



Potential Shortage of 16,000 Qualified Technicians by 2032, Despite Certification of Over 14,800 Skilled Technicians in 2022

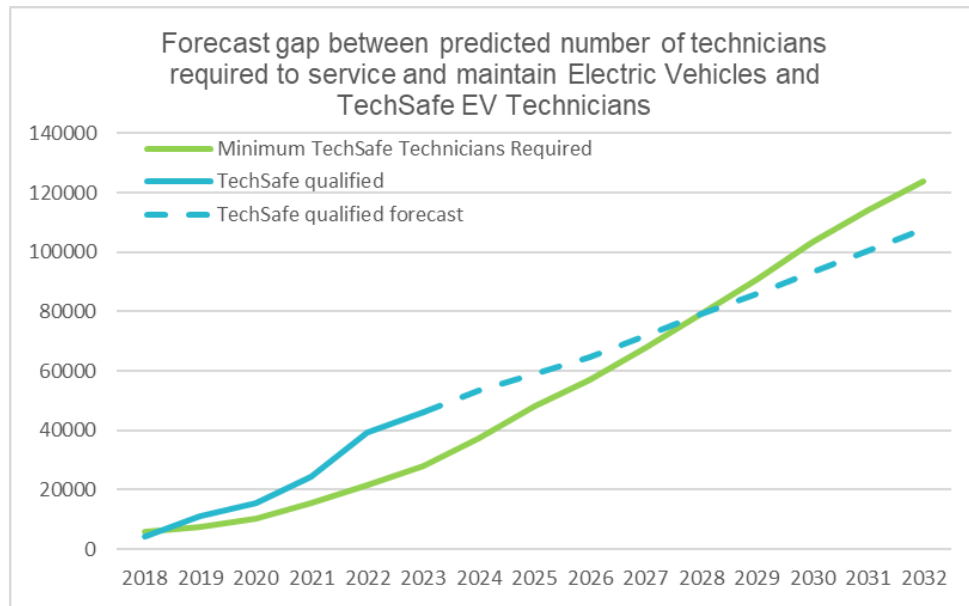
In 2022, over 14,800 skilled technicians were certified by education regulators Ofqual, SQA, CCEA, and Qualifications Wales, boosting the total number of qualified technicians able to safely work on electric vehicles to 39,000 - that's 16% of all technicians in the UK.

In other news, we previously reported that the cost-of-living crisis and doubts about the government's electrification ambitions had delayed Auto Trader's forecast¹ for electric vehicle sales to reach 50% by 2026. While this still holds true, the Society of Motor Manufacturers and Traders (SMMT) reports an 18% increase in new registrations of battery electric vehicles (BEVs) in the first two months of 2023 compared to the previous year.

The IMI and Garage Industry Trends have collaborated to conduct a comprehensive analysis in response to the Department for Transport's MOT Consultation, revealing some intriguing findings. Previous market expectations that electric vehicles would require less servicing time might not hold water, thereby exacerbating the workload pressure on a workforce already grappling with an ageing UK car parc. Contrary to popular belief, research shows that electric vehicles may not be less complicated to maintain than conventional gasoline or diesel vehicles. The tyre wear on electric vehicles is especially pronounced, with EVs having a failure rate of 11.43% for 2018 registered vehicles compared to 10.45% for petrol vehicles, according to Garage Industry Trends' 2021 MOT test data analysis, with tyres being the weak link. Hence, the notion that one technician can service more EVs than non-EVs is no longer valid, and garages and workshops should not presume they will require fewer technicians to service EVs. Furthermore, the UK's car parc is ageing at a rapid pace, which exacerbates the need for maintenance and adds to technicians' already considerable workload.

Taking these new insights into account, the IMI predicts that by 2030, we will need 103,000 TechSafe qualified technicians to work with electric vehicles, increasing to 124,000 by 2032. However, the adjusted forecast warns of a potential shortfall of 4,500 qualified technicians by 2029, increasing to 16,000 by 2032.

¹ Auto Trader – The Road to 2030 <https://www.autotraderroadto2030.co.uk/>



Size of EV qualified technician gap

2025	2026	2027	2028	2029	2030	2031	2032
0	0	0	0	4500	10000	13500	16000

There is a risk that a shortage of skilled technicians could compromise their safety and erode consumer confidence in the ability of garages to service, maintain, and repair electric vehicles. The realisation of the forecast depends on the sector's ability to maintain its current pace of workforce training and upskilling. Despite good take-up of qualifications in 2022, the current economic pressures raise concerns that training budgets could be the first to be cut. Furthermore, to maintain their TechSafe recognition and competence, technicians must undergo continuous professional development (CPD) to keep up with technological advancements. The need for CPD, coupled with employment turnover, implies that the pool of qualified technicians is not ever-growing but requires ongoing replenishment and sustained support from the sector.

Data sources:

- Technician forecasts: IMI calculation interpreting EMSIE SOC data (2022)
- Number of AFCs - Autotrader total car parc projections – new release December 2022
- Techsafe™ figures: All 4 nation qualification regulatory board published data (Ofqual, SQA, CCEA, Qualifications Wales) 2018 – 2022Q4.