

eCarTec 2014

Michael Coe – OLEV



**Office for
Low Emission
Vehicles**

How the UK became the country with the biggest number of rapid chargers in the EU



Today

1. OLEV background
2. Broad spectrum government support
3. Rapid charging
4. The future



What is OLEV?



Department for Transport



Department of Energy & Climate Change



Department for Business Innovation & Skills



Office for Low Emission Vehicles

R&D



Incentives



Energy issues



Infrastructure



Supply Chain



Policy objectives

1.



**Inward investment,
growth, jobs**

2.



Carbon

3.



**Air quality (£8-
£17bn)**

4.



**Energy
security**



And the £££....

One of the longest, most comprehensive packages of support in the world...

£400m OLEV support 2010 to 2015

+

£500m for advanced propulsion centre 2013 on

+

£500m OLEV support 2015 to 2020

+

£100m fiscal incentives to 2020



Press release
Making Britain number one for ultra low emission vehicles

Organisations: Office for Low Emission Vehicles, Deputy Prime Minister's Office + 1 other
Page history: Updated 7 November 2013, see all updates
Policies: Reducing greenhouse gases and other emissions from transport + 1 other
Topics: Climate change + 2 others
Minister: The Rt Hon Nick Clegg MP

Deputy Prime Minister calls on industry to help UK accelerate demand



Broad Suite of Government Support



Plug in grants – the current scheme



22 eligible cars

**25% off an eligible car
(up to £5000)**

**20% off an eligible van
(up to £8000)**



9 eligible vans



PLUG IN GRANTS – ELIGIBLE VEHICLES



October 2014...

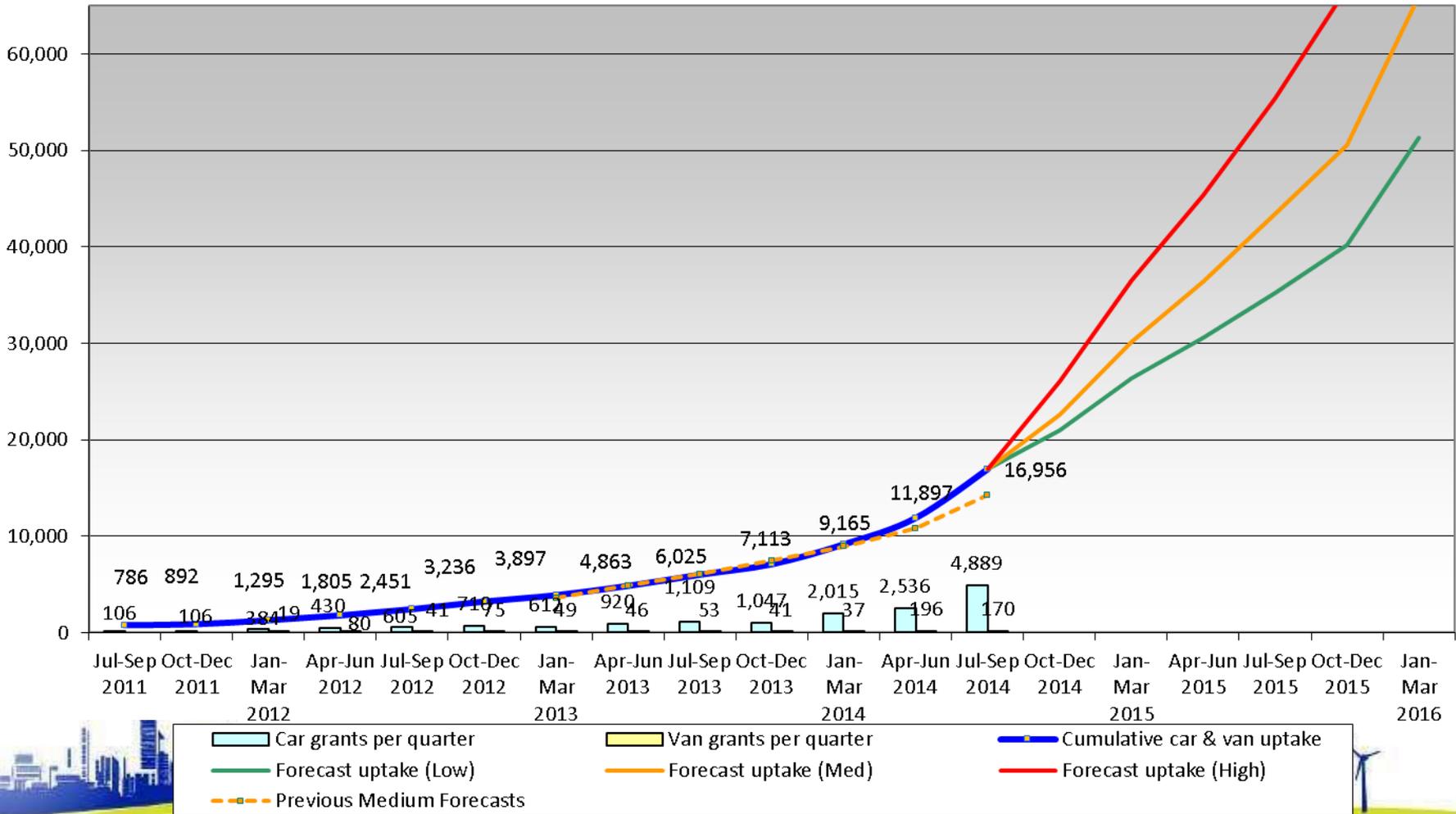
... With many more to come



Plug-in grants

Plug-in Car and Van Grant Uptake / Forecast

(at October 2014)



Plug-in grants – records, records...

- 2014 grants claims to date (8 months) are already greater than the previous 36 months
- Claims in July 2014 were over 350% higher than July 2013
- Three consecutive record quarters



Tax incentives

- **Vehicle Excise Duty** – **Exemption** for <100g CO₂ / km
- **Fuel Duty** – **0** for BEVs
- **Company Car Tax** – **Exemption** for 0g CO₂ cars to 2015
 - **5%** for 1-74g CO₂ cars to 2015
 - **5%** for 0-50g CO₂ cars 2015 – 16
 - **7%** for 50-75g CO₂ cars 2015 – 16

** Commitment to maintain a 2% differential for ULEVs out to 2020*
- **Enhanced Capital Allowance** – write-down **100% of EV value** in 1st year to set against tax (even if the grant has been used)
- **Van benefit charge (VBC)** – **£3000** charge payable to employees for private (as well as business) use till 2015



Plugged-in fleets initiative



Office for
Low Emission

- **PIFI (2012-13)** – Looked at how to integrate ULEVs into 20 UK fleets.
- **PIFI 100 (2013-14)** – £280k made available to allow 100 more fleets to benefit.
- **Tri-part PIFI programme 2014-15**
 - Online fleet assessment tool available to 300 fleets.
 - PIFI review for 45 large and SME businesses
 - *Vehicle drive cycles*
 - *TCO*
 - *Infrastructure implications*
 - PIFI PLUS for 12 additional fleets helping with introduction of ULEVs into fleet



Government fleets



- £5m project launched to increase uptake of ULEVs across Government
- In total, 15 Central Government Departments and Agencies have signed up
- Project to be extended out to wider public sector shortly.



Rapid charging in the UK



Infrastructure – Current status



- The UK will have over **500** rapid chargepoints by March 2015
- Total number of **publically accessible** chargepoints installed to date (including rapid charging points) is over 7,000
- There are also over 40,000 domestic chargepoints



The UK has the most comprehensive rapid chargepoint network in Europe



Plugged-in Places (PIP) Programme 2009-2014

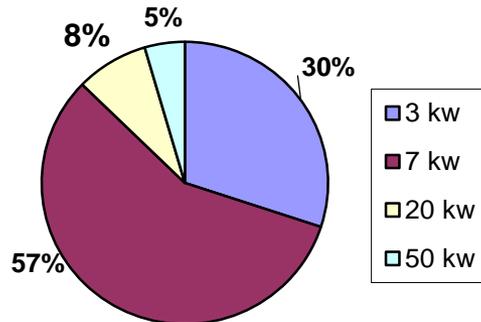
Providing up to £30m
match-funding to
consortia of
businesses and
public sector
partners to install
plug-in vehicle
recharging
infrastructure across
the UK



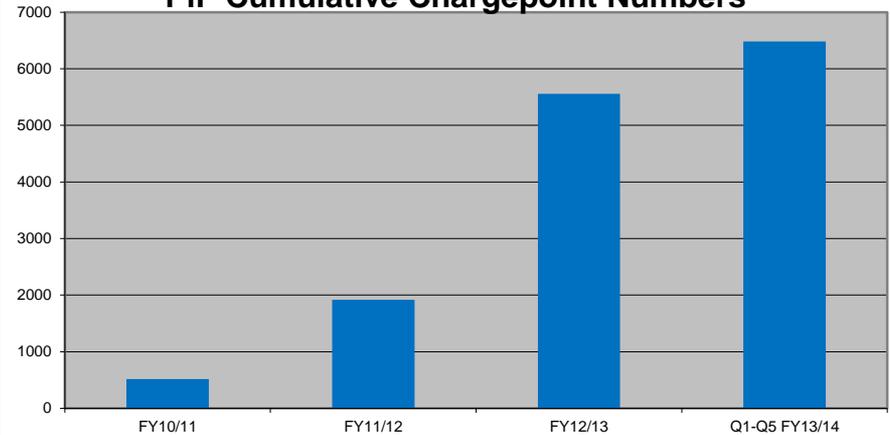
Plugged in Places (PIP) Programme 2009-14

- Over 6,000 chargepoints
- Different business models, R&D.....

Type of PIP Chargepoints (to end Q5 FY13-14)



PiP Cumulative Chargepoint Numbers



- Installed **300 rapids** 2009-2014
- Leveraged in private sector investment, ~ 5,000 chargepoints installed by private sector.



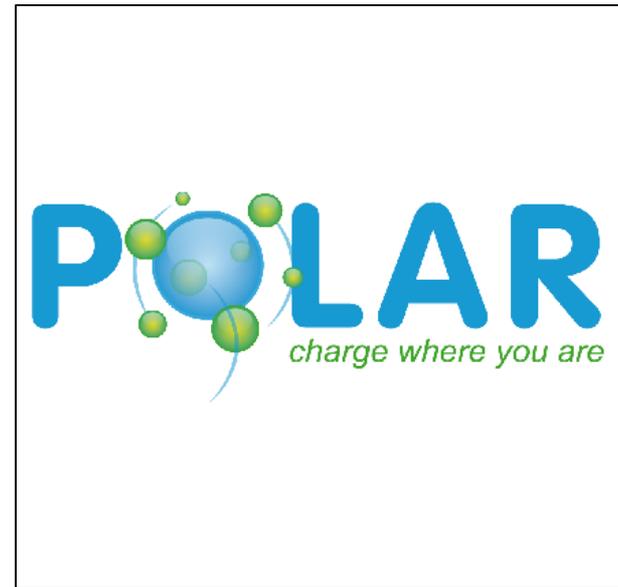
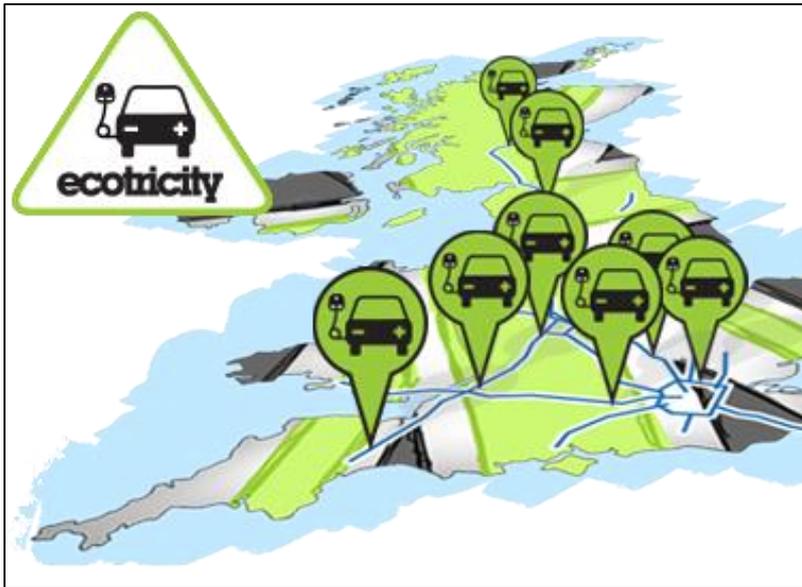
Grants to Local Authorities 2013-2015

- Used what had been learned in the Plugged-in Places Programme
- Focussed grants at local authorities in England
- 75% of the capital costs.
- Aimed at producing a step-change in the UK's rapid charging coverage
- “Fill the gaps” between the Plugged in Places regions
- Smalls cities and towns installing 1 or 2
- Larger regional schemes in the South East, South West and Yorkshire

£13m in grants to **46** councils with plans
to install **300+** rapids

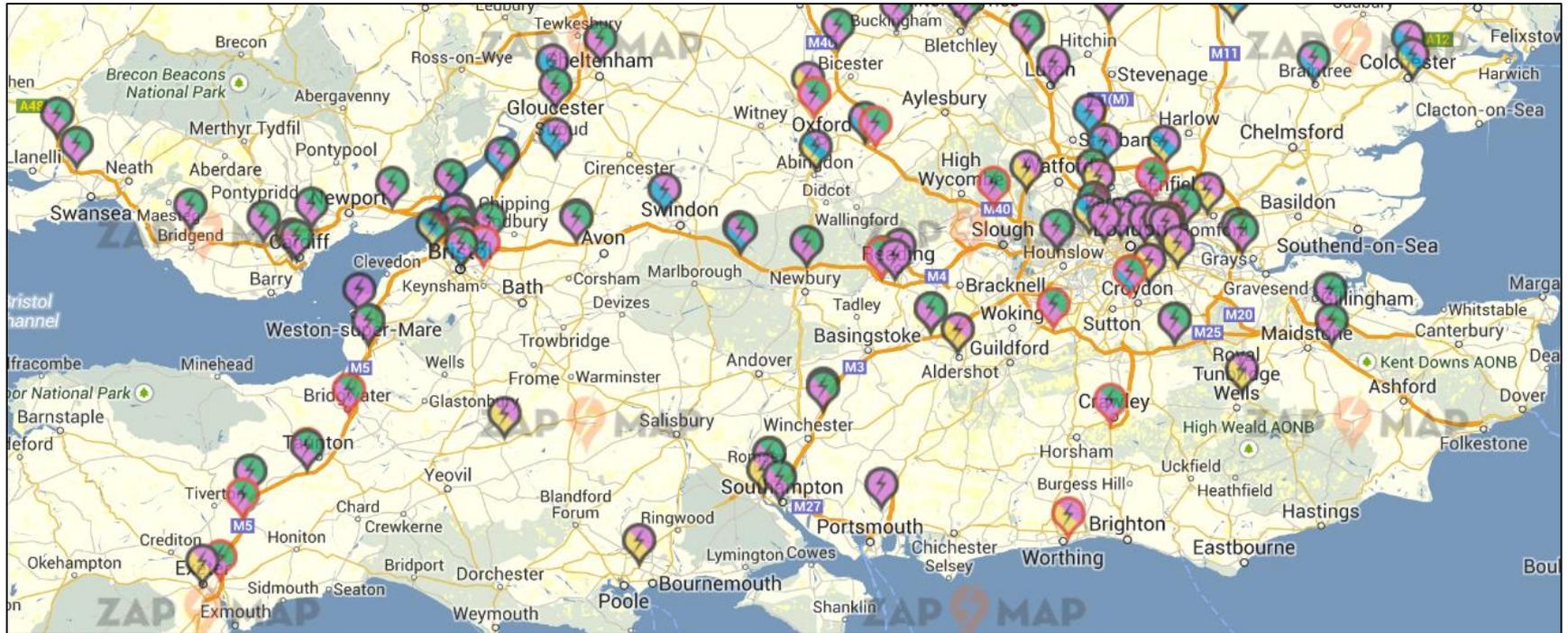


Private Sector Investment



The Current Network

Urban centres and strategic roads...



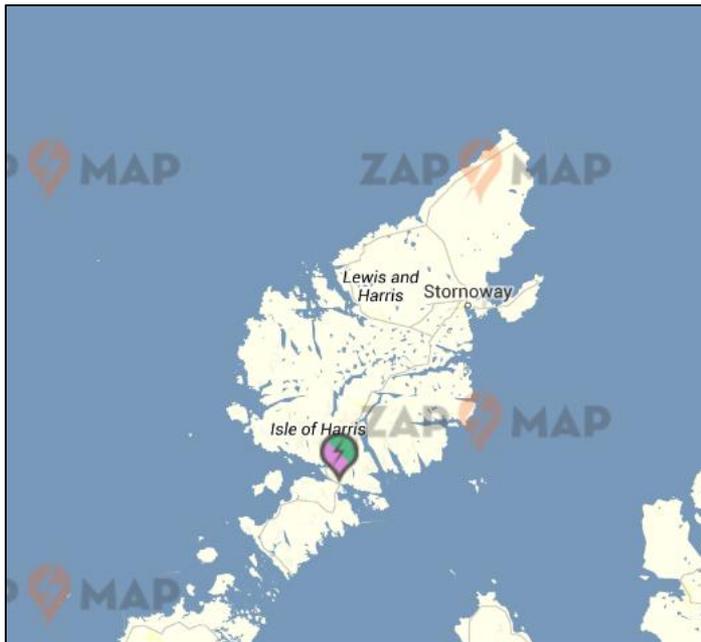
The Current Network

Clusters in areas of high EV uptake...



The Current Network

Helping remote
communities...



The Current Network

We are on our way
towards a truly
national network,

...but there are still
gaps to be filled.



The Future



£500m support 2015-2020

£200m+ Plug-in car grant

£30m Other vehicles grant

£20m Taxi fund

£100m R&D

£32m chargepoint infrastructure grants

£35m City schemes

£30m Green bus support

£4m HGV Gas infrastructure

£m Hydrogen Infrastructure

£m unallocated



2015-2020 £500m



Car grant

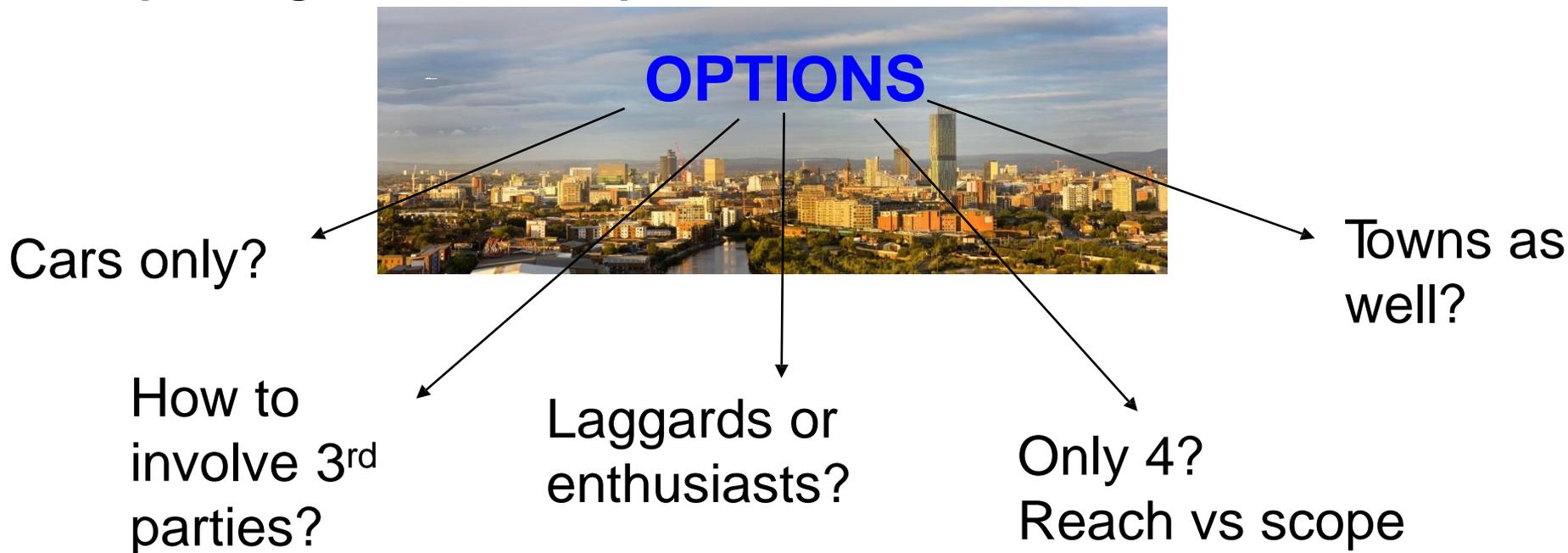
Over £200m to keep grant at £5,000

(until 2017 or 50,000)



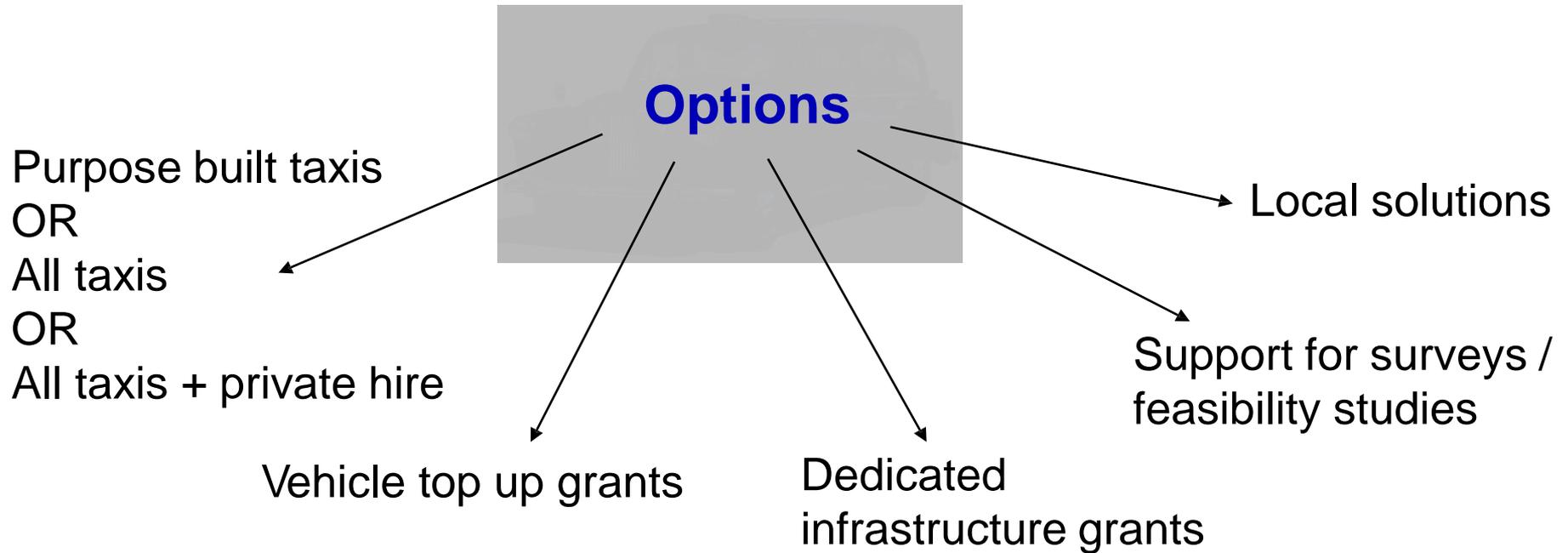
City scheme

COMMITMENT: £35m for 2-4 cities that commit to supporting a step change in ULEV adoption



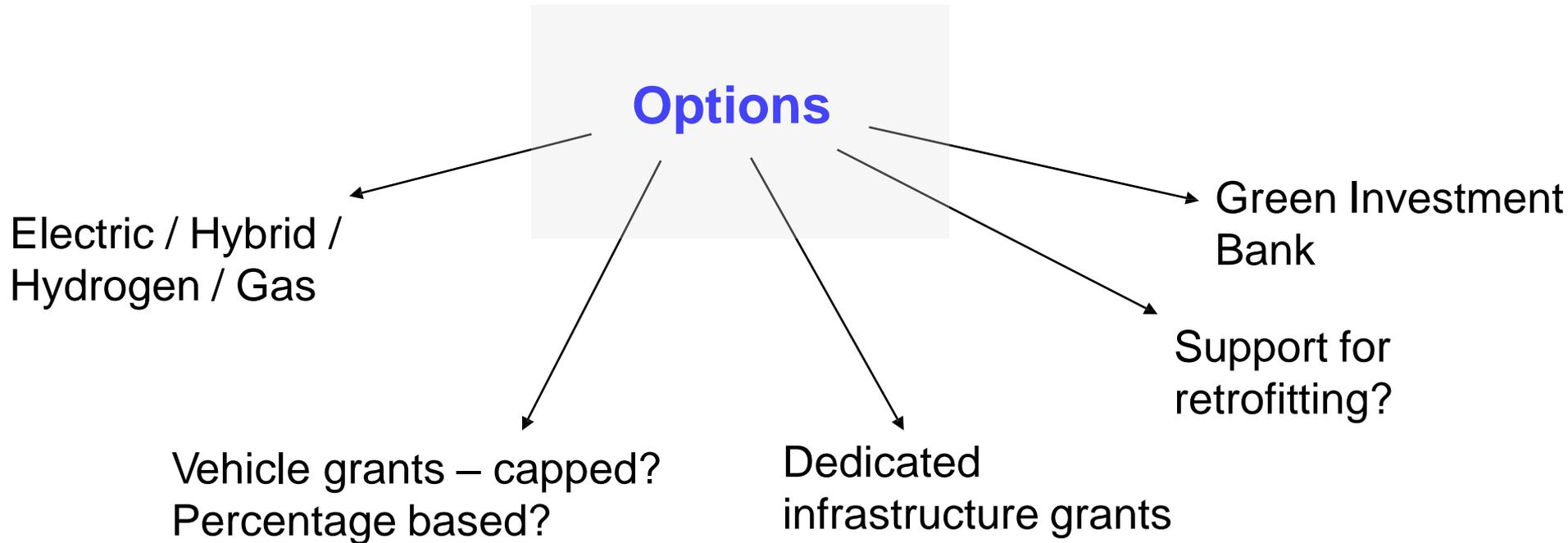
Taxis

Commitment: £20m to increase uptake of ULEV taxis



Buses

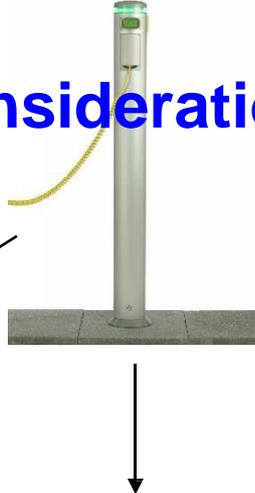
Commitment: £30m to increase uptake of low emission buses



Infrastructure

Commitment: £32m to support plug-in vehicle infrastructure
(plus city, bus and taxi schemes, and R&D)

Considerations



**Commitment -
Targeted.
Support for Rapids.**

Other locations:
Domestic, workplace,
other

Driver requirements –
reliability, access, CP
information....

Direct grants...
Other support
mechanisms?

Others i.e.
Emerging tech
Market sustainability



Summary: how the UK came to have the most comprehensive rapid charging network in Europe

1. Clear and consistent Government commitment since 2009
2. Broad-spectrum support package – it's not just about the chargers
3. Capital grants from Government matched with private sector investment, to help the network expand



THANK YOU

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www.gov.uk/olev

