



MINUTES OF THE 'CHARGEUK RTFO WORKING GROUP MEETING
4 August 2023, 13:00-14:00

ACTIONS

ACTION	DETAILS	OWNER
1	One pager for wider membership	Connect
2	Public pricing in Germany and Netherlands	Tesla, Chargepoint, Fastned

RTFO Overview and ChargeUK's course of action

1. VICKY READ opened the meeting, explaining that RTFO is one of the priority areas and that ChargeUK is looking to develop a position.
2. NATASHA MAHMOUDIAN began by providing an overview of RTFO and the pushback. The Renewable Transport Fuel Obligation began in 2008 with only 248 EVs on the road. Germany, Netherlands, France and the EU are now updating RTFO to include electricity. This means the CPO generates a certificate for charging which can be traded and purchased by obligated suppliers (fuel suppliers). This means they are obligated party and have a way of meeting the obligation through biofuels or through charging. Some hydrogen is included – but electricity is not. The best system at the moment is Austria, but Germany and Austria include public and private charging. You can meter it publicly. On the private side, 1500kWh per car, and the car owner gets the equivalent credits per year and they can decide what they want to do with it. These can be used in the form of vouchers, discounts etc that renews every year.
3. ROSANNA TURNHAM agreed to look into who the administrator of RTFO credits is.
4. VICKY suggests it's a market based solution that does not take electricity into account, so it needs to be updated.
5. NATASHA says that it also brings value to consumers and businesses who can trade allowances.
6. NATASHA explains the pushback is:
 - a. Including electricity increases costs for consumers, possibly by 7-10p on the cost of fuel. However, NATASHA notes that this would actually depend on how its implemented, as more certificates in the market would actually decrease the price of compliance.
 - i. ALL agree that the research needs to show how it would bring down costs for consumers.
 - b. Second pushback is that this undermines biofuels investment market. However, this is not the case in Germany and the Netherlands where biofuels investment markets are still going strong.
 - i. ALL agree that inclusion of electricity in RTFO can be framed as lowering an investment hurdle.
 - ii. ALL agree that ChUK must be clear that sustainable aviation fuel would be protected, and that ChUK's position cannot be seen to damage any other industries.

- c. The third pushback is that the EV market is already getting support through LEVI and RCF and this would be double incentive.
 - i. ChUK can point to the limited scope and duration of these schemes and frame RTFO as a long-term, market based solution for support.
Relationships with officials at DfT, such as the permanent secretary, who will be taking a longer term view on this will be crucial.
- 7. ALL agree that ChUK must argue for the inclusion of electricity in RTFO which will reduce costs for taxpayers while also making marginal sites viable due to additional income generated for companies.
- 8. NATASHA notes that Jesse Norman has received advice on this as they have to respond to the low carbon fuel strategy, which says they will look at inclusion of electricity in greenhouse gas fuels. NATASHA emphasises the need for something to hit when parliament returns from recess to outline why it should be included so that they'll open a consultation.
- 9. All agree that it will not be possible to have a full report with fresh analysis by September. HARRY suggests providing government with initial top line assumption and evidence and suggest the government consult on this, and then produce a long term report.
- 10. TOM HURST suggests including figures from Germany, the Netherlands, and France, come up with an estimation about how much it reduces the investment requirement, showing that it's money that could be spent on X more chargers and reduce the price of petrol for consumers. Hopefully we can use the same dataset and estimations from previous estimations about investment.
- 11. VICKY suggests producing the following in order to discuss with the broader ChUK membership and research agencies by September:
 - a. A one-pager to outline how RTFO fits with ChargeUK's aims, the traps we need to avoid, and what needs to be done.
 - b. A brief to go to agencies with topline arguments and rough arguments.
- 12. ALL agree that companies with European commercial teams can provide publicly available information around pricing, such as Chargepoint, Tesla and Fastned, for a number to plug in and calculate top line evidence. ALL agree that this can be a helpful bargaining tool to highlight the shortcomings of the ZEV mandate.

ANNEX A ACTIONS

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1	One pager for wider membership	Connect
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Attendees:

- James McKemey, Pod Point
- Vicky Read, Connect Kerb
- Tom Hurst, Fastned
- Rosanna Burnham, bp pulse
- Jaynesh Patel, Chargepoint
- Natasha Mahmoudian, Tesla

Secretariat for ChargeUK, Connect:

- Harry Methley
- Olivia Ryan