REA EV Forum Member Meeting

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Policy Update

- **Project Rapid**

- **EV Energy Taskforce Final Report**

- **Regulating uptime for public EV chargers**

- **Spending Review & Transport Decarbonisation Plan**

- **US-UK Trade Deal –** what needs to be in there?

- **IET Wiring Regulations & earth rods**

  - Greater clarity and fewer earth rods will need to be installed

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- REA now have monthly meeting with OLEV

- EV Consumer Code

- Joint REA EV & Renewable Transport Fuels paper

REA Interoperability Seminar – packed!

Consultation on moving the new ICE ban to 2035

Government has confirmed intention to move the ban on the sale of new conventional petrol and diesel cars and vans to 2035 from 2040

- Informal consultation process now kicked off

- Hybrids to be included in the ban

- Government seeking policy to get to 2035

- Government listening closely to CCC and tailoring policy to their advice

Consultation on moving the new ICE ban to 2035

We are aware that stakeholders will have a diverse range of views on this subject and both Ministers and senior officials will be engaging closely to understand what those are. This will be done via bilateral meetings as well as roundtables and stakeholder events. We will be interested in views on:

- the phase out date
- the definition of what should be phased out
- barriers to achieving the ambitions set out in the consultation;
- the impact of these ambitions on different sectors of industry and society
- what measures are required by Government and others to achieve the earlier phase out date.

Discussion – Towards an REA paper on managing flexibility and smart charging in a market-led manner

At the request of OLEV

Price disparity

Government keen to understand industry views relating to:

- What should messaging be to the public if people with off-street parking charge at circa 4p/kWh on an Octopus Agile (or other) tariff, whist those without must charge in public from 15-35p/kw

- What about if one CPO has a deal / won a tender with a council and holds the majority of infrastructure in a region, reducing competition?

- How can Government address these discrepancies?

![REA – The Association for Renewable Energy & Clean Technology](logo)

Discussion – Towards an REA paper on managing flexibility and smart charging in a market-led manner

Coordinating the push back against proposals around managed EV charging

Domestic Flexibility, Interoperability & Smart Charging

- **Issue 1**: **How does the industry ensure that consumers are not inappropriately 'locked in'** to one energy supplier due to their installation of hardware (e.g. a smart EV charger locking a customer into one supplier)?

- **Issue 2**: **How does the industry ensure that consumers are able to switch the operator** of their smart EV charging unit (and other smart home energy appliances)? For example, how does the sector ensure that if a consumer switches their energy supplier that their EV charge point does not loose its ability to send and receive load control signals

- **Issue 3: How does industry ensure that the signals sent from energy suppliers and electricity networks, regarding energy prices and network constraints, are secure, coordinated, and able to be read by multiple technology providers?**

Expected Changes

- The creation of (and consultation on) standards for demand-response for smart energy devices from the British Standards Institute

- The mandating of 'smart charging' in private settings by Government introduced via secondary legislation from the Automated and Electric Vehicles Act

- A potential consultation on data-sharing between charge point operators, automotive manufacturers, and electricity networks

- The eventual mandating of a set of standards (by 2022 for implementation by 2025) on how domestic smart charging will work

Government Outcomes

- Protect the integrity of chargepoints through physical protections (For example, ensuring a tamper-protection boundary surrounding the smart chargepoint to deter access to key components)

- Protect operational interfaces of chargepoints and prevent use of non-operational interfaces

- Protect communications and messages sent from and received by chargepoints

- Protect firmware on chargepoints, and enable secure updates of firmware

- Protect electric charging, metering, payment charging and other functions of chargepoints (where applicable)

- Protect data held by chargepoints

- Ensure that messages sent to chargepoints are sent from a certified and trusted source

Summary of REA positions on this topic so far

- in **favour of market-led solutions** to smart charging and the emergence of a flexibility market behind the meter

- in favour **of co-location of EV infrastructure** with renewable power and storage infrastructure, and a joined-up view around transport, heat, and power decarbonisation

- **against proposals for private smart charging communications systems to be mandatorily routed through smart meters**

- in favour of the ability for consumers to be able to **switch their electricity supplier** regardless of their charging hardware by 2021

- broadly in favour of the ability for consumers to **change the operator** of their smart charge point (known as smart interoperability) by 2025

- in favour of **government funding for standards** development to enable industry to deliver some of these interoperability outcomes

- in favour of a **review of consumer protections and regulation**, and for a body that can provide alternative dispute resolution (ADR) services

Key questions that industry needs to answer to give confidence to Government

- What services do the UK domestic smart charging (and associated smart energy) wish to offer consumers by 2022, 2025, and 2030?

- This particularly relates to when do we expect to go from time-of-use price shifting to responding to DNO market signals relating to network constraints and offering wider services such as FFR and V2G

- How would mandating charge point communications through a smart meter impact innovation, current operations, and future IP?

- What would an alternative system look like that meets the Governments objectives and outcomes for the sector?

- To what extent are REA members using CENELEC / IEC standards?

Key questions that industry needs to answer to give confidence to Government P2

- How adaptable are open standards such as OCPP to UK requirements? What is the extent of OCPP usage in the UK private charge point market?

- How will smart charging / smart appliance operators be switched in the future (as Gov believes that smart meters and DCC can facilitate operator switching)

- Would a hybrid solution of smart charging and smart meters work, where smart meters are mandated just for the energy-related communications?

- How else would price and network constraint signals be sent to smart chargers / smart energy units?

- How do the current and possible future arrangements impact smart charging devices which are not charge points, such as smart cables and in-vehicle smart charging.

Proposed REA work plan on this topic

- **Q1** - Meet with BEIS and OLEV teams to discuss concerns

- **Q1** – Discuss Government concerns with members and identify positions of relevant trade associations in the space (e.g. EnergyUK)

- **Q1** – Identify key questions to be answered by industry to give Government confidence

- **Q1** - Divide questions and actions between REA and other trade associations

- **Q1/2** – Conduct internal research and collaborate with other trade associations to produce a joint industry paper or series of industry papers (internal or commissioned to a consultancy) to address key Government questions

- **Q2/3** – Launch results on investigations and set up a series of meetings with Government to discuss concerns

Election – REA representative to the BSI Smart Energy Committees

See paper briefing for details