Mini business plan – EV Forum 2020 - Proposed

Technologies included

- EV charging – manufacturing, installation, operations, & financing in 'public' and 'private' locations (domestic, workplace, retail / destination, on-street, hub)
- Electric vehicle deployment (insofar as more EVs strengthen the business case for EV charging)
- Onsite generation and energy storage when co-located with chargers
- Associated enabling technologies, e.g. aggregation, smart meters, software systems that facilitate payments, communications protocols
- Finance for charging infrastructure & associated technologies

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, etc.
- Quangos - National Infrastructure Commission, Energy Systems Catapult, Innovate UK, Citizens Advice
- Events management / media companies: a key focus on ITT Hub, Fully Charged LIVE, and MOVE 2020 in the UK
- Regulators – Ofgem, Office for Product Safety and Standards
- NGOs – mainly Green Alliance, Climate Group (EV100), RAC Foundation, WWF, Enviro Defence Fund, Client Earth

Key REA EV Forum 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
- Interoperability of payment / protocol systems – both public and private
- 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

Expected industry changes

- Implementation of the July 2019 consulted-upon proposals relating to Smart Charging and Building Regulations, likely through secondary legislation of the Automated & Electric Vehicles Act.
- Roll-out of Charging Infrastructure Investment Fund and clarification of future role of various grant schemes.
- Clarification of taxation issues for vehicles, including BiK
- Permitted development right changes and establishment of infrastructure deployment coordination bodies.
- Release of EV Energy Taskforce report.
- Increasing role of oil majors and automotive manufacturers in charging and onsite power generation.
- Implementation of further clean air zones (within and outside of London) and other initiatives outlined in the Air Quality Strategy.
- Continued mis-information around battery range, cycles, recycling, minerals, and charging-related issues.
- Further policy around vehicle and charge point deployment post-election and stemming from the Road to Zero Strategy
- Increased political and regulatory pressure to roll out interoperability for public & private charge points.
- Further commitments and progress on flexibility market development by regulator, government, and grid operators.

Deliverables

Confirm future relationship with UK EVSE	Q1
Way leaves paper & lobbying	Q1&2
Lobbying to encourage development of flexibility markets	Ongoing
Influencing government proposals around smart charging and 'smart interoperability' for private locations	Ongoing
Lobbying around charging infrastructure in new buildings	Q1/2
Continue to advance the discussion around interoperability	Q1-4
Expand relationship with Gov and regulators, and focus on relationships now with political aides and ministers	Ongoing
Continued membership growth, delivery of timely REA events inc. interoperability seminar and EV Experience conference, and build on external partnerships (eg w/ Fully Charged LIVE, RICS, BPA, ITT Hub)	Ongoing
Parliamentary engagement on EVs & charging	Ongoing
Establish National Charge Point Register	Q1/2
Launch & recruit for EV Consumer Code	Q1