehicles that supports the upskilling of existing workforce and</li> <li>2. A training matrix to make it easy for operators and suppliers to identify the courses applicable for their business.</li> </ol> <p>A large part of this advocacy has been done with Ausmasa who are the registered training organisation for the Heavy Vehicle Industry sector.</p>

#### Discussion

Date	Discussion / Update	Resp & Due date
Jan 2024	<ul style="list-style-type: none"> <li>• In October BIC attended the Ausmasa Critical Minerals and Electric Vehicle (CMEV) Skills Forum in Canberra which was attended by over 70 people representing many areas of the heavy vehicle industry (trucks, buses, mobile plants/industrial engines, mining and construction equipment).</li> <li>• The forum was to set strategy for training and common challenges affecting heavy vehicles especially transitioning to zero emission technologies.</li> <li>• BIC pushed strongly for a nationally harmonised approach to training that supports upskilling the existing workforce and mapping available courses for industry. This is something that was strongly supported and advocated by other industry peak bodies and organisations present.</li> <li>• In January Ausmasa released is the final 10 point strategy plan supporting our requests. Also below is a link to the forum on the day. <ul style="list-style-type: none"> <li>• <a href="#">Ausmasa 10-point plan - Final</a></li> <li>• <a href="#">Ausmasa Forum – Canberra October 2023</a></li> </ul> </li> <li>• What happens next is that Ausmasa will start to act on these points and BIC have a meeting with their CEO in early February to ensure the realisations of their strategies continue to include the needs of the bus industry.</li> </ul>	For awareness

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