

## Metro Tasmania Zero Emission Bus (ZEB) Trial Bulletin August 2023

Welcome to the sixth bulletin about the Metro Tasmania – Zero Emission Bus (ZEB) Trial. In this bulletin we provide an overview of what the Battery Electric Bus (BEB) Trial will look like and the activities that will be taking place over the next few months in preparation for the BEB Trial commencing in November.

A quick recap on the BEB Trial - it will consist of four Custom Bus Group 'Element 2' model BEBs operating across existing Metro routes in Launceston over a two year period, providing valuable information and experience to inform the longer-term transition of Metro's fleet to zero emission buses.

The BEBs are currently being manufactured at Custom's Sydney factory, with delivery of the first bus expected in late October and all four BEBs expected to be ready for operational commencement of the Trial in November. Thorough testing of the BEBs will be carried out by Metro prior to carrying any passengers to ensure they meet all of Metro's requirements. See below for an indication of what the BEBs will look like (although they will have more distinctive zero-emission bus branding – watch this space!).



Figure 1 - Custom Element BEB

Preparations are currently underway to arrange training for bus operators and for maintenance staff for 'diesel equivalent' maintenance tasks. Specialised maintenance will be carried out by Custom Bus Group, with opportunities for Metro maintenance staff to observe and learn about BEBs.

The BEBs will be charged by two ABB battery chargers installed at the Launceston Depot. The chargers are already on site (boxed up on pallets) and will be installed by Cromarty (under sub-contract to Custom) during September and October. This will also involve installing cabling from the new main switchboard to the chargers. You will see some activity during the installation, however it will be scheduled to minimise any disturbance to Metro's daily operations.

# Metro

## Zero Emissions Bus Trial

The layout of the chargers and the location of the BEBs while they are being charged is outlined in the diagram below.

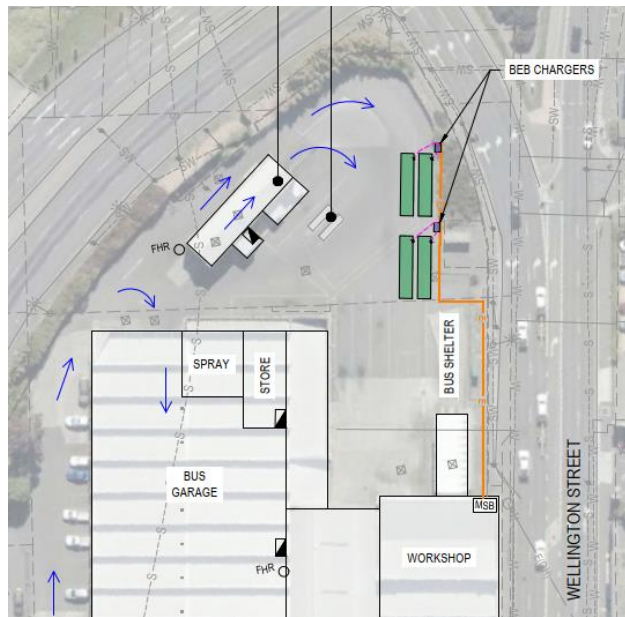


Figure 2 - BEB charging and parking layout Launceston Depot

After the BEBs have returned to the depot at the end of the day, they will be parked in their charging location, and then connected to the chargers by contractors. The BEBs will charge overnight and be disconnected from the chargers in the morning by Metro operations staff, ready for bus operators at the start of their shift.

Keep an eye out for regular updates over the next few months as we get closer to starting the BEB Trial and commencing Metro's journey toward a lower emission future.