



POLICY DRIVE

23rd July – 10th August 2018

Federation of Awarding Bodies drops T-Level legal challenge

The Federation of Awarding Bodies (FAB) has dropped its proposed judicial review against the government's implementation of T-Level programmes, after the Department for Education (DfE) offered to discuss concerns relating to the rollout of T-Levels with awarding organisations.

FAB had previously written to both the DfE and the Institute for Apprenticeships (IFA) outlining its intention to launch a legal challenge against the government's plans for T-Level implementation.

However, FAB has now dropped its legal action and will sit down with officials from the DfE in an attempt to support the development of T-Levels.

"The board does not believe that issuing a claim in the High Court at this time is the most optimal way of settling our concerns; instead we have decided to take up the Department for Education's offer to sit down with officials and, in due course, re-set the relationship between the government and awarding industry", said Paul Eeles, chair of FAB.

The IMI offered its support to FAB's T-Level legal challenge shortly after the body had outlined its intention to take legal action, with the IMI highlighting the potentially devastating effect that the T-Level single provider model could have on the future of technical education.

More recently, FAB's chief executive Tom Bewick visited the IMI at its Fanshaws premises on the 2nd August, in a positive meeting to discuss FAB and the IMI's perspective on the forthcoming T-Level programmes.

Read More: [Here](#)

German automotive technology developer calls for stricter EV training

[A paper](#) released by German automotive training technology developer Lucas-Nülle has received backing by the IMI for highlighting the urgent need to address the safety of technicians working on high-voltage vehicles.

The paper comments on a recent skills competition held in the United States named 'SkillsUSA' where competitors were tasked with shutting down a high voltage system and declaring it safe before reinstating the system, using Lucas-Nülle's CarTrain electric vehicle training systems as part of the assessment.

Lucas-Nülle voiced their concerns over the safety of technicians in the paper, after finding the majority of competitors had limited knowledge of what is required to work safely on electrically-propelled vehicles and despite having the correct safety equipment and instructions needed to complete the task.

As a result, Lucas-Nülle recommends that technicians should require a minimum level of training before working on high voltage vehicles, praising the work of the IMI in lobbying the UK government to introduce a mandatory Licence to Practise for UK technicians working on electric vehicles.

Steve Scofield, Head of Business Development at the IMI said: "The report strongly supports the IMI's campaign for regulation by revealing the knowledge gaps in current vehicle technicians. The IMI has introduced a comprehensive range of Electric Vehicle training and qualifications for its Members and Approved Centre network, so we applaud Lucas-Nülle for providing innovative and cost effective solutions to help bring about a much needed change."

Read More: [Here](#)



Insurance premiums on electric cars up to 60% higher than petrol equivalents

A recent study from consumer website *Honest John* finds that insurance on electric cars can be up to 60% higher than petrol powered equivalents, with the website calling for the *Insurance Premium Tax* on electric vehicles to be scrapped as a result of its findings.

Responding to the study, representatives from the insurance industry have recognised that a major underlying reason for expensive EV insurance is due to the expensive costs of repair associated with EV's, supporting the IMI's ambition for a properly trained workforce as a means of boosting the uptake of EV's and delivering for consumers.

Insurer AXA's technical director David Williams remarked "the battery, for instance, is a huge part of the cost of the vehicle, and it is not safe to repair them in the same way that you could a petrol engine".

"That said, costs are already reducing as volumes ramp up, and more repairers are able to deal with these vehicles, which increases competition and reduces costs overall".

A spokesperson for the Association of British Insurers' also stated that "while on the one hand electric vehicles tend to be smaller and less powerful, they also need specialist parts and skills to repair so may cost more to insure in some cases".

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

Roadside technicians and emergency services need EV training

The IMI is calling for training and accreditation to be extended to those dealing with electric vehicles at the roadside after a recent report revealed that a Tesla Model S burst into flames after it had been recovered by emergency services.

In an incident in the United States in May of this year, an electrically-powered Tesla car was travelling at 116mph before it crashed into a wall and burst into flames, killing two and injuring a third. Local fire and rescue services recovered the vehicle, however its lithium-ion battery reignited twice after the crash.

The crash recovery and the reigniting of the battery on two separate occasions underlines the need for specialist training for those who encounter electric vehicles in a dangerous state.

"As motoring technology advances, it is vital that any professional coming into contact with these vehicles has the best possible training", said Steve Nash, chief executive at the IMI.

Read More: [Here](#)

No UK car manufacturer ready for Brexit, industry warns

According to Mike Hawes, chief executive of the Society of Motor Manufacturers and Traders (SMMT), car firms are becoming "increasingly concerned about the prospects for the UK leaving the EU on World Trade Organisation (WTO) terms in the event of a no-deal Brexit."

The government is yet to secure an agreement on post-Brexit trading arrangements with the EU, increasing fears that the UK may be heading towards a 'no-deal' scenario.



According to the car industry, WTO rules would imply tariffs of up to 10 per cent for British car exporters wanting to trade with the European Union.

“No deal is just not an option. It would be seriously damaging to the industry not just in the UK but in Europe as well”, Hawes told reporters during an SMMT mid-year update on British car production.

Read More: [Here](#)

Bidding opens for Government’s Charging Infrastructure Investment Fund

The Government has opened bidding for its £400m charging infrastructure investment fund, helping to support businesses to build electric vehicle charging points across the country, increase jobs and make it easier for the general public to own an Ultra-Low Emission Vehicle (ULEV).

The launch follows the release of the government’s ‘Road to Zero’ strategy in July which outlined the government’s intention for at least half of new cars to be ultra-low emission by 2030 and all new cars and vans to be effectively zero emission by 2040. The IMI was cited in the landmark strategy as the leading industry body to assist the government in ensuring the UK’s workforce of technicians are properly trained and have the skills they need to repair electric vehicles in a safe manner.

Exchequer Secretary to the Treasury, Robert Jenrick, commented on the launch by saying “we want the UK to be a world leader when it comes to the number of electric cars on our roads, uptake is increasing and we want the opportunity to own an electric vehicle to be available to all”.

Read More: [Here](#)

Brexit latest

- Specialist car dealers hit by Brexit uncertainty (**Read More:** [Here](#))
- UK Car Industry calls on negotiators to ensure frictionless trade (**Read More:** [Here](#))

Other News

- Metropolitan Police Technicians complete IMI’s EV training (**Read More:** [Here](#))
- Department for Education considers CBI’s proposed ‘apprenticeship levy’ pooling (**Read More:** [Here](#))
- Tesla has proven it can sell cars. Fixing them? Not so much (**Read More:** [Here](#))
- UK Car Market up 1.2% in July (**Read More:** [Here](#))
- Mazda, Suzuki and Yamaha reportedly admitting cheating emissions tests (**Read More:** [Here](#))
- Employer apprenticeship system delayed by a year (**Read More:** [Here](#))
- Sector leaders unite against Ofqual’s T-Level resit proposal (**Read More:** [Here](#))

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