

EV Forum – General Member Meeting Notes - 10th September 2020

Final for member review

With questions, contact Daniel Brown – dbrown@r-e-a.net

Introduction

Introductions to new members, welcome and housekeeping.

Outline of agenda – welcome to ongoing govt workstreams, 2030X Phase Out and Transport Decarbonisation Plans, BSI PAS 1878 presentation and discussion, Grid connections

203X Phase Out and Transport Decarbonisation Plan Consultations

Summary of consultation proposals and REA response

REA agreed position on 2030X - Phase out by 2032, allow Range Extended Electric Vehicles, increase biofuel blends to decarbonise existing car and van parc.

REA agreed position on Transport Decarbonisation Plan – Busses more likely to go electric with some renewable fuels and hydrogen, coaches and HGVs infrastructure a challenge but likely mix of technologies, multi-modal hubs likely required, aviation and marine likely to need renewable fuels.

Question – On whether our position is plug-in hybrid to be phased out at same time?
Yes

Comment - Government position is shifting rapidly towards a slightly later phase out for hybrids. Understand tricky position of REA in balancing needs of different forums and member interests, but unfortunate that we can't push harder. We shouldn't overplay the importance of the phase out date – the most important thing is that there's a proper plan on how to achieve the phase out date with policies to get us on the road to achieving the date.

Comment – There were lots of different opinions even within the EV group and different vested interests. Some EV companies quite like plug-in hybrids. My own company position is different from the REA and to be a consensus group finding this position is necessary

Comment – Did we advocate any milestone phasing out up to 2032? Or is it just a hard cut off point for 2032? No because it wasn't raised in the consultation, but this is still in play, we are considering this and will be taking a presentation on it later.

Comprehensive Spending Review

Introduction to the CSR and scope. Scoping of potential REA policy positions relating to the EVHS and WCS.

Comment – Risk of this being subverted and money is diverted into the rapids programme if its not being ringfenced. I would be in favour of maintaining the approach.

Comment – We know that 80% of charging happens at home anyway. And we know that home chargers are much cheaper than installing rapid. So it makes sense that the priority should be for home charging and not workplace. The paperwork for EVHS is very onerous which is something we need to address. The other issue is cashflow – so installers cannot be waiting for months to receive the grant money from OLEV, more installers could be brought on board if the money came earlier. On point 7, I thought this rule on WCS was due to state aid rules. What's the government's current position on that now we're leaving the EU?

REA – We are discussing this with Government at the moment. In terms of what we want to do with EVHS – is there anyone who would want to see this replaced or amended instead? Will take offline because commercially sensitive.

Onstreet Residential Chargepoint Scheme

Comment – Issue for local authorities is that it does not provide any money for OPEX. Existing apartment blocks are overlooked – because those individuals cannot claim the EVHS because they don't have a private parking space, but don't qualify for ORCS either. New regs coming for new builds, but nothing for existing.

REA – Yes, we are aware of this and so are OLEV. Happy to stress this to OLEV.

Comment – For apartment blocks it is tricky. Main issue is how they are designated – are they public or private?

Comment – Big knowledge gaps at local authorities is an issue. Lots of time spent getting staff up to speed. How can we improve knowledge sharing between the industry and local authorities – need to consider this.

REA – 3 parts here. Govt should be funding LAs to do this, and we need to be looking at a strategy for how to get a better skillset. We will also be doing a series of training courses over the next few weeks for industry.

Comment – Some local authorities see understanding the climate, air quality and decarbonisation as their responsibility. Others don't. If Government stipulated that EV infrastructure should be under their responsibility you would see more engagement.

Comment – SoS Grant Schapps announcement this week about the accelerator. Look at this methodology. An emphasis needed on upskilling LA teams. Accelerator programme a way to do that.

Comment – some authorities see EVs as just another fuel for a car. Not saying this is right, but this is their view.

REA – EV charging infrastructure took a long time to work out which section of the LA's responsibility to sit in.

Comment – I agree with the comment about the skillset in LAs. Many feel they should do something but don't have the confidence. Another perspective – need to consider the priorities of LAs. Their priorities with regards to transport and decarbonisation are to move people to cycling, walking and busses. Onstreet charging is not at top of the list, a barrier for us. We need to think about how we can move it up the list.

REA – good point.

Comment – Polis conference. Good authorities in other countries – policy for how many chargers they needed. Private or public. What we don't have in UK is defined policies that everyone can work within.

Rapid Charging Fund & REA Letter

Presentation and review of progress.

Comment – commercial sensitivity precludes too much. But there is lots of connection here to the industrial strategy and industrial clusters. If you look at the logistics centres and the ports – their interests in supporting end-to-end decarbonisation of the logistics supply chain. This is important for decarbonisation of supply chain logistics. Need to look at discussions with ports.

Forthcoming OLEV Consumer Offer/ Consumer Experience Consultation

Consultation on range of topics including roaming and standardising payments. REA actively engaging on these themes. EV roaming principles informing our progress to date. Review of roaming lead option and draft language. Our view is funding should be requested from Innovate UK.

Comment – I'm happy with where we've got to on this so far. Spent time doing it. Sensible position and we can take the lead to OLEV on this.

Note that a further roaming working group meeting was scheduled for the following week.

REA's BSI PAS 1878 Response

Standard to define what smart charging means, outlines protocols for smart charging in UK. This will be linked to legislation requiring all new private charge points in the UK need to be smart.

Comment – two main schools of thought. One, smart metering that argue they have the tech. The other part of industry thinks there are a range of ways of delivering this and would prefer not to be restricted to smart metering infrastructure.

REA position to resist any kind of mandate that smart charging communications be routed through smart meters is maintained.

Grid Connections and Wayleaves

Call for input.

VAT for public charging infrastructure

Call for input. REA pushing for 5%. We want to hear from you about issues on this.

Route '35

Ed Birkett – Policy Exchange. Presentation on Route '35.

Not on track to reach 2035. Californian approach of ZEV credits and trading of credits. Recommendation of 10 key design elements for ZEV mandate.

Comment – should be all not most.

ZEV mandate. EV charging. Some of money spent on plug-in grants could be better spent on EV charging infrastructure. Clean air zones important. Some existing policies including financial incentives should be removed once ZEV mandate is in place.

Comment – how would ZEV mandate apply to different types of vehicles, would there be different approaches?

Ed Birkett – Yes, possibly.

Conclusion

Roaming paper to be sent. Please complete the REA annual member survey.

Comment – welcome of Grant Schapps' announcement.