

Final Notes - REA EV Forum Member Meeting 26th November 2020

Meeting Date: Thursday, 26th November 2020 – 12:30pm to 2:30pm

Agenda - V1.4 Final can be found [here](#).

Location: meeting conducted via Microsoft Teams.

Pre-reading as circulated to delegates

- REA October 2020 EV Forum newsletter (link [here](#))
- The Prime Minister's 10-Point Green Industrial Revolution plan and the Department for Transport's 2030 phase-out announcement ([here](#))
- Motability's briefing for REA EV Forum members on accessibility of public charging infrastructure (link [here](#)).
- HM Treasury's Comprehensive Spending Review outputs (link [here](#))

Welcome and Introductions

- *List of companies in attendance (approx. 40), review of agenda*
- *Welcome to new and prospective members*

Presentation from Aaron Berry, Deputy Head at the Office for Zero Emission Vehicles

- OZEV introduces new name for OLEV, which is now the Office for Zero Emission Vehicles. This change was a part of the Prime Minister's Ten Point Plan.
- Discussion about the Government's support for phasing out the sale of new petrol and diesel cars and vans.
- OZEV notes that there is good deal of enthusiasm over a tangible goal. Note that. Government has now committed to 2.8 billion pounds to this agenda. A consultation will be launched next year to define exactly what will be phased out by 2030, but by 2035 only zero-tailpipe emission new cars and vans will be allowed.
- In terms of spending review, outlines large investments for infrastructure and extending existing grants. £950 mil of the £1.3bn set aside for charging infrastructure is for upgrading grid connections for rapid charging along the strategic road network.
- Note the EV charging funding is part of a multi-year settlement for OZEV, which many other departments do not have as part of this one-year spending review and reflects the Government's prioritisation of this sector.
- Remainder of the £1.3bn for charging infrastructure is to extend the home and workplace grant schemes and create a new pot of funding for local authorities. Some existing schemes may also be reformed in the future to target leasehold and shared properties, including flats.

Discussion on measures for the automotive sector more broadly. Green paper will be developed on regulation the fleet CO2 intensity of automotive manufacturers next year.

Open Q&A

Question: from 2030, will consumers be able to buy a 'mild hybrid' such as a Toyota Prius?

Reply: New cars and vans will need significant zero-emission capability from 2030, but this still needs to be defined.

Question: Are there any further details you can share on the design and structure of the £90m fund for local authorities to be developing charging infrastructure?

Reply: Details to be confirmed on this, OZEV want to take time to develop a good scheme. This money can be expected to be spent in subsequent years rather than next year (2021). In the meantime, the On-street Residential Chargepoint Scheme (ORCS) is in place. Part of the intention with the new funding is to overcome perceived short-comings of the current offer, including a lack of rapid charging hubs.

Question: How long will home, workplace, and local authority funding cover?

Reply: The home and workplace grants will certainly last another year (from Spring 2021), and probably cover further, but clear timelines are not being given in case of widespread and rapid uptake of the scheme.

Question: Is it too late to discuss community charging? Any scheme using existing community resources (space chargers people money, e.g. charge my street). Doesn't currently qualify for any grants.

Reply: Sounds interesting, not too late to incorporate into evolving thinking.

Question: What will happen with the workplace charging and home charging schemes?

Reply: OZEV now has funding to extend these and will be continuing both. For the EV Homecharge Scheme, OZEV are looking to expand eligibility to flats and shared accommodations with details to be ironed out in the new year.

Comment: industry needs to be planning beyond these grants although it is excellent to have them extended in the short term.

Comment from OZEV: Historically local authority funding has been via the Onstreet Residential Charging Scheme. This has quadrupled over last 18 months. The £90m new local authority fund will be focused on expanding this. They are not committing to how this new local authority funding is to be spent yet, they want to see where it is most needed. The 2030 announcement is a game changer. Investors have complained they have no visibility on demand and when EVs will be on the road. More market certainty changes economic balance.

Question: There is £950m allocated to upgrading grid connections along the strategic and A road networks, but does this include anything for town/city centres looking for to deploy rapid chargers?

AB: No not as part of this fund, but the £90m local authority fund may be relevant.

Aaron Berry from OZEV leaves.

Speaker from UK Export Finance was unable to join this session.

Q&A with REA and members on the spending review

Overview of what REA did throughout process. Pulled together a spending review submission and briefing with members, and a piece research relating to how we wanted charging schemes to look based on how support schemes are deployed in other countries. The REA has also been calling for more funding for, and a more active role for, local authorities and is pleased to see the new £90m fund for them. Additionally we called for extending the EVHS and WCS along with extending grants

to incorporated shared and leasehold accommodation, all of which was accommodated for in this spending review.

Question from REA: Any comments on scheme, anything missed, any disappointments?

Comment: Pleased on support for busses. Good to get more details on timings across the board. There are still concerns around home charging, we need to make sure its sensibly tailored.

REA: On the EV Homecharge Scheme, we are working with installers at the moment going line by line through the current EVHS V3.1 application form and with OZEV to work through redundancies and improve ease / reduce rejected applications.

Move on to Ian Goodwin presentation on PAS 1878 and 1879, one of the leads on the REA's working group looking at this area and a REA representative to the EV Energy Taskforce's WG3 looking at these.

Presentation: PAS1879 is partner standard to PAS1878 around demand side response. Both standards targeted at domestic and small commercial chargers. 1878 defines what is 'smart charging'. Issues so far are around

- Customer lock-in,
- Role of smart meters in managing smart charging
- Coordination of market signals both at the macro and in-home settings

Detailed discussion tomorrow which REA. Draft response being developed. REA also responded to the draft of PAS1878.

Ofgem EV strategy

REA: Ofgem and BEIS are both developing EV infrastructure strategies. We will host a working group meeting on the 10th December 2020 which will set out many of our key priority areas for REA to advance. Key issues identified so far include wayleaves, 99 year substation leases, Maximum Demand Assessments for home installations etc.

Will develop a specific working group on this.

Moving on to Rapid Charging Fund

REA: We have been in regular conversations with OLEV/OZEV on the administration of this Fund. Now there is a firm £950m for the Fund, which will upgrade grid connections at Motorway Service Areas and along the Strategic / A road networks. The £950m is a significant increase on the 'up to £500m' previously allocated.

This work is an extension of 'Project Rapid' which has been in play since Teresa May was the Prime Minister. The initiative is modelling where there is grid capacity, MSAs, traffic patterns, and where will we need chunky upgrades.

The Government is keen to emphasise that they will not installing/delivering chargepoints, just the enabling infrastructure.

Now the REA is working how do we administer this funding. In the Spring and Summer (2020), there was disagreement between Government departments on how to do a rollout of the funding. The REA worried that proposed schemes would be inefficient and wasteful. Our position is that Government should assign this funding to an arms-length body accountable to Government. Have them be the offtaker of this grid capacity. With so many stakeholders need it to be arms-length.

Government seem very open and keen on the REA's proposal now. They are currently asking how this should look – e.g. give it to highways England, or get a 'Big 4' consultancy to run it. REA are now inputting to reports on what it should look like, and developing a letter from combined stakeholders to go to Government.

See REA blog on the vision [here](#).

Comment: Our company has been monitoring this. Huge thanks to REA for supporting this and putting it together. Fund is now in a good place. There should now be 2 focus points, one is speed in getting this rolled out. Good for OZEV now focussing on creating the long-term capacity rather than focusing on small short term goals / wins.

Comment: Gov needs to look at this and think for how this will be rolled out. We likely don't want Highways England to run this as we want the development body to have deep energy and EV expertise.

REA: We seem to have good buy-in from members and we welcome the comments that we're on the right path.

Consumer Experience of EV Charging Consultation Update

REA: We have been engaged with OZEV over this year, and attended a roundtable with the Transport Minister on testing assumptions and ideas over the summer. Key issues in this consultation will be access, payments / roaming, maintenance, and open data. There will also be a call for evidence on issues like accessibility and safety.

Discussion on what actions the REA should take when the consultation is launched.

Much of the original proposals have been toned down.

Comment: Concerned that the consultation will be focussing too much on the business, rather than the focus on consumers.

REA: Government looking at contactless card payments as a minimum on new and existing DC rapid chargers and are open to what the requirements should be on QR codes and NFC payments.

Comment: We need to make sure that we're not just looking at today's technology, but that it is flexible and can open up to innovation in the future.

REA: Expecting updated guidance from Treasury on the application of VAT on electricity sold at public charge points.

Accessibility of charging infrastructure

REA: Moving on to accessibility of Charging Infrastructure. REA working with Motability. Building on Consumer Experience Consultation, there will be an accompanying Call for Evidence on issues such as accessibility. Industry needs to take this agenda seriously and engage. Motability has drafted a paper for our consideration and discussion in the new year

If we need requirements what do these look like? Not all charge points can be 'disability friendly', but we might be able to define what is more accessible to different categories of disability. REA to start working with Motability more in 2021.

REA: early position is that we wouldn't want additional requirements relating to accessibility/disability, but we could show what a charge point for this disability may look like, and then if this is present then able to note that on apps like ZapMaps so consumers can make their own decisions on where and how to charge.

Comment: Agree with this early position.

REA: Have to find a balance where we want infrastructure to be as friendly and accessible as possible, but need to consider speed and cost of deployment.

Comment: Yes, so long as there recognition if it's not a CPO responsibility but a manufacturing responsibility. CPO potential to control this is limited. As long as conversation is on hardware manufacturers.

Comment: From our perspective as a global manufacturer, we need to develop products at a global level that have to make sure match requirements in all countries. Have been having conversations in US and EU. There are already disability requirements on equipment out there, like on all in car parks. I.e. heights screen must be at. For CPOs, all you can do is feedback to the producers.

Comment: With Brexit, we need to make sure regulations align with other countries. If we don't align with other countries, major companies will likely withdraw from market.

Comment: Main concern for blind is trip hazards.

REA: One installer group said something similar. Anyone want to be goto for REA on this topic? Don't need to answer now but get in touch.

EV Energy Taskforce

REA: Taskforce put in a huge amount of work last year with 29 recommendations. REA now working to appoint REA member representatives to the four different EVET workstreams as part of EV Energy Taskforce 2.0.

Runs through the four working groups of EVET2.0.

REA: appointee details will be made available on the REA website.

REA: Smart charging regulations expected 2021, Building Regulations Consultation expected 2021.

REA: OZEV audited the EV Homecharge Scheme, unhappy with what it found. OZEV now has one full time staff member working on domestic charge point safety. REA meeting with OZEV, and has developed the EV Consumer Code. OZEV also now starting to scope out potential third-party product certification requirements.

Comment: It is in the interest of installers to meet these standards and regulations. Should never have been an issue.

Comment: Absolutely good messages from REA. Regulations shouldn't be more than for the rewiring of the house. However, there are parts of installations which are outside the normal scope of installers.

Discussion on safety processes and standards.

REA: Do members think there is any requirement for new regulation in this space, or just getting people trained and up to speed with existing schemes?

Comment: Regulations are already quite tight, definitely getting people upskilling and appropriate auditing.

REA: Any thoughts on products certification?

Comment: More an awareness of existing rules needed.

REA: We are nominating Thomas Newby of Phoenix Works to be the REA member lead on these issues (agreed with members).

Update on Lockdown 2.0 in England

REA: our priority in this lockdown was to ensure DNOs did not halt new grid connections and energisations. Ofgem pushed them to say they cannot do that this time. No sector specific guidance on charging sector around key workers.

REA: We have launched several new products: [EV Consumer Code](#), and [EV Roam](#). EVCC has two new affiliates, and 12 installer members. Approached National Franchise Dealers Association, see if happy to put REA into their training. Seeking new routes to markets for certification.

EV Roam was launched in Q3. The scheme delivers IDs to roaming via OCPI. Precedent in Benelux and eViolin helped us out.

[Charge Point Professional](#) series of courses. Training course for EV charging ecosystem. Good feedback for first round. Would love this to be a go to for the industry, for new market entrants or for new team members.

REA Strategy, Business Planning, and Steering Groups / Chair

REA: we are developing a cross-association strategy with interim and long-term industry targets and problem statements. Daniel Brown is leading on developing the Transport Pillar. This will cover Rail, Marine, and Aviation. This will be defining a lot of the REAs efforts and directing resources for the next year.

REA CEO: Thank all members for participating, particularly for EV charging infrastructure. Thanks to Clive Southwell for his leadership as interim chair of this group.

REA: Any more questions on REA business planning?

REA: Note that Tanya Sinclair of Chargepoint is returning to work following maternity leave later in November. Formal thank you to Clive Southwell of Enel X for his efforts and time leading this group on behalf of all members whilst she was away.

REA: Note that the REA will be looking to elect an 8 person Steering Group for this form in the new year, there is a selection process in place and we will be opening to nominations shortly.

2:25pm: meeting closes.