

Electricity Network Innovation Competition Full Submission
Supplementary Answer Form

Project: Charge: Refuelling Tomorrow's Electrified Transport

Tick if this answer has been provided verbally: ☐

Project code	SPMV1	Question Number	48
Question date	30/08/18	Answer date	03/09/18
Submission section question relates to		N/A	
Topic	a) Low carbon/environment and net financial benefits		
Question	For the purposes of the rollout and the project who will provide the funding for the onstreet charging infrastructure?		
Notes on question			
Answer	<p>As noted in the bid, it is not the intention for NIC funding to be used for the purchase of charge points. The stakeholders will be leveraging other funding sources, such as OLEV Grants, to fund the charge point infrastructure. For example Liverpool City Council has been awarded an OLEV grant to improve the public charging point offered in the city and plan to install 130 chargepoints.</p> <p>We will, as requested at the first bilateral session, provide further letters of support from our stakeholders to provide further confidence.</p> <p><u>Supporting notes:</u></p> <p>It is important to note the context of Charge is off the back drop of Government policy and the ambitious plans to transition to low carbon transport, supported through a range of funding incentives. SP Energy Networks is fully supportive of this transition and, along with other UK Network Operators, believe we have a significant part to play in meeting Government carbon reduction targets and the shared learning from network innovation projects will ensure that the electrical grid is efficiently supported to facilitate the wide scale electrification of transport.</p> <p>In July 2017, the UK Government announced its commitment to end the sale of conventional car and van sales by 2040. Whilst the Government is looking for the delivery of this ambition to be led by the private sector, it has made a range of public funding commitments (including investment in charging infrastructure as well as up-front subsidy grants for consumers purchasing EVs). Most recently, in the Autumn Budget on 22 November 2017, the Government committed to investing £200 million (to be</p>		

	<p>matched by £200 million of private funding) into a £400 million 'Charging Investment Infrastructure Fund'.</p> <p>Before this, at the 2016 Autumn Statement, the Government announced a commitment to £390 million by 2020-21 to support ultra-low emission vehicles (ULEVs), renewable fuels, and connected and autonomous vehicles (CAVs). This included making £80 million available for ULEV charging infrastructure to 2020-21.</p> <p>The Scottish Government has also recently announced a new £60 million Innovation Fund to deliver low carbon energy infrastructure by supporting innovative projects, including EV charging and battery storage; whilst their Budget in December 2017 committed the SG to investing £35 million to invest in EV charging infrastructure. Building on their announcement from last year's PfG to phase out all petrol and diesel vehicles by 2032, the First Minister will set out plans to "make Scotland a world leader in green travel" with the announcement of £17 million investment for electric charge points and green buses.</p> <p>It is clear there is significant funding support for new charge points from central and local government grants, however evidence from our stakeholders and Local Authorities indicate the challenge faced to deliver this at the lowest cost and most timely fashion. In many instances the funding only covers the cost of the charge points themselves, not any of the site specific scheme designs or connections to the electricity network; the absence of clear standards and guidance creating further barriers across the UK.</p>
Attachments	n/a