

SETTING THE STANDARD FOR ELECTRIC VEHICLE HOME CHARGEPOINTS

Welcome to the Summer newsletter

Welcome to the first edition of the EVCC newsletter. We are excited to say that, if you are reading this, you are amongst the first members to have signed up to EVCC. You are pioneers in saying you believe in and will adhere to high consumer protection standards for electric vehicle chargepoints in the home!! We are committed to giving you value for money and we want to offer EVCC members as many benefits as possible. You will find a full list of member benefits [here](#). Should you have any suggestions about the kinds of benefits you would like us to be offering then please let us know by contacting us at info@electric-vehicle.org.uk. Thank you, and have a good summer.

Virginia Graham, Chief Executive of Renewable Energy Assurance Ltd

Fifth of drivers say they'd buy an EV post-lockdown

An AA Populus survey of 18,129 drivers, conducted between 12-19 May 2020, showed that a fifth of drivers would buy an electric vehicle (EV) to maintain cleaner air post-lockdown; meanwhile, further grants are being mooted for EVs, and public sector investment in EV infrastructure continues at pace.



Dean Hedger, EV New Business Development Manager at the AA, comments: "Although zero emission cars and vans make up a relatively small proportion of vehicles on UK roads, pressure from policymakers and consumers is rising. People have enjoyed quieter streets and cleaner air in recent months, putting EV adoption firmly on the agenda. ... There may well be major changes to the way we travel post-lockdown, with a possible increase in smaller journeys leaving individuals and organisations considering whether electric vehicles may fit their needs."

The AA has gone on to say that most of its roadside mechanics are now trained to the equivalent of IMI (Institute of the Motor Industry) Level 2. It is also believed that Service, Maintenance and Repair (SMR) costs will be lower for EVs than their diesel and petrol equivalents, as arguably there is greater reliability and fewer engine parts which can go wrong. However, AA breakdown data analysis suggests many of the same components require maintenance and repair, whether the vehicle is petrol, diesel or electric. Issues related to tyres, brakes and the 12V battery are among the most prevalent for EVs, while new challenges include HV charging cables and HV batteries.

For more information please visit [here](#).

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Government plots 2,500 rapid EV chargers across England by 2030



Government has recently unveiled plans to have installed 2,500 high-powered, rapid electric car chargepoints across motorways and A-roads by 2030, rising to 6,000 by 2035.

This plan is to meet the growing demand ahead of the government's proposed ban on fossil fuel car sales.

The plan also includes installing at least six high powered, open-access rapid chargepoints at motorway service stations by 2023, with as many as 10 to 12 at some larger stations.

These 150-350kW-capable rapid chargers will be able to power up an EV three times faster than most chargepoints currently in place, delivering 120-145 miles of driving range for a typical battery powered car in just 15 minutes.

The Department for Transport also set out the details for its Rapid Charging Fund, part of a broader £500m EV charging commitment in the recent budget. In order to support the rollout, funding will be available to cover a portion of the costs at strategic sites across England's road network where upgrading connections to meet future demand for highpowered chargepoints is required. Further details on how the funding will be delivered are expected to be confirmed "in due course".

Many firms welcomed the announcement.

Dr Nina Skorupska, Chief Executive of the REA,

said the inclusion of specific targets for the EV charging network were an encouraging sign of commitment from the government.

"This is an important moment for the UK's electric vehicle sector, one which should give confidence to investors, fleets, and individual drivers alike. Rapid charging is a crucial part of the overall network that the industry is building, and complements the slower chargers currently being installed en-mass on-street, in businesses, and in homes across the country. Ensuring consumer choice in where, how, and with whom drivers charge is a key part of this major technology change."

BEIS announces Smart meter-enabled tariffs comparison project

Vital Energi has won the tender to lead a consortium to identify and test innovative solutions to compare smart tariffs, including time-of-use tariffs, export and electric vehicle tariffs.

The consortium will publish the reports and hold events to disseminate the findings after the project is complete.

The project will investigate how domestic energy users approach tariff comparisons and switching through consumer research. The consortium will engage across the sector to make sure their research reaches far and wide. The findings will go towards the development and testing of a smart tariff comparison prototype tool for all.

The tool will give consumers the information they need to switch to the best deals and integrate new low carbon technologies.

The project will further help to demonstrate:

- how tariffs can be compared in a smart energy system which offers consumers a greater range of products and services, including dynamic pricing;
- how to drive consumer engagement with smart tariffs and empower customers to make informed decisions; and
- how smart meter data can be integrated into comparison tools to improve the consumer experience and the accuracy of comparisons.

The project is led by BEIS's Energy Innovation programme and Smart Metering Implementation Programme. For further information contact: smartcomparisons@beis.gov.uk.



Taskforce puts consumers at the heart of future EV policy



The Electric Vehicle EV Energy Taskforce has published its report, as part of the 'Road to Zero' strategy announced by Government.

The strategy came in anticipation of growth in the use of electric and plug-in vehicles over the coming years.

The most important question used to test the proposals set out in the published report was always: "is this in the best interest of the EV driver?"

A positive experience must be provided to the EV driver. Barriers must be removed to encourage wider consumer uptake of EVs.

The 3 key priorities which emerged out of the report were:

- the urgency of developing standards and codes of practice to enable interoperability and the sharing of data within the Electric Vehicle sector and with the electricity system;
- the need for effective local and national planning and coordination to enable efficient investment, mediating the balance between future-proofing and asset stranding; and
- the criticality of smart charging; underpinned by a resilient network and clear market signals, to reduce the cost of supplying millions of EVs.

Theme Four in the report expands on 'Winning Consumers' Trust and Confidence,' and specifically highlights the need for appropriate support, advice and protection starting at the point of sale.

The Electric Vehicle Energy Taskforce also identified several significant issues that it was not able to address:

- there are challenges relating to the decarbonisation of commercial vehicles that need detailed exploration;
- there is a risk that some consumers may enjoy a

significantly better charging experience than others; off-street charging could be less costly and more convenient than public charging;

- operating and maintaining the network of chargepoints presents very different challenges to the existing network of petrol stations; personal safety is amongst these; and
- getting the right balance between competition and regulation so that EV drivers can be confident of a good charging experience wherever they are.

The report's proposals only offer a starting point. The Government has been strongly recommended to maintain the momentum. However, success will need collaboration and compromise from all stakeholders, both in the energy and the automotive sectors. Government have set up a joint industry forum to see through implementation of the proposals.

For more information and to read the full report visit [here](#).



Tesla applies for energy license

Tesla Motors Limited has in April applied to Ofgem for an electricity generation license under section 6(1)(a) of the Electricity Act 1989.

It has not yet been made clear why the company has applied for the license.

Tesla is known for its innovative electric vehicles, but also for its solar and battery storage solutions.



Insurance - Helping you comply



At EVCC, we want to help our members comply. In this edition we go into a bit more detail about the business insurance requirement of the Code.

When it comes to business insurance, there are numerous types of cover available. When you offer a specialist service to clients, you want to do so with the peace of mind that you are protected should anything go wrong.

Business insurance is designed to help protect you against the risks that you face as a business, so it is important that you understand your obligations and are confident you have the cover you need.

Section 3.3 of the Code states:

“Code Members must hold:

- Public liability insurance (PLI) for a minimum of £2m, and
- Professional Indemnity Insurance (PII) for a minimum of £250,000.

This cover must reflect the Code Member’s business model and must be adequate to cover all potential liabilities to Consumers or third-party damage which may be caused by any of their activities in supplying Chargepoints to Consumers.

Code Members must make easily accessible to Consumers clear and accurate information about the insurance cover they have in place including the extent of the cover, the contact details of the provider and any limits to its territorial coverage.”

Public Liability Insurance

When you work at a customer’s property or on premises attended by members of the public, public liability insurance is an essential type of cover. If a member of the public were to suffer an injury or damage is caused to their property, they could submit a claim for compensation. In this situation, public liability insurance will provide protection.

With this cover you could be protected from:

- claims of compensation from members of the public, including claims of injury;
- legal expenses associated with a compensation claim; and
- the cost of damage caused to a client’s property.

Public liability insurance provides assurance to your customers that you take the necessary steps to protect them and their property in the event that something goes wrong.

Professional Indemnity Insurance

A key element of a business insurance policy is professional indemnity insurance. This provides protection for you in the event that you make an error at work, or provide inaccurate advice to a customer, which results in a claim for compensation. Without adequate insurance in place, you could be liable to cover potentially costly claims yourself.

Marsh Commercial

EVCC Members can access public liability insurance, professional indemnity insurance and more through [Marsh Commercial](#).¹ Marsh Commercial have an abundance of experience in the Contractor sector and can give you access to specialists who understand the electric vehicles sector. Their dedicated team are available to offer support and guidance to EVCC Members regarding their insurance requirements.

If you would like more information about business insurance or would like to get a quote, get in touch with Marsh Commercial by calling 01905 892367 (press option 2) or send an email to Ben.Alford@marshcommercial.co.uk

¹ EVCC does not recommend Marsh Commercial, nor does it derive any financial benefit from them. Other brokers are available.

