



Department
for Transport

Accelerating the ZEV transition

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Road Transport is 90% of domestic transport emissions.



*Comprises, in 2021: Rail, 1.6; Domestic Aviation, 0.7; Motorcycles and mopeds, 0.5; other transport, 1.7; other road transport, 0.6

UK domestic greenhouse gas (GHG) emissions by transport mode, 1990 - 2021



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Where we are now.

Over a million plug-in vehicles on UK roads

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OUR
PRIORITIES
2
GROW
THE
ECONOMY

45%

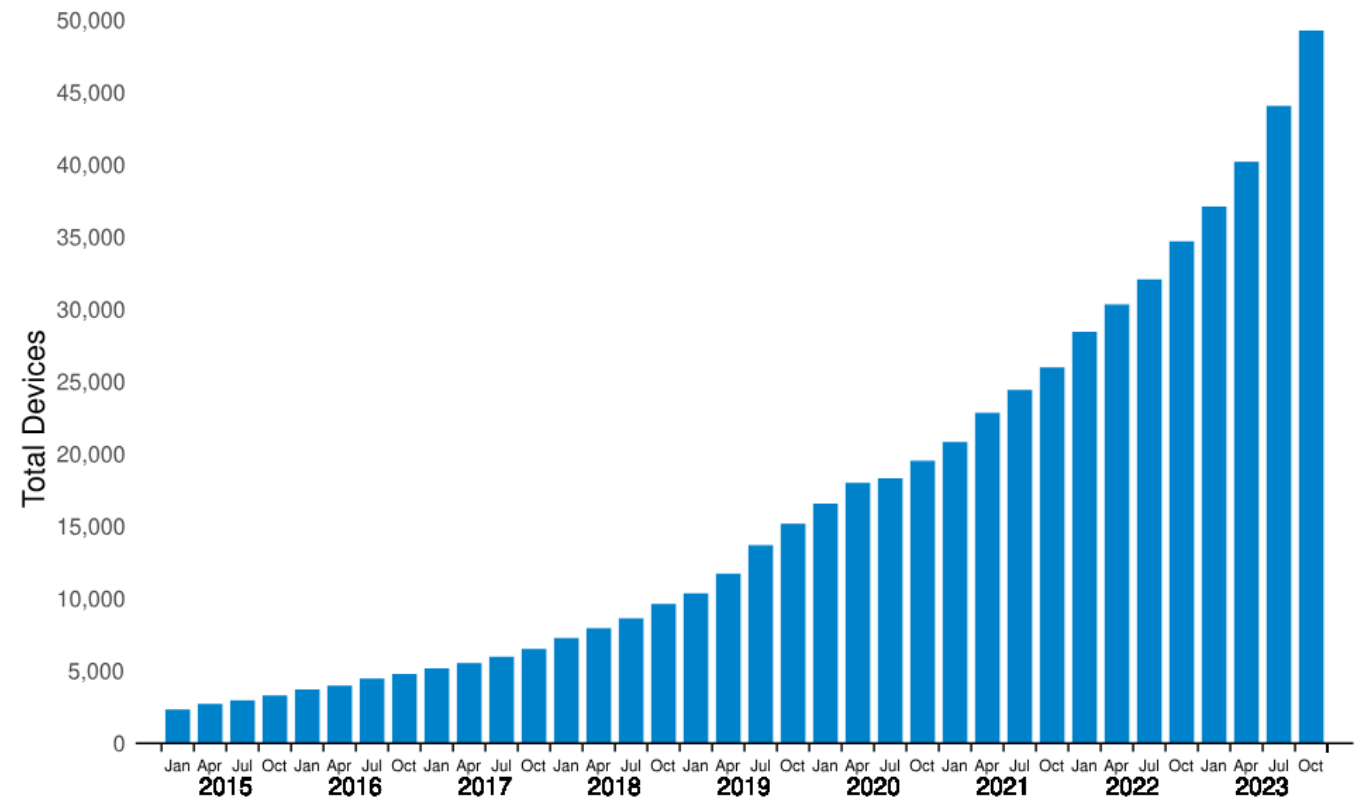
more plug-in vehicles
on UK roads

in March 2023 compared to March 2022



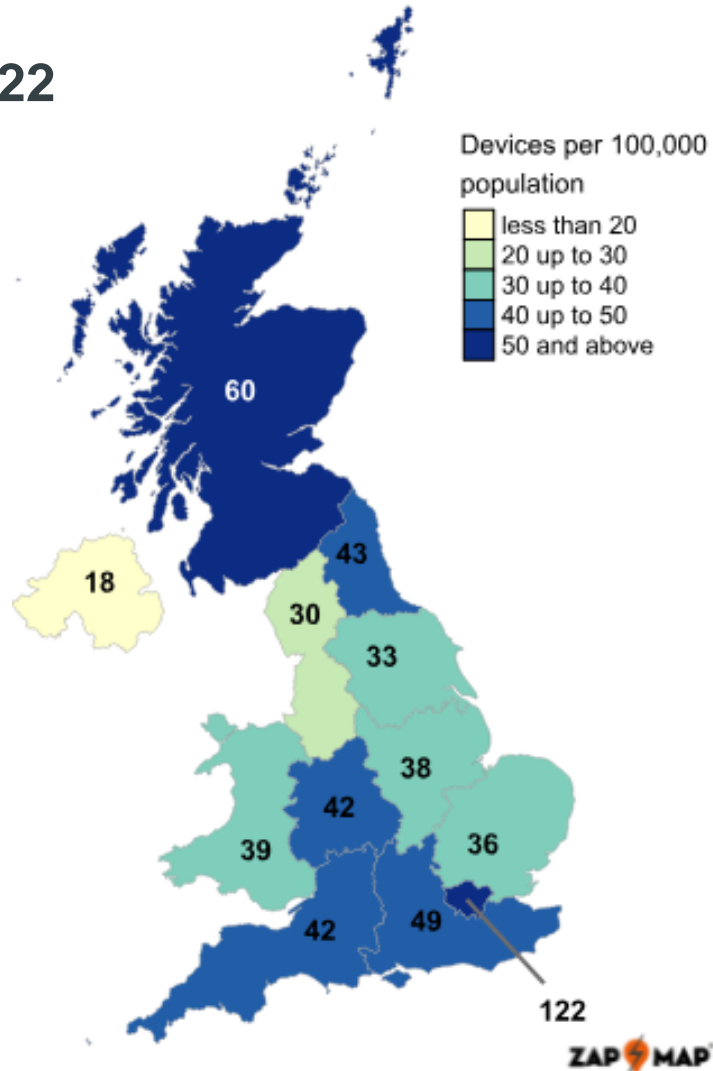
49,220

Public Chargepoints in the UK, including
8,900 rapid chargepoints
42% increase on October 2022

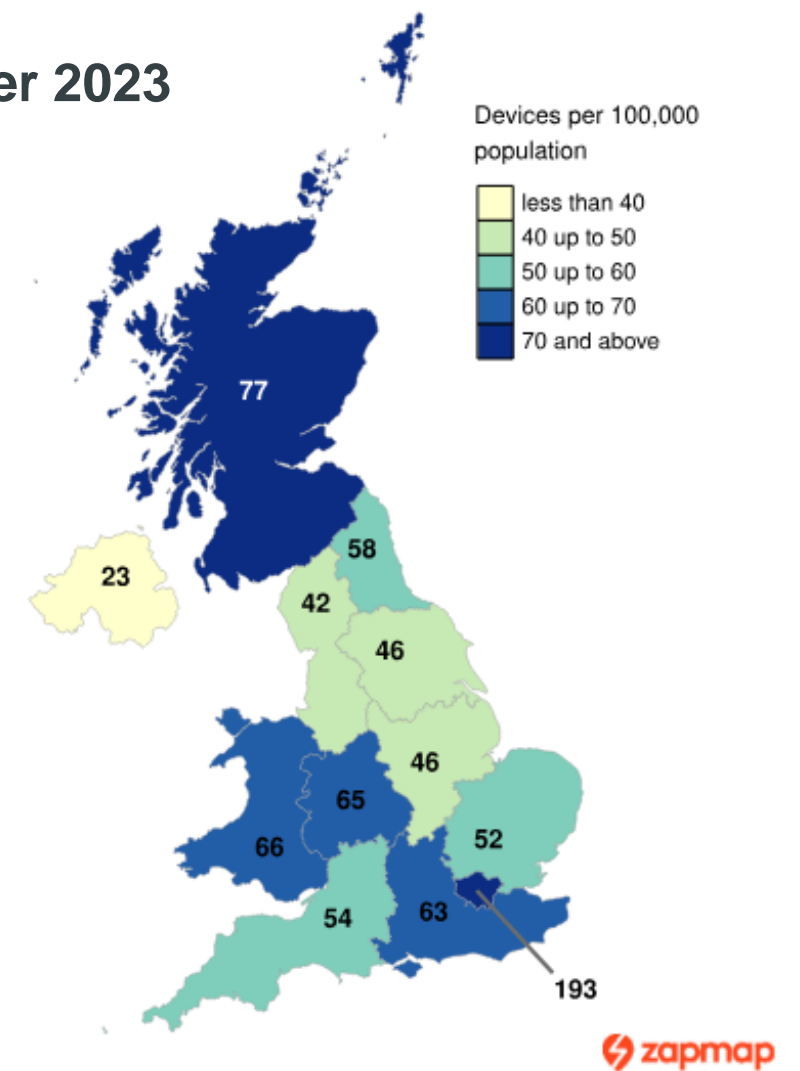


Increasing infrastructure across the UK

October 2022



October 2023



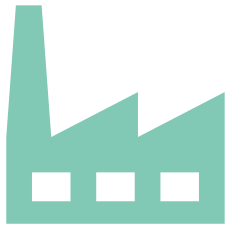


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Where next.

Three key challenges for mass adoption of Zero Emission Vehicles

1. Secure supply of vehicles



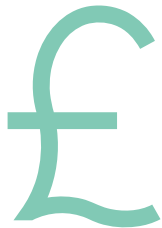
A **clear framework** is needed to require manufacturers to clean up their vehicles and bring EVs to the UK in a competitive market.

3. Visible, viable recharging infrastructure



EVs need **new infrastructure** and are a different proposition for drivers used to refuelling with petrol or diesel.

2. Strong consumer demand for vehicles



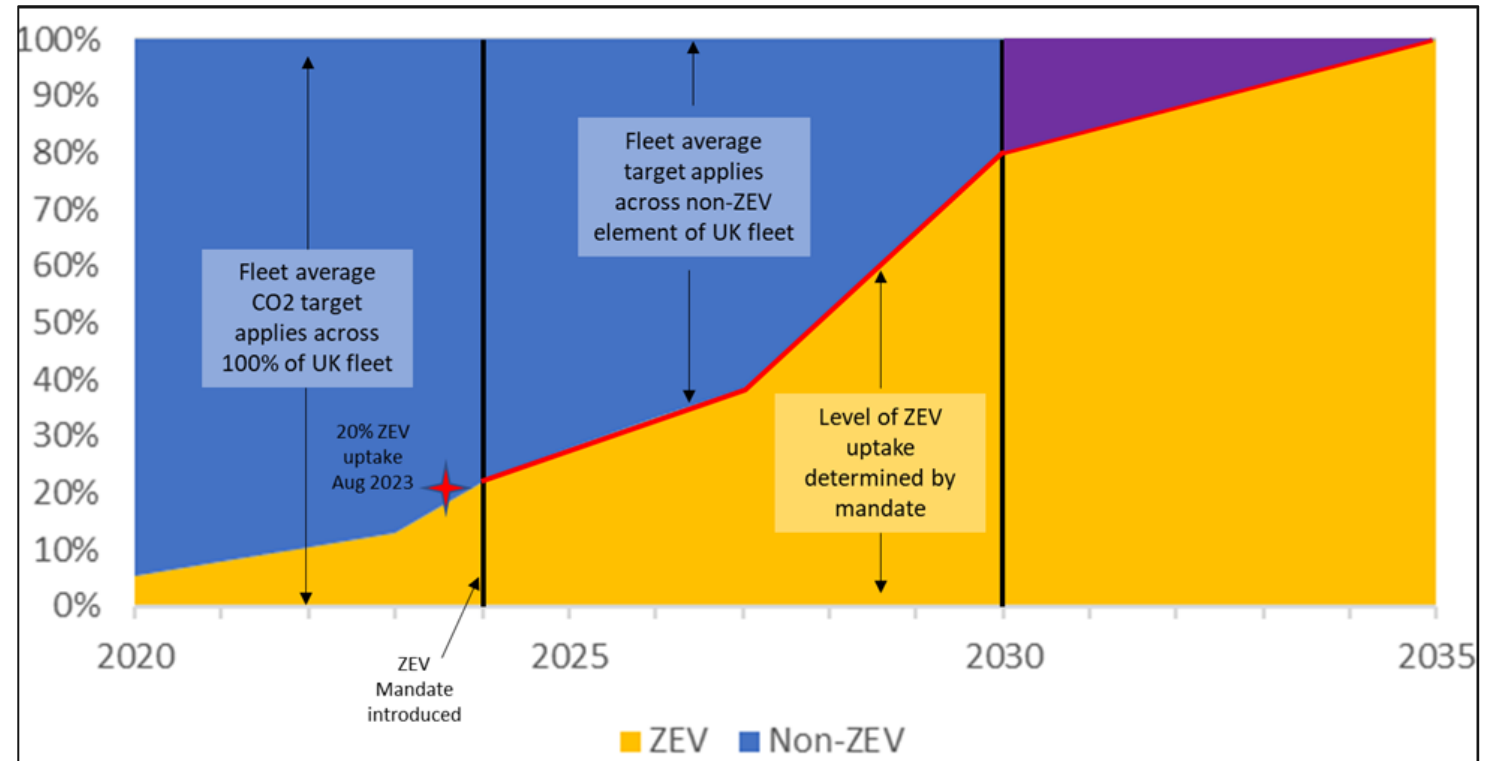
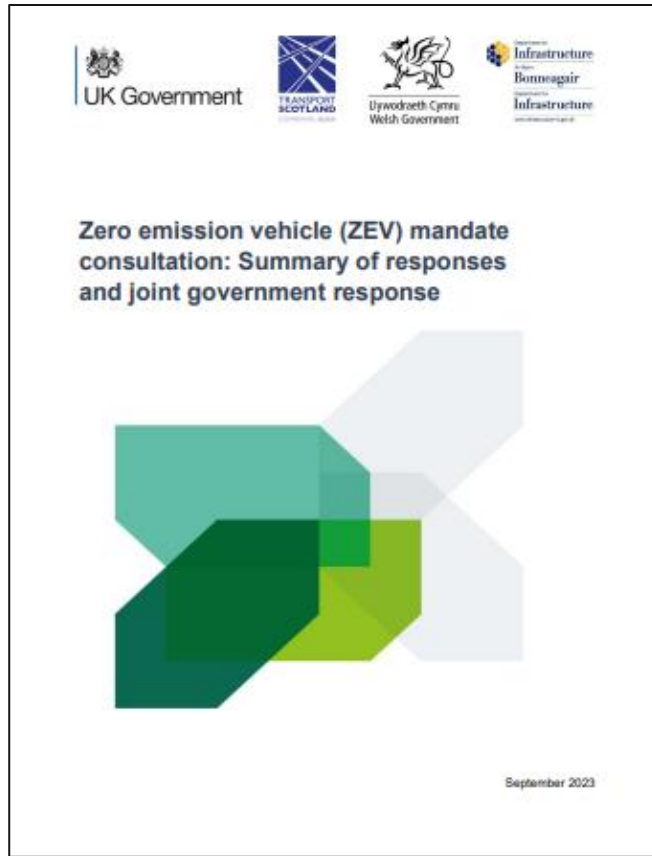
EVs **currently cost more upfront** than petrol or diesel vehicles due to the cost of the battery.



Zero Emission Vehicle (ZEV) Mandate

Setting targets for a percentage of manufacturers' new car and van sales to be zero emission each year from **2024**.

By **2030**, **80%** of all new cars and **70%** of all new vans must be zero emission at the tailpipe.



Government are addressing three key charging challenges



1. Consumer experience

Chargepoints can be difficult to use, unreliable and require multiple apps and smartcards



2. Pace of rollout

Local rollout is too slow, with patchy provision of on-street charging for people without home charging



3. Charging for long journeys

Connecting new on-route chargepoints can be slow and costly

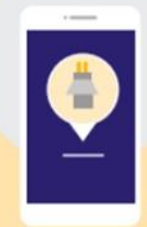
Transforming the Consumer Experience



Mandating a single payment metric so consumers can compare the price across different charging networks.

Improving the reliability of the charging network so that consumers can feel confident that the chargepoint is working as expected.

p/kWh



Enabling consumers to easily locate the right chargepoints for their needs through opening public EV chargepoint data.

Standardising the payment methods whether consumers chose to pay using a smart technology or non-smart payment system.

Payment Method

New public chargepoints **8kW** and over and existing chargepoints **50kW** and above **must offer contactless payment**.

Reliability

Rapid chargepoints will need to be **99% reliable**, measured as an average across each chargepoint operator's rapid network per annum. CPOs must operate a 24/7 free to use telephone helpline for consumers.

Pricing transparency

Chargepoint operators must **clearly display the price of a charge in pence per kWh (p/kWh)**. Bundles may still be used for parking, but the equivalent p/kWh must also be displayed clearly.

Open data

Chargepoint operators must **open up chargepoint data** through OCPI. This will ensure that **consumers can easily locate the right chargepoint** to fit their needs. Local authorities and transport authorities will also be able to plan infrastructure more accurately to support the transition to EVs.

LEVI: Transforming the provision of local on-street charging



Expanding our support

The Local EV Infrastructure Fund enables local authorities in England to develop and deliver ambitious chargepoint plans:

- Launched earlier this year, the **£343m full LEVI Fund** will support every area in England
- This follows a **£32m pilot** supporting 25 projects across the country

Providing guidance

Launched a gov.uk **knowledge hub** for local authorities - providing guidance, training and commercial support.

Improving local leadership

£45m dedicated capability funding across every local area to secure in-house expertise to plan and deliver EV strategies which take account of local challenges.

Project Rapid: facilitating a world-class rapid charging network

- **Supporting minimum standard of provision at all MSAs.** Currently 450 open access rapid chargers at motorway service areas.
- **Delivering the Rapid Charging Fund (RCF)** - will ensure electricity network capacity at motorway service areas will be ready to meet demand to 2035 and beyond.

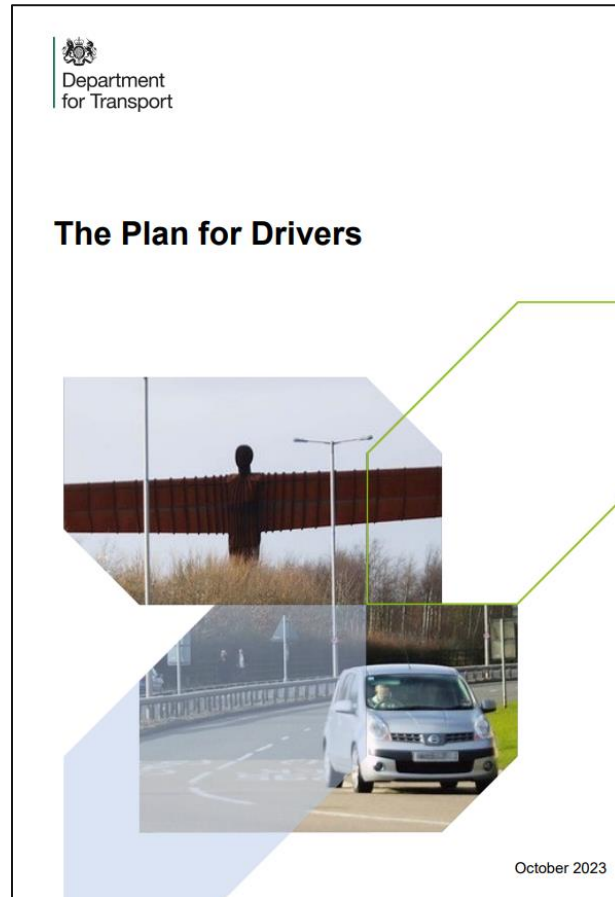


Dec 2020: Gridserve opened the UK's first electric forecourt



March 2021: Motor Fuel Group committed £400m by 2030 for rapid chargepoints

Plan for drivers – ZEV Measures



1. **Speed up grid connections.** Review grid connections process for EV chargepoints, with aim to accelerate it. This measure will apply to England, Scotland and Wales.
2. **Faster chargepoint installation.** Consult on measures to speed up the approvals process for installation of chargepoints.
3. **Greener schools.** Provide dedicated, targeted support for schools to install chargepoints, using existing grants. This measure will apply UK-wide.
4. **Easier on-street charging.** Widen eligibility of EV chargepoint grants to include cross-pavement solutions, to make EV ownership a more practical option for those without off-street parking. This measure will apply UK-wide.
5. **Safer on-street charging.** Provide guidance on the use of safe cross-pavement solutions.
6. **Easier chargepoint installation.** Consult on the expansion of permitted development rights, making private chargepoint installation cheaper and easier.
7. **Getting the word out.** Work with industry to myth-bust concerns about EVs. This measure will apply UK-wide.



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Thank you