



## POLICY DRIVE

Week commencing 28<sup>th</sup> May 2018

### T-Level consultation response:

The Department for Education (DfE) has finally published its long-anticipated consultation response on the implementation of the T-Level programmes.

The release comes after Damian Hinds MP the Education Secretary, refused a ministerial direction from his permanent secretary to delay the delivery of T-Levels. Now it seems though that Hinds MP has u-turned on his decision and partially agreed to the delay. The DfE has now confirmed that the roll-out of T-Levels is currently planned for 2023 a one year delay on the original schedule.

The DfE public consultation, which closed in February 2018, gained 430 responses from educational institutions, industry, representative bodies and local authorities, including the IMI.

A range of suggestions to improve the design of T-Level programmes were heard by the DfE, including, those centred on learner progression and employer compatibility, particularly in relation with work placements. Whilst not all of the IMI's recommendations have been adopted. It appears that there has been some compromise with changes made to the T-Level offer, notably:

- Additional English and Maths funding has now been allocated to the T-Level programme, for learners not achieved a Level 2.
- Interestingly the DfE has also agreed that an overall grade for T-Levels will be used to give employers clarity. The components within the T-Level programme will be graded for further detail.

- Furthermore, a UCAS Tariff points system is being considered to offer real “parity of esteem” with A-Levels.

However, crucial aspects of the T-Level programme such as the structure of the work placement component and the single-licence provider model appear to have remained untouched.

Instead, the T-Level work placements will continue as rebranded ‘industry placements’, with colleges and employers receiving targeted financial support to help facilitate 45-day work placements.

Moreover, [new analysis released this week](#) shows that just 8% per cent of employers currently offer work placements in line with T-Level requirements and one in six employers have a good understanding of T-Levels.

The procurement process for the first round of 2020-T-Levels in Digital, Childcare and Education and Construction is [now underway](#), and the Institute for Apprenticeships (IfA) has [launched a mini consultations](#) on the content for these pathways.

It's clear to see that T-Levels will need to attract greater engagement from employers, learners and parents to be capable of delivering the ‘[once-in-a-lifetime](#)’ opportunity to reform technical education that the Education Secretary hopes for.

Consultation response can be viewed: [Here](#)

Further analysis from [FE Week](#)



## Top News and Opinion:

### Institute for Apprenticeships publishes occupational maps response

To support the development of T-Level qualifications, the Institute for Apprenticeships (IfA) has published its response to the separate consultation on *Occupational Maps*, the framework of 15 routes to 'skilled employment' that T-Level qualifications will draw upon.

The IfA held its consultation which also closed in February 2018 and received 386 responses, with route panellists now having reviewed the recommendations put forward by respondents. The IMI was one of 37 professional bodies to respond to the consultation.

In its consultation response, the IMI deemed that automotive occupations were generally well reflected in the IfA's *Occupational Maps*. However, the IMI recommended that *Land-based Service Engineer* occupation would be more appropriately placed in Engineering and Manufacturing, though these occupations have not been moved.

There are some new occupations that have been added into the Engineering and Manufacturing Route, the list of which can be seen along with the updated Engineering and Manufacturing occupational map [here](#).

Full IfA response can be seen: [here](#)

### UK car market in "rude health": SMMT

According to SMMT chief executive Mike Hawes, the UK car market remains in "rude health"

Hawes points towards the decline in diesel car sales and a lack of consumer confidence as a result of Brexit.

Instead, the industry chief is calling for a "*world-class package of incentives*" to drive demand for zero-emissions vehicles, as well as world-class infrastructure.

Read More: [Here](#)

### Swedish Power Company moves into UK electric vehicles market

The UK's electric vehicle market has been given a major boost with the news that Swedish energy supplier Vattenfall are set to make an 'ambitious' move into the British electric vehicle charging market.

In June 2018, the Swedish energy group will launch its 'InCharge', "any-driver-can-use" infrastructure concept, allowing any electric vehicle to charge at a Vattenfall charging point on a pay-as-you-go-basis.

In making the announcement, head of Vattenfall e-mobility Tomas Bjornsson said that the combination of Vattenfall's investment plans and smart solutions for charging will bring a number of benefits, such as 'boosting' confidence in the UK EV Market, tackling range anxiety and supporting clean air zones.

Read More: [Here](#)



### **Pimlico Plumbers boss, Charlie Mullins, The levy is 'poisoning our economy':**

The government's apprenticeship levy is 'abusing apprenticeships' according to Charlie Mullins, founder of Pimlico Plumbers.

His claims come after the latest statistics from the Department for Education reveal a massive drop in apprenticeship starts, [a 40% per cent fall year-on-year for February](#).

The apprenticeship levy requires all companies with an annual wage bill above £3m to pay 0.5 per cent of their staff costs to a fund, of which costs for training new apprentices can be drawn from.

"They are calling any old thing an apprenticeship instead of teaching people proper, skilled jobs".

Since its introduction in April 2017, the government's apprenticeship levy continues to attract criticism for failing to live up to its aim of boosting apprenticeship starts. The Institute of Directors (IOD) and the British Chambers of Commerce (BCC) have been amongst many industry bodies to [call for reform to the apprenticeship levy](#).

**Read more:** [Here](#)

### **UK Car manufacturing rises by 5% in April**

UK Car production has seen a slight increase, with manufacturing rising by 5.2 per cent to 127,952 cars in April 2018.

However, over the course of the first four months of the year, UK car production remains down at 3.9 per cent with 568,378 cars having been produced.

**Read More:** [Here](#)

### **Brexit latest:**

- Time is 'running out' to secure a frictionless trade deal, warns big business (Read More: [Here](#))
- UK must 'come fully out' of EU's customs union: Boris Johnson (Read More: [Here](#))
- We're on the road to car-maggedon: John O'Neil, CEO of Unipart (Read More: [Here](#))
- MP Frank Field appointed to post-Brexit task force campaigning to protect automotive jobs (Read More: [Here](#))

### **Other news:**

- Tony Whitehorn, CEO and President of Hyundai interview (Read More: [Here](#))
- National Franchised Dealers Association raises awareness of the motor retailing sector (Read More: [Here](#))
- ESFA announce 72 apprenticeship frameworks with replacement standards to stay until 2020 (Read More: [Here](#))

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