

# REA EV Forum

## Presentation for member meeting

### 5<sup>th</sup> November 2019

**Daniel Brown, REA Policy Manager**  
**[dbrown@r-e-a.net](mailto:dbrown@r-e-a.net)**



# Agenda

## Policy & Market Update:

- Project Rapid update
- Interoperability of Public Charging Networks & Matt Western MP Letter
- OLEV Consultation response on smart charging
- OLEV Consultation response on chargers in new buildings
- Ofgem, CPOs, and Electricity Supply Licence
- Grid code modification SECMP0046
- Establishing a ID Registration Organisation in the UK

Towards an event on public charging interoperability in the UK

On the future REA & UK EVSE relationship – Robert Evans, CEO of CENEX

Developing the EV Consumer Code – Rebecca Robbins, Renewable Energy Assurance Limited

Discussion about REA EV Forum Business Plan for 2020



## Project Rapid

- Taskforce of a dozen civil servants, launched by PM Theresa May, investigating charging requirements along motorways
- Arup commissioned for transport modelling
- Expected to be completed end of October
- REA met with Civil Servants to discuss key issues
- Unclear what outcomes will be presently – could justify anticipatory grid investment

# Project Rapid



## Interoperability of Public Charging Networks & Matt Western MP Letter

October 2018 – members give REA key steer on championing public charging interoperability

February 2019 – REA launches research report and position paper on the topic

May 2019 – REA sends confidential letter to Government with 30 stakeholder signatures urging no intervention until industry gets organised

October 2019 – new Chair of APPG on EVs launches open letter to BP Chargemaster, Pod Point, Ecotricity urging interoperability 'or intervention'

Ongoing – members adopting roaming hub or P2P models

January 2020 – REA interoperability event for industry

March 2020 - ?



## OLEV Smart Charging Consultation – key REA positions

- REA for interoperability overall, but ambiguity in Government position and requests around locking in customers to an energy supplier vs. full interoperability between private charge point operators
- Private interoperability technically feasible but many issues to overcome – warrantee, OCPP, eSIM, etc. Time needed.
- REA overall thinks burden of regulation should sit with automotive manufacturers rather than CPOs
- REA against mandated comms through smart meters, but should be developed as an option for some companies
- REA in favour of data sharing



REA highlighted industry concern on:

- **Reduction in consumer choice for charging units.**  
This relates to a developer installing hundreds of the same types of charge points at the same time, which restricts the industry's ability to compete on brand and service directly with a consumer and instead skews the market towards (potentially discounted) bulk sale and relationships with property developers.
- **Potential for redundant infrastructure installed.**  
This relates to whether all the charging infrastructure is used when it is installed. Some drivers might not adopt an EV for several years, by which time the technology installed may be outdated or the **warranty** lapsed.
- **Potential grid-related issues for landowners.**  
Installing unused chargers may result in higher standing costs for developers. Not using the chargers for a particular period may result in the DNO taking away allocated capacity, only for it to be needed 4-5 years later.



# OLEV – Building Regulation Consult Wrap Up

After discussions, REA position:

- Whilst some reduction in choice may take place, it is of greater urgency to be developing infrastructure at an early stage.
- Whilst some consumers may not purchase an electric car for a number of years, customers who regularly see infrastructure are understood to be more likely to move to an electric vehicle (and therefore utilize said infrastructure).
- The REA also anticipates significant vehicle deployment by the time these regulations fully come into force, which will minimize this risk.
- For grid-related impacts, this is an issue for the DNOs to manage and cannot fully be the responsibility of the property sector and charging industry to manage. For those aware of smart charging, products exist that can deliver a load-balancing network of chargers which would limit the overall demand of that site below a threshold of electricity supply which would minimize extra grid upgrade costs



# OLEV – Building Regulation Consult Wrap Up

## Making sense of Ofgem guidance on whether CPOs need electricity supply licences

New Ofgem guidance released Q3

Public CPOs in the clear – no licence needed

Key question – what about landlords re-supplying electricity from a premises to an electric vehicle?

Full [BCLP blog here](#).

# Ofgem & Electricity Supply Licences for CPOs





## Other policy

- Grid code modification SECMP0046
  - Could be DNO's proposing a backdoor to EV load management
  - The **Refinement Consultation for SECMP0046** - "Allow DNOs to control Electric Vehicle chargers connected to Smart Meter infrastructure". The relevant documents can be downloaded here (under modification documents): <https://smartenergycodecompany.co.uk/modifications/allow-dnos-to-control-electric-vehicle-chargers-connected-to-smart-meter-infrastructure/>. The consultation is open until 15 November 2019.
- Law Commission launches second consultation as part of their three-year review into automated vehicles - 16 January 2020
- Still awaiting output of proposed increase to the 1.6m permitted development height limit for off-street charging infrastructure



## Other market developments

Ovo / Kaluza launch membership scheme and bundle

Mayor of London launches £25m polluting vehicle scrappage scheme

REA member Pivot Power acquired by EDF Energy Renewables

Good Energy launches One Point: electric vehicle charging for business

Rightcharge, the chargepoint price comparison website, launched



## Charging Infrastructure Investment Fund

Masdar announced as first participant in the fund, which will be managed by Zouk Capital.

Masdar invest £35m, to be matched by Government. Investment to fund up to 3,000 charge points.

Full Chancellor [speech here](#).



# Establishing an IDRO in the UK

Natasha Robinson  
Joint Head, Office for Low Emission Vehicles  
Great Minster House  
33 Horseferry Road  
London, SW1P 4DR

CC: Ross Jones, Office for Low Emission Vehicles  
CC: Daniel Brown, Policy Manager & EV Lead, REA

2<sup>nd</sup> September 2019

## **Re: Establishing an ID Registration Organisation in the UK to facilitate interoperability of public charging infrastructure**

Dear Natasha Robinson

Interoperability of public electric vehicle charging infrastructure is a major issue facing consumers, fleets, property owners, and automotive manufacturers. As we outlined in our report *The Interoperability of Public Charging Infrastructure in the UK*, and in a recent letter to you, the REA believes that industry-led progress on this issue is key to creating a mass market for electric vehicles and ensuring there is a competitive and innovative market for the development of public charging infrastructure (and associated services) in the future.

In the letter, signed by 30 organisations operating across a host of sectors relevant to electric vehicles, we outlined that delivering interoperability in the UK would likely require new organisations/structures. Specifically, we believe that it is time to establish an ID Registration Organisation (IDRO) in the UK.

The IDRO would contain a public list of registration codes for charge point operators wishing to collaborate and communicate with each other, largely using the Open Charge Point Interface (OCPI) roaming protocol. This is an open (non-proprietary) protocol which many of our members are actively involved in developing and is widely used in the global charging industry. The registration codes (ID's) are also usable for other roaming connections as they are meant to uniquely identify Operators and Service Providers.



## Interoperability event

### Event proposal – public charging interoperability forum

- January 2020
- Discussions with roaming hub and P2P solutions providers
- What would members want to see?



# REA & UK EVSE

## On the future REA & UK EVSE relationship

- Robert Evans, CEO of CENEX
  - Chair, UK Electric Vehicle Supply Equipment Association



## Towards an Electric Vehicle Consumer Code (EVCC)

Renewable Energy Assurance Ltd (REAL) administers a range of consumer codes and certification schemes in the renewable energy and circular economy sectors.

EVCC dovetails well with the existing code for installers of renewable energy systems, including solar PV and battery storage, the Renewable Energy Consumer Code (RECC)

300 existing RECC members are also on the OLEV approved list to install electric vehicle home chargepoints

Dovetails with the IET standard for electric vehicle home chargepoint installations, and with OLEV's requirements for authorised chargepoint installers

Voluntary & low cost

Covers pre-sale, consumer interaction, warrantee, REAL to provide arbitration

REA & REAL Consulting and seeking input on draft

OLEV supportive



# Mini business plan – EV sector group

Technologies included
EV charging – manufacturing, installation, operations, & financing
Electric vehicle deployment (insofar as more EVs strengthen the business case for EV charging)
Domestic solar and energy storage when co-located with chargers
C&I solar (rooftop, carports, and ground mount) and energy storage when co-located with chargers
Associated ‘smart’ technologies, eg aggregation and smart meters
Stakeholders
Government – OLEV, BEIS, MHCLG, DfT, Treasury, Defra, No10
Taskforces – TfL EV Infrastructure Taskforce and OLEV’s EV Energy Taskforce
Industry groups – ENA, SMMT, Energy UK, UK EVSE, RICS, House Builders Federation, National Franchise Dealers’ Association, Forecourt Federation, FTA, British Vehicle Rental and Leasing Association, BEAMA
Quangos - National Infrastructure Commission, Energy Systems Catapult, Innovate UK, Citizens Advice
Events management / media companies: Binswood Media, Solar Media, Media 10, Reed Exhibitions, Fully Charged LIVE
Regulators - Ofgem
NGOs – mainly Green Alliance, Climate Group (EV100), RAC Foundation, WWF, Enviro Defence Fund, Client Earth

Expected industry changes	
Consultations/discussions on: EV chargers in new lampposts, Building regulations review, (eg chargers in all new homes), Right to Plug, Permitted Development Right changes, roll out of Charging Infrastructure Investment Fund, mandating of ‘smart’ charging via AEV Act, other secondary legislation to be introduced via AEV Act that stems from EV Energy Taskforce. Implementation of Alternative Fuels and Infrastructure Directive, Significant Code Review (stemming from Ofgem’s Forward Looking and Access Charges CfE), changes to grant levels for home and workplace charging, funding and media coverage of EVs via Defra’s Air Quality Strategy, and implementation of the EU Energy Performance in Buildings Directive.	
Key priorities	
Consumer protection for home and workplace charging	
Infrastructure deployment – way leaves, grants, building regulations, permitted development rights, right to plug, ‘Milton Keynes Promise’, smart charging implementation, access to land, engaging local authorities	
Interoperability of payment systems – position paper, launch, and lobbying	
Ensuring that grid reforms facilitate EV charging deployment and encourage / reflect the benefits of co-location, including grid connection processes. Work on creation of local energy markets that help facilitate V2G, smart charging, other new revenues	
Deliverables	
Way leaves	Q2/3
Grid reform	FY
How smart charging relates to grid reform	Q2/3 & ongoing
Chargers in homes and wider consideration of building regs	Q1/2
Push forward discussion on interoperability	Q2 - ongoing
Build relationship with Gov and regulators	Ongoing
Continued membership growth, conferences, and new partnerships (eg Fully Charged LIVE, RICS, Binswood Media)	Ongoing
Parliamentary engagement on EV charging	Ongoing