



# ADAS TECHSAFE TECHNICIAN FORECASTS

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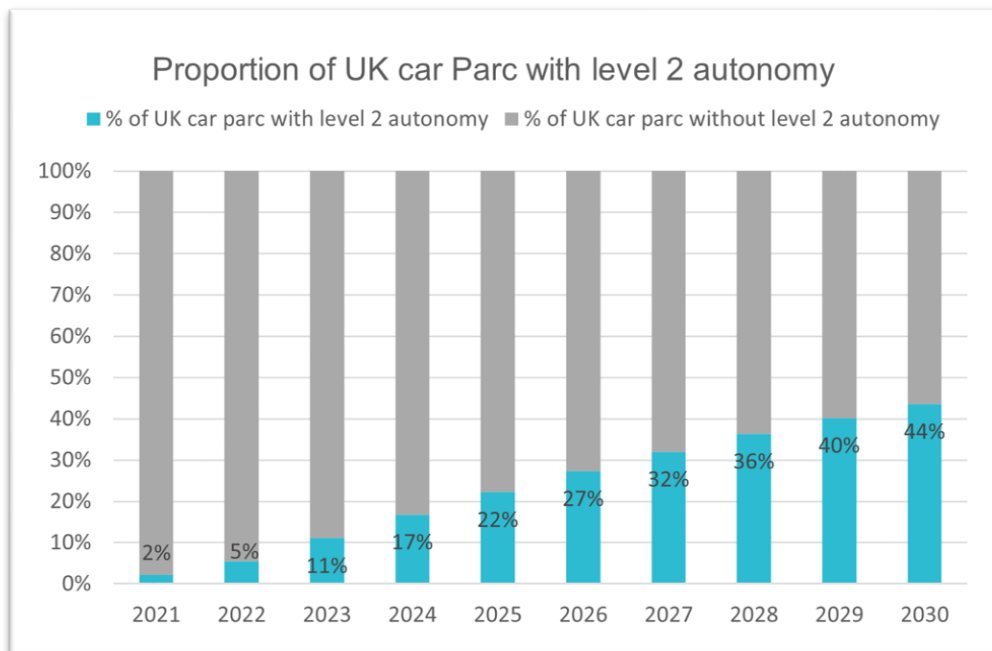


# Preserving Safety and Mobility

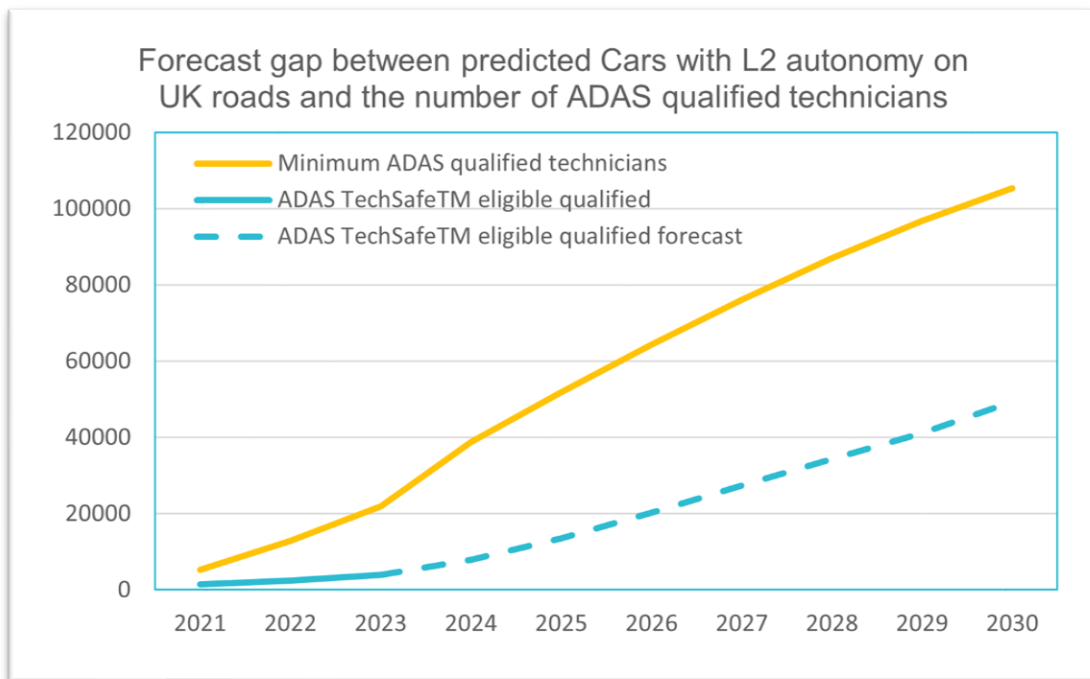
## Skilled Technicians: Pioneering the Age of Autonomous Vehicles

With electric vehicles dominating headlines, it is imperative that we stay focused on cultivating areas of expertise within our automotive sector. One area demanding our attention is Advanced Driver Assistance Systems (ADAS) technologies. The widespread integration of ADAS in new vehicles represents a crucial stride toward realising fully autonomous automobiles. These technologies, by enhancing road safety and mitigating accidents, stand as a linchpin in the future of mobility.

The Institute of the Motor Industry (IMI) estimates that by the end of 2023, about 11% of the United Kingdom's car parc will feature level 2 autonomy. This trajectory is poised for rapid ascent over the next decade, as European Union regulation mandates that all newly-produced vehicles from July 2022 onward incorporate several safety components, including Level 2 autonomy. The IMI forecasts that, by 2030, an estimated 44% of the UK car parc having level 2 autonomy. For a more detailed analysis, please consult the IMI report: [Meeting the Demand for Skilled Vehicle Technicians in the Age of ADAS](#)



However, a stark reality looms: there are roughly 3,500 ADAS-qualified technicians in the UK, exposing a significant skills gap when juxtaposed with the mounting number of level 2 autonomous vehicles. This void is around 18,000 technicians, and is projected to grow rapidly to 56,000 by 2030. To meet the demand of 44% of the UK car parc having level 2 autonomy by 2030, we estimate that the sector will need 105,000 technicians qualified to work with vehicles with ADAS by 2030.



Certain subsectors, particularly those within accident repair, bodywork, and glazing, have made considerable strides in ADAS qualification, primarily due to their greater exposure to this technology. We estimate that approximately 60% of presently ADAS-qualified individuals operate within these subsectors.

Several factors may account for the limited adoption of ADAS qualifications. Firstly, current economic pressures raise concerns that training budgets may face reductions first. Additionally, the sector grapples with high vacancy rates, forcing a substantial focus on recruitment; that diverts attention and resources away from training initiatives. Secondly, technicians are often redirected towards covering vacant positions, rather than supplementary training. Lastly, dealerships, training providers, and entities involved in accident repair, bodywork, and glazing saw the initial surge in training engagement—reflecting the early demand for ADAS-skilled technicians.

Independent sectors are slower to materialise this demand, where a significant portion of new vehicles use their three-year servicing agreements with dealerships. However, unlike Electric Vehicles, safety regulations mandate the presence of ADAS technology in vehicles is steadfast and unalterable. Societal demand for technical advancements means that a sustained demand for skilled technicians in this domain will persist.

The realm of autonomous vehicles hinges upon intricate systems, encompassing advanced electronics, sensors, and software. Without the basic expertise to diagnose and rectify issues within these autonomous systems, the assurance of vehicle safety and reliability is uncertain. Moreover, the growing integration of autonomous technology demands that technicians have an in-depth knowledge of how various systems interplay and work together. Therefore, professionals must continuously commit to their development in this dynamic field.

As motorists become more reliant on autonomous features, any breakdown or malfunction can lead to calamity. For instance, a momentary delay in detecting a failure in adaptive cruise control on a motorway could lead to a catastrophic, high-speed collision with the vehicle ahead. Similarly, lapses in Lane Keeping Assist or Lane Departure Warning could result in a driver inadvertently drifting into an adjacent lane, right in the path of a faster-moving vehicle. The stakes rise even higher with advanced features like Autosteer and Automated Lane Change.

## Conclusion:

It's clear that maintaining these high-tech vehicles isn't just about convenience—it's a matter of life and death. Moreover, it is imperative to acknowledge the profound economic repercussions of the prevailing skills gap. The deficiency in a qualified workforce translates into delays in vehicle repairs, thereby undermining the mobility and efficiency of the United Kingdom's automotive landscape.

In the confluence of safety, reliability, and economic vitality, the role of qualified technicians in the maintenance of autonomous vehicles stands as an indisputable cornerstone.

## Data sources:

- L2 Vehicle numbers: IMI calculations interpreting Vehicle licensing statistics data files (vehicles registered & vehicle registered for first time)
- Technician forecasts: IMI calculation interpreting EMSIE SOC data (2022)
- Autotrader total car parc projections – new release December 2022
- Techsafe figures: All 4-nation qualification regulatory board published data (Ofqual, SQA, CCEA, Qualifications Wales) 2021 – 2023Q2. 2023Q3 IMI data



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