



The All-Party Parliamentary Group on
Electric Vehicles

***The Spending Review and Electric Vehicles – Growing
a New Sector***

APPG on Electric Vehicles event

8th October 2020

3:00pm – 4:00pm

AGENDA



The All-Party Parliamentary Group on
Electric Vehicles

- **Matt Western MP (Lab)**, Chair of the APPG on Electric Vehicles – opening remarks
- **Stephen Gifford, Chief Economist at Faraday Institution**, on expected demand for electric vehicles in the UK and the key role of policy in the transition.
- **Peter Stephens, Head of UK External & Government Affairs at Nissan GB and Chair of Electromobility UK (EMUK)**, on vehicle-related incentives requiring consideration in the spending review
- **Daniel Brown, Policy Manager at the REA** on key asks of Government from the EV charging infrastructure sector in the spending review
- **Neil Durno, Infrastructure Segment Manager at Hitachi ABB Power Grids**, on infrastructure required for the decarbonisation of heavier goods vehicles, coaches and buses, and maritime.

Followed by Q&A with delegates

Key points

- Meeting to be held under Chatham House rules
- Meeting has been kept primarily to Parliamentarians and staff
- Time for open Q&A from the floor has been allocated at the end



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Opening remarks from Matt Western MP (Lab), Chair of the APPG on Electric Vehicles



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Stephen Gifford, Chief Economist at Faraday Institution, on expected demand for electric vehicles in the UK and the key role of policy in the transition.



EV & Gigafactory Developments

All-Party Parliamentary Group on Electric Vehicles

Stephen Gifford, Chief Economist
October 2020

 THE FARADAY
INSTITUTION

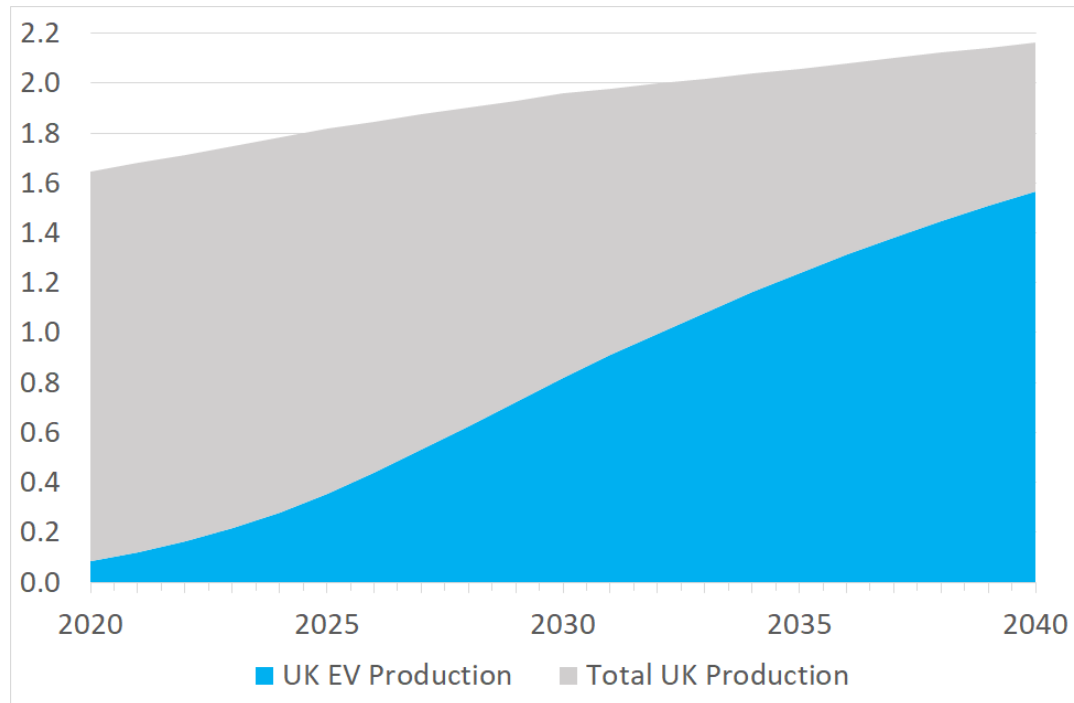
EV BATTERY DEMAND & SUPPLY IN THE UK



UK EV Demand

- Central scenario that the UK will be producing nearly 1.6 million EVs per year by 2040
- UK currently exports about 80% of domestically produced vehicles

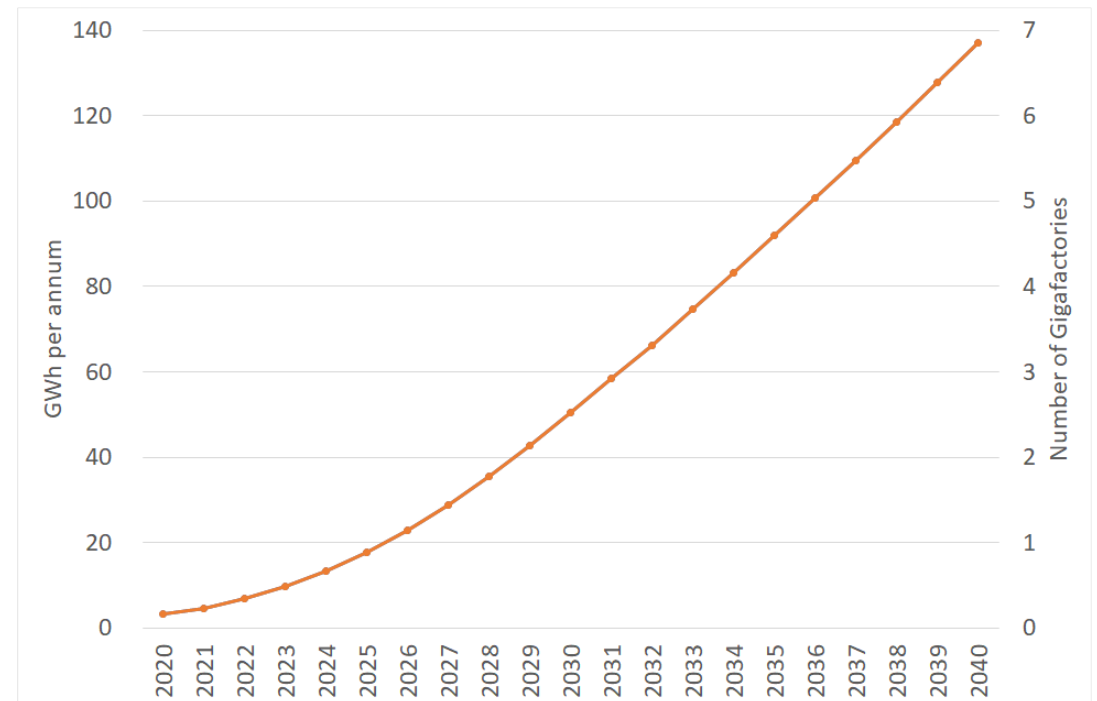
UK EV and Total Vehicle Production to 2040



UK EV Battery Supply

- UK manufacturing supply of 140 GWh pa by 2040
- Support 7 Gigafactories by 2040 (20 GWh each)

Battery manufacturing supply



UK AUTOMOTIVE INDUSTRY SUPPORTING 220,000 JOBS

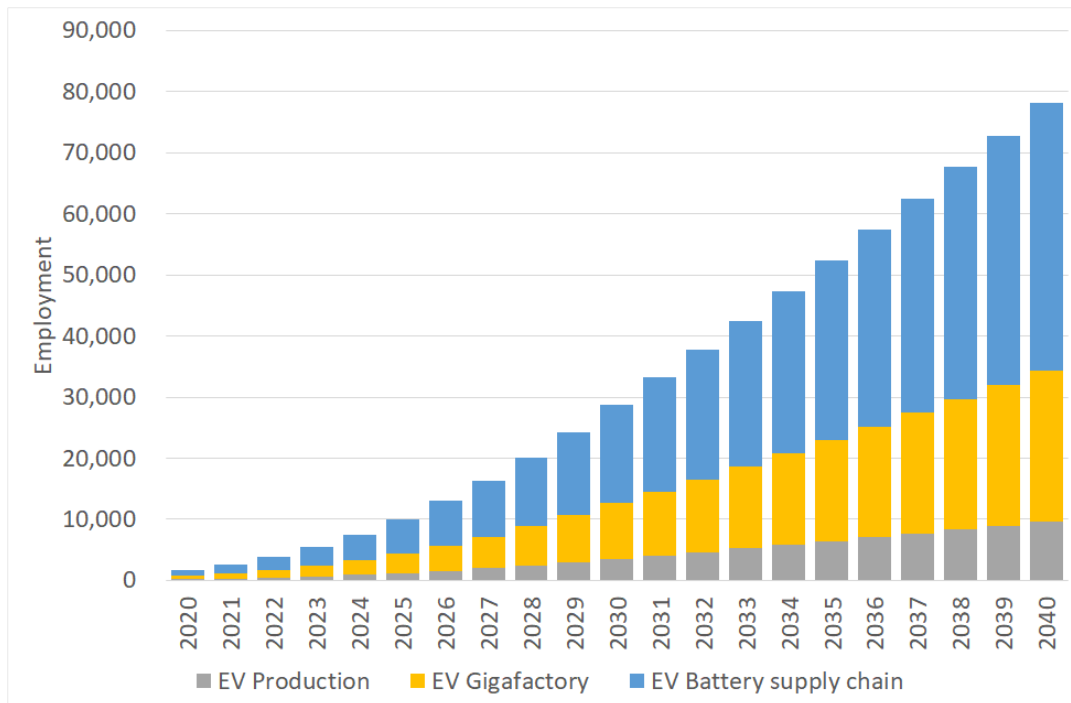


- 7 Gigafactories would mean around 78,000 new battery manufacturing jobs in the UK

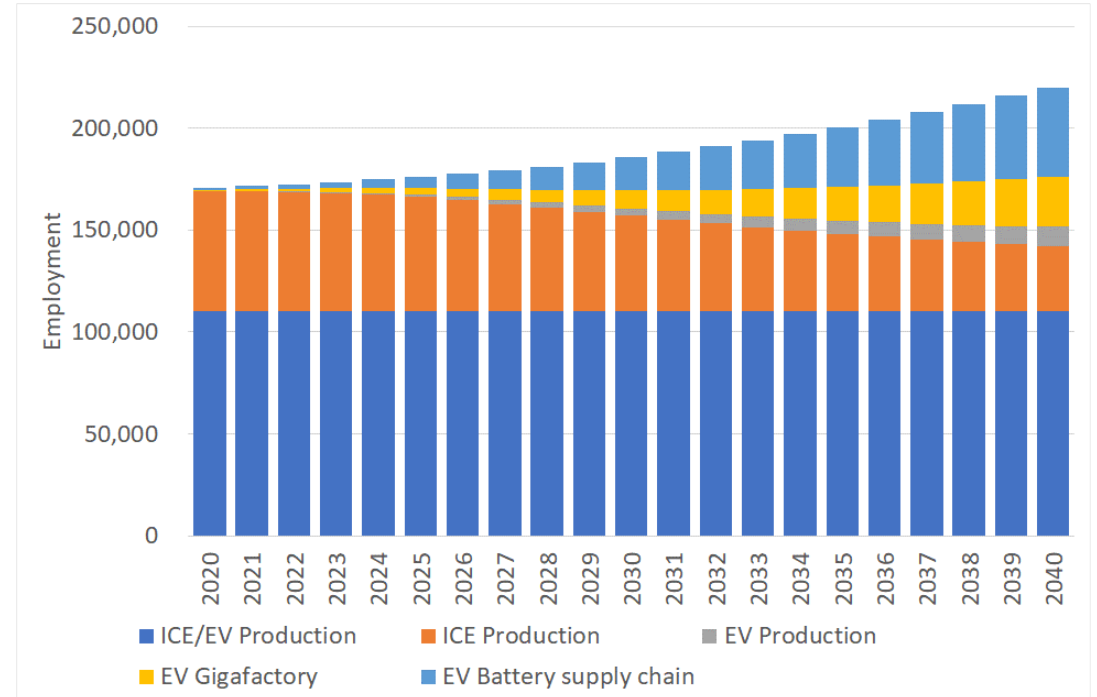
Total UK automotive industry of 220,000 jobs

- 78,000 new battery manufacturing jobs
- 32,000 jobs remaining in ICE vehicle production
- 110,000 jobs remaining in manufacturing serving both ICE and EV production

New jobs in battery manufacturing



Total UK automotive industry

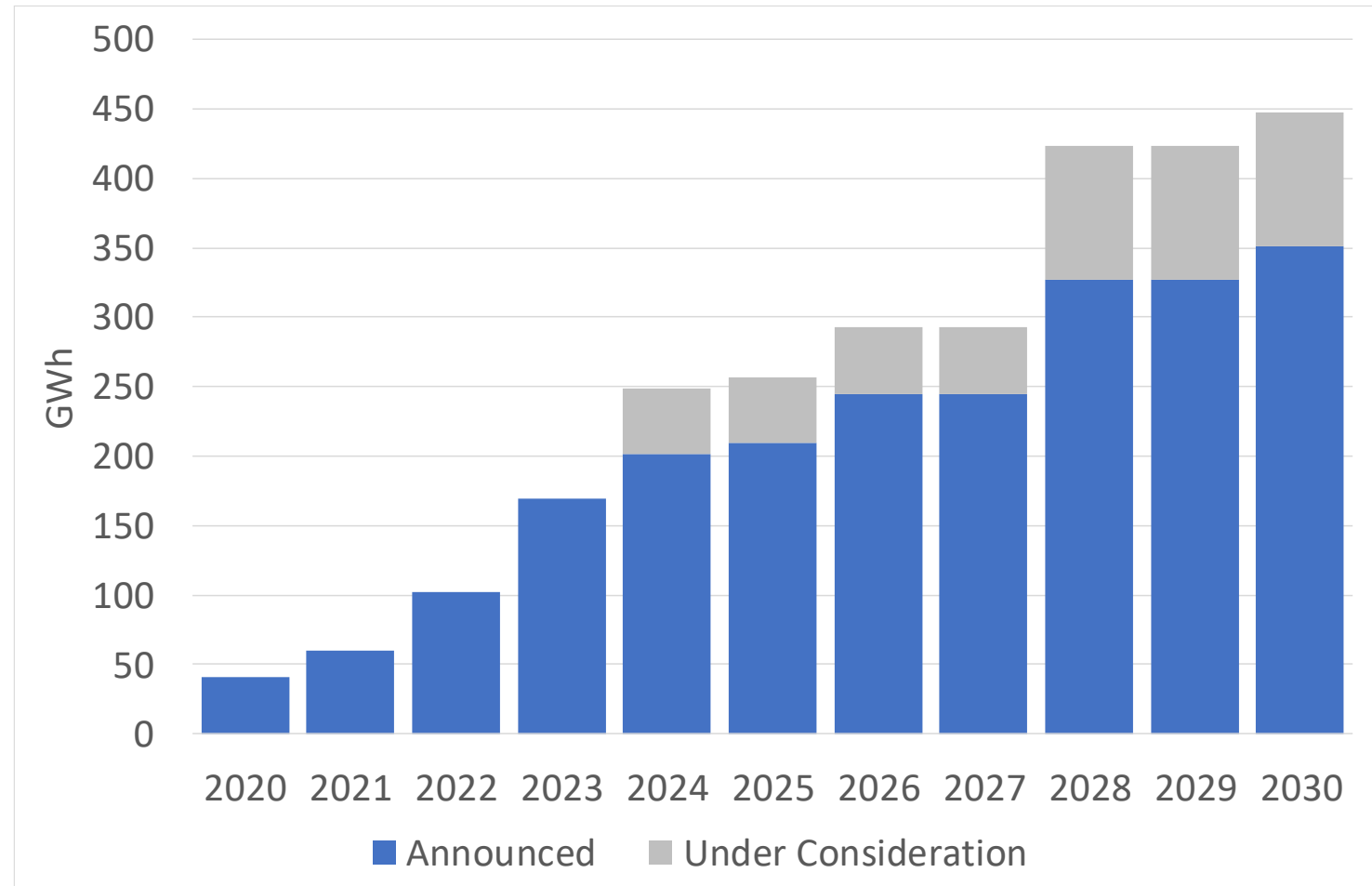




European lithium-ion battery capacity ramp-up to 2030

European Gigafactories

- British Volt, St Athan (South Wales) plans for a 35 GWh capacity plant
- CATL (Germany) plant with 60 GWh capacity by 2026
- LG Chem (Poland) with capacity of 70 GWh
- Northvolt (Sweden) with capacity of 32 GWh by 2024





- Major automotive market
- Strong existing export markets
- 4th highest battery demand in the world by 2025
- Productive, skilled, flexible labour
- Competitive energy & clean energy
- Supply chain strengths
- Financial incentives
- Ease of doing business



Peter Stephens, Head of UK External & Government Affairs at Nissan GB and Chair of Electromobility UK (EMUK), on vehicle-related incentives requiring consideration in the spending review



Daniel Brown, Policy Manager at the REA on key asks of Government from the EV charging infrastructure sector in the spending review

Grant Schemes Overview

EV Homecharge Scheme (EVHS)

- Critical support measure that requires reform but should be maintained
- £350 towards the cost of a chargepoint and installation

Workplace Charging Scheme (WCS)

- Also important incentive for employers
- £350 contribution towards costs

On-street Residential Chargepoint Scheme (ORCS)

- Up to 75% of the cost covered for a local authority to install a charge point to a driver without off-street parking

Vision for more engaged local authorities and tenders

- Nottingham has led on an EV charging tender which should be replicated and supported by central Government



Rapid Charging Fund

OLEV released vision for 6,000 rapid charge points (~150kW+) to be deployed at MSAs and across the SRN in England ('Project Rapid')

Spring Budget Government set aside a £500m 'Rapid Charging Fund' which will support electrical grid upgrades to facilitate this vision ('Rapid Charging Fund')

Key considerations:

- Assign the deployment of this Fund, and ownership of the subsequent assets, to an arms-length Authority.
- Ensure coverage at every site, existing and new
- Welcome the contribution of private capital and lease out capacity to developers





Neil Durno, Infrastructure Segment Manager at Hitachi ABB Power Grids, on infrastructure required for the decarbonisation of heavier goods vehicles, coaches and buses, and maritime.

Open Q&A: please comment in the chat box if you wish to ask a question