



UK ELECTRIC VEHICLE SUPPLY EQUIPMENT ASSOCIATION

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# Why?

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The UK EVSE aims to provide a collective voice for the industry participants within the UK EVSE community, focused on technical matters, policy and stakeholder education.

UK EVSE members are committed to supporting the development of national and commercially sustainable networks of electric vehicle charging infrastructure and to working with the motor industry to aid the processes of introducing new electric vehicles to the UK market.

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# What we discuss?

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Discuss and/or develop common industry approaches for;

- Legislative initiatives at local, national or supra-national levels;
  - Technology in general, such as characteristics and suitability of a particular technology
  - Non-confidential technical issues relevant to the industry such as H&S standards;
  - Industry public relations or lobbying initiatives (e.g., product concerns, industry image, etc);
  - Institutional advertising (i.e., advertising the merits of the industry's products as a whole);
  - Representation of the trade association as participant or observer at other trade meetings
  - Displays of the trade association at trade fairs and shows.
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# The Web Site



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## ➤ About UK EVSE

## ➤ News – RSS feeds, Own content and industry news

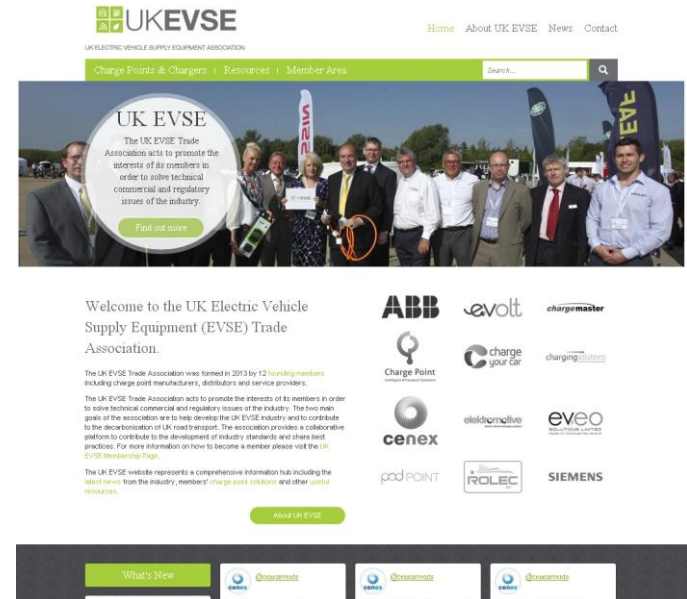
## ➤ Overview of charge points & charger solutions

- Easy to follow table of current solutions
- Car to charger compatibility list
- Availability of solutions from members
- Details on charge point grants/funding schemes

## ➤ Resources

- FAQs on charge points and the UKEVSE
- Glossary of industry terms
- Documents and Articles i.e. What happens when I plug a car in?
- Useful links

## ➤ Members area – requires log-in



# Why is it important?

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## The real world of connecting cars... to infrastructure;

- No common approach to signage and use of charge points exists!
  - You can't plug any electric vehicle into any charge point!
  - What industry thinks is a good idea doesn't always work for the user!
  - How do the public know something they've bought is safe to use?
  - Charge points are absolutely **not** just electric sockets!
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# What we know already!

- Plugs melt or become too hot to handle
- Car to charger cable quality issues
- Interruptions of supply during a vehicle charge – what happens?
- Vandalism to DC chargers v's protecting against overheating
- Domestic chargers installed without appropriate earthing



# Influencing Standards

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- ISO 17409 – Electrically propelled road vehicles – Connection to an external electric power supply – Safety requirements –
  - Electric vehicle battery swap system Part 1: System description and general requirements
  - IEC 61851-21-1 Ed. 1 – Electric Vehicle conductive charging systems – Part 21-1: Electric vehicle onboard charger EMC requirements for conductive connection to an a.c./d.c. supply
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# What's on for 2014

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- Guidance on public location of charge points and type
  - Guidance to vehicle manufacturers
  - Interoperability - communication protocols - OCCP Plus
  - Creating a valued and trusted relationship with key stakeholders
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# OLEV... (Key stakeholder!)



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## The Office for Low Emission Vehicles (OLEV)

### 1. The Consumer Offer on Infrastructure.

OLEV wants to understand how to make the user's experience of infrastructure as streamlined and hassle free as possible.

### 2. OLEV call for evidence

... we are exploring options for continuing to direct funding support to infrastructure installation in the period 2015-2020. The Government wants to enable a sustainable market to emerge and to scale back its provision of direct funding support by 2020.

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# OLEV Policy Commitments



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- National Charge Point Register – Public Access
    - Supporting the creation of a single definitive database
    - Assist with developing greater flexibility and functionality in 2014
  
  - Best Practice Guidance on user signage and information
  
  - Work with industry, standardisation bodies and global partners to get the best deal for drivers on the move to standardise charging infrastructure i.e. plugs & connectors!
  
  - Work with LA's to ensure parking regulations for ULEVs are fit for purpose so drivers are able to access the public infrastructure.
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# Workshop to discuss...

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**Q6.** What should be the focus of future charging infrastructure funding support? It would be helpful to consider both state of the market and driver requirements (i.e. chargepoint type, location, payment mechanisms) in your answer.

**Q7.** Two possible exit strategies for charging infrastructure funding would be to decline grants year on year, or cap the number of chargepoints to which the grant could be awarded. Which of these strategies would best facilitate the emergence of a sustainable market, or can you suggest an alternative?

**Q8.** What are the emerging technologies and should we incentivise uptake (wireless, dynamic wireless, battery swap, flash charging, etc)? Please provide projected costs and differentials to plug-in infrastructure where possible.

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# Thank You

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