



**MINUTES OF THE CHARGEUK POLICY AND COMMUNICATIONS WORKING GROUP
MEETING**

22 May 2023, 13:00-14:00

ACTIONS

ACTION	DETAILS	OWNER
1	ZEV Mandate to be sent with formal request for a meeting with minister.	Connect
2	RTFO document to be circulated.	Natasha
3	A call will be organised to help convene what we wish to do moving forward regarding accessibility	Connect
4	Preparation for lines to be used by members when discussing ZEV mandate with ministers and MPs.	Connect , Vicky, Natasha
5	Meeting to be organised with OZEV surrounding consumer regulations.	Jarrold and Vicky
6	Communications plan to be produced at next meeting.	Connect
7	Scoping work on research	Connect/ members to inform if they wish to be part of process
8	Engage with FairCharge to understand how we can put issues regarding VAT into letter	Connect
9	Update on meeting on meeting regarding workplan AutoTrade, Zemo and Which? have done on definitions	lan

ITEM ONE

Welcome and Introductions

- VICKY READ (VR), Working Group Chair**, opened the meeting and noted that the purpose of meeting is to come together for an update and to check in. It was noted that member involvement is encouraged on specific issues in the meetings that take place in between the WG meetings.

ITEM TWO

Policy Update, Working Groups and Next Steps

a) ZEV Mandate

- It was noted that the ZEV mandate is important for our industry but lacking in ambition and clarity in the recent draft that we have seen.

5. **NATASHA MAHMOUDIAN** noted that the position development process is working really well and that the first draft of the paper has gone out for member review. It was noted that the key items to be concerned about are:
 - i) The headline trajectory is misleading – the first few years are the crunch point regarding vehicle numbers, but the ZEV mandate won't be what it says on the tin until 2027.
 - ii) There is a strong lobbying from OEMs to further weaken the mandate. ChargeUK has taken a strong position to counter this lobbying. It was noted that many of other associations have taken similar positions to strengthen the CO2 emissions and ZEV mandate.
6. **DAN SIMPSON** requested that all comments on the ZEV mandate to be provided.
7. **DAN SIMPSON** noted that we have flagged to the Minister and their advisory team that we wish to request a meeting. A formal request for a meeting will be sent when the document is sent.
8. **NATASHA MAHMOUDIAN** suggested preparation of some lines for members to use when answering questions on this issue. A bullet point list will be created for members to use when speaking to MPs/ministers and external PR.

b) RCF

9. **DAN SIMPSON** noted that there was a variety of views on this matter. It was noted that OZEV referred their pilot scheme to the CMA without our input and we have, as a result, consulted on the CMA market subsidy consultation and have expressed our concern about our lack of engagement with the CPOs. Dan noted he has had a 1-1 with OZEV and expressed this discontent.
10. It was noted that we need to inform this policy going forward. The pilot scheme is more for de-risking but there is room for influence with the scheme design itself. A further consultation will be held. Dan also noted a gap in OZEV's perception of how much engagement is actually happening.

c) Barriers

11. **IAN JOHNSTON** outlined the four baskets of barriers we have identified: a DNOs, Local authorities; OZEV; Highways. We were informed OZEV is forming a task force to tackle barriers; ChargeUK representatives would meet with OZEV immediately following the working group meeting to discuss.
12. **RICHARD SOBART** noted that each local authority forms their own procurement process and a bespoke contract for the way they respond to tenders. This adds a huge amount of overhead.
13. **NATASHA MAHMOUDIAN** questioned whether there is an opportunity for us to flag RTFO. We can easily call it a barrier by looking at the UK vs Europe where resources are being fought over and there is a clear competitiveness barrier. As RTFO gets dismissed as a standalone item, there is an opportunity for RTFO to be put down as a commercial barrier to ensure it does not get ignored.

14. **TOM HURST** questioned whether we are we going to take the lead in providing any solutions.
15. **DAN SIMPSON** noted in response that the upcoming meeting with OZEV is a kick-off meeting regarding barriers. It was noted that there are three buckets of potential solutions that the government could action: call in DNOs, change regulation and change legislation. To note, there will not be a grid slot for any issues before the election, but we can use it as a potential point for manifesto engagement.
16. **VICKY READ** noted that the more we can shape solutions that work for us, the better we will do.

d) Consumer (includes consumer experience and accessibility)

17. **JARROD BIRCH** noted the three most urgent and important issues over the coming years. These were: **consumer regulation** (the definition of private and public; the potential amendments to regulation; the issues regarding the enforcement of legal text; placing policy into text and then into guidance); **amendment to consumer regulation around contactless for chargers under 8kW** (it is a long-standing commitment of OZEV to go below 8kW) and **future issues** (this surrounds accessibility, weather-proofing, signage, personal safety and all will be the next set of issues that they will look to regulate).
18. **Accessibility was noted as the most pressing issue. A call will be organised to help convene what ChargeUK wish to do moving forward.**
19. **SIMON PICKETT** agreed with the points regarding the future issues but noted the risk for projects. Accessibility will need to be something that is sorted as not dealing with things promptly has had implications in areas like design.
20. **NATASHA MAHMOUDIAN** noted that accessibility does not exist in isolation. The US and the EU have a different set of standards to the UK and if companies were to operate in more than one market, it will be difficult to design a product that meets all standards.
21. **VICKY READ** noted that the next steps were to:
 - I) Organise a meeting surrounding consumer regulation/technical guidance – there is an urgent need for a meeting with the OZEV. (JB and VR to sort out this meeting.)
 - II) Accessibility – there needs to be an internal session to exchange views to understand the range of opinions. Noted that we have been approached about what Motability are doing to create an accreditation system.
22. **SIMON PICKETT** noted that there needs to be consideration of the fleet sector and access to consumer vehicles.

e) VAT

23. **VICKY READ** opened discussion by asking how ChargeUK can progress this.
24. **NICK DE MESTRE** noted that EY are suggesting we apply for VAT reimbursement as a precursor to HMT activity. There will be further discussions next week with EY and Deloitte – for those interested to join, please let Nick now. Nick to circulate a written note and will decide next steps following this.

25. **IAN JOHNSTON** noted that FairCharge had met HM Treasury to discuss reducing public charging from 20% to 5. Ian reported that Fair Charge was considering sending a letter, which ChargeUK may want to be party to or at least be aware of, in which CPOs pledge to pass on savings to the consumers. Members are encouraged to share their views regarding VAT with Connect. Connect will engage with FairCharge to understand how we can input into a letter.
26. **NATASHA MAHMOUDIAN** questioned whether we were still bundling up RTFO and VAT to reduce cost of charging campaign. Ian clarified that these would still be bundled, but that the FairCharge letter should be explored if it is happening.
27. **NATASHA MAHMOUDIAN** noted that while EY and Deloitte's work is interesting, this is a policy not a definitions question.

f) RTFO

28. **NATASHA MAHMOUDIAN** to send note explaining RTFO to enable members to understand the issue.
29. **NATASHA MAHMOUDIAN** noted interest for Oxford Economics to do a quantitative study. It was noted that there hasn't been any traction within Government on this issue due to a lack of data and we need to make the issue more compelling. Although this is expensive, around £100-150k, there needs to be an opportunity to get this into discussion and we need to be able to substantiate the claim.
30. **SIMON PICKETT** noted that some businesses may have data that can be shared.
31. **NATASHA MAHMOUDIAN** noted that it will be something we have to pay for and wishes to talk to a few other providers.
32. **VICKY READ** noted that the ChargeUK budget is not yet big enough to support research at that level of cost, but once we have circulated the note, we will revisit to look at how we can develop and support this topic.

ITEM THREE

Forward Events/Activity

a) OZEV monthly meeting

33. **DAN SIMPSON** noted that we have diarised a regular monthly meeting with OZEV as an overall relationship managing piece, with the next meeting on Wednesday. These monthly meetings are designed to be a 'backstop' to round up any issues that don't get covered in other meetings on specific issues. Firstly, we will issue a piece around the RCF and will ask when we will see the consumer regulations. We will also bolster a request for a meeting with the minister regarding ZEV consultation.

b) July event and ministerial engagement

34. **DAN SIMPSON** noted that planning for the formal Westminster launch on 10 July is moving forward. This will be for existing/potential members and key stakeholders. We are currently waiting for ministerial confirmation for the event.
35. **DAN SIMPSON** noted that following the roundtable with Minister Jesse Norman MP on consumer experience regulations, ChargeUK received a letter from the Minister, asking the industry to explain what more it could do to accelerate deployment. ChargeUK would respond referencing ZEV mandate and barriers.

c) Manifesto Influencing

36. **DAN SIMPSON** noted that we're not aiming to get more legislation in this Parliament and that we are now looking to influence upcoming party manifestos. There has been discussions with the relevant opposition departments on how we can align the process. It was noted that Labour understands the grid issue but don't want to talk about it as such. It was also noted that the Shadow Cabinet Members were told to buy EVs, with some happy to do so whilst others were not.

ITEM FOUR **Research**

37. **VICKY READ** noted that there was a good opening statement on £6bn and doubling network figures for the launch, but these needs further developing to support our ongoing works. Vicky noted that by autumn, we need to produce our own report or statistics to tell more of the story. The SMMT are constantly informing media with numbers all the time, and it is important that we have our own figures. Scoping work will begin on some research, members were invited to inform Connect if they wish to be part of this process.

ITEM FIVE **Communications**

38. **VICKY READ** noted that there was great outreach and coverage on the launch and that Connect are doing reactive commenting and looking at more opportunities. At the next meeting, a formal comms plan will be produced, and any ideas or requests are invited regarding proactive and reactive media lines, general education and addressing misinformation.

ITEM SIX **AOB**

39. **IAN JOHNSTON** noted that AutoTrader, ZEMO and Which? have been doing some work on definitions and Ian will attend a meeting today, 22 May, at 3pm on behalf of ChargeUK.

ANNEX A ACTIONS

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Attendees:

Andreas Atkins, Ionity
 Jarrod Birch, Shell Recharge Solutions
 Nick De Mestre, Raw Charging
 Martina Hunt, Gridserve
 Tom Hurst, Fastned
 Ian Johnston, Osprey
 Simon Kendrew, Genie Point
 Natasha Mahmoudian, Tesla
 Jaynesh Patel, Chargepoint
 Simon Pickett, SSE
 Vicky Read, Connected Kerb (Working Group Chair)
 Richard Stobart, Char.gy
 Tom Davies, PoGo
 Jodie Brown, Shell Recharge Solutions

Secretariat for ChargeUK, Connect:

Dan Simpson
 Claudia Toma
 Olivia Ryan
 Krisha Indrakumar