



NEWS RELEASE
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EV Energy Taskforce reconvenes to drive action in the electric transition and help deliver Net Zero

The Electric Vehicle (EV) Energy Taskforce - the Government-backed initiative bringing together key players in the energy, infrastructure and transport sectors – is moving to take the next steps to drive the transition to electric vehicles while delivering benefits to EV drivers, consumers and to the UK's electricity system.

In its [report](#) (*'Energising our Electric Vehicle Transition'*) published in January, the Taskforce identified 21 proposals to maximise the benefits, and minimise the challenges, to the electricity networks and EV users as UK road transport is electrified.

The Taskforce will now focus on turning the proposals into action plans, identifying the key priorities and coordinating activities to enable the electric revolution. These will be implemented through four themed working groups launched today covering:

- Planning Energy & Transport
- Consumer Experience
- Smart Charging & Cyber Security
- Data Accessibility & Privacy

Rt Hon Kwasi Kwarteng MP, Minister for Business, Energy and Clean Growth who is speaking at a launch event today (see below) says: "The Electric Vehicle Energy Taskforce agenda is an important part of our efforts to electrify road transport and eliminate our contribution to climate change by 2050".

I am looking forward to speaking at this event and being a part of the Taskforce's exciting next phase."

The EV Energy Taskforce was established by ministers in 2018 and has, since its inception, engaged with more than 350 organisations from the energy, automotive and related sectors, many of them leading household names.

Its aim is to bring all the key organisations with a role to play in the electric vehicle transition together, to coordinate action and monitor progress against objectives. The Low Carbon Vehicle Partnership convenes and facilitates the work of the Taskforce.

As a cross-departmental initiative, the Taskforce is also supported by the Department for Transport. **Rachel Maclean MP**, minister for the future of transport says: “Thanks to our £2.5bn investment in plug-in vehicle grants and charging infrastructure there’s never been a better time to switch to electric vehicles.

“We’re delighted to support the important second phase of the EV Energy Taskforce and I would encourage industry from across the board to get involved.”

The EV Energy Taskforce, has published a new report – [‘Moving from Proposals to Actions’](#) – prepared by the Energy Systems Catapult with stakeholder support, identifying where urgent action needs to be taken from amongst the Taskforce’s original 21 proposals.

The priority actions will be taken forward by the four working groups. The highest priority items include:

- Supporting the delivery of a resilient charging infrastructure through implementing cyber security practices that go beyond the charge point.
- Enabling smart charging by establishing minimum technical requirements for all smart charge points suitable for long duration charging.
- Giving consumers real control of their data through the development of a data access and privacy framework with Government and Ofgem.
- Coordination of industry’s consumer-facing information about EVs, smart charging products and services.
- Collating evidence to facilitate effective electricity network investment.
- Supporting the delivery of high-quality public charging by specifying UK-wide best practice for public charge point and associated infrastructure planning.
- Ensuring the latest evidence of consumer requirements is available and utilised in EV charging and infrastructure programmes.

In addition, the Taskforce will develop detailed requirements for more resource intensive activity (See Annex point 2).

Taskforce chair and Energy Systems Catapult Chief Executive, **Philip New**, says: “The original work of the EV Energy Task Force was the result of the engagement and support of a wide range of organisations from all parts of the EV charging ecosystem.

“I’m looking forward to helping strengthen these relationships as we work together on turning the proposals into action, so that UK drivers can benefit from a great charging experience, UK innovators can scale up great solutions, and our electricity system, which is leading the way in reducing emissions, remains resilient, reliable and great value for bill payers.”

Today’s launch event of the second phase of the EV Energy Taskforce includes [speakers from a range of key stakeholders](#), including the Government Department for Business, Energy and Industrial Strategy, the Society of Motor Manufacturers & Traders, Ofgem, Citizens Advice, Energy UK, Nissan, BSI, BEAMA and the Energy Networks Association, amongst others.

Four new Taskforce reports are published alongside the event providing more in-depth analysis of key themes that informed the over-arching January report. (See Annex point 3.)

Andy Eastlake, the **Low Carbon Vehicle Partnership's** Managing Director says: "Achieving Net Zero in road transport will require a collaborative and highly integrated systems approach.

"There is already a raft of really exciting and innovative activities in this space, but bringing them all together is crucial if we're to achieve the best results for consumers and the energy systems on which we depend.

"The EV Energy Taskforce is an excellent example of the kind of cross-sectoral partnership that we're going to need to achieve our 2050 target."

An online launch event to introduce the next phase of the EV Energy Taskforce is being held today (22 October), 2-5pm. [Registration and full details are here.](#)

Advance notice: 'State of the EV Charging Nation' - The EV Energy Taskforce is planning to hold an event in Spring 2021 to benchmark the 'state of play' in terms of the transition to electric vehicles; including progress on recharging infrastructure and progress on developing the vital interactions between the automotive and energy sectors. More details to follow.

Notes to Editors

DOWNLOAD THE ORIGINAL EV ENERGY TASKFORCE REPORT [HERE.](#)

DOWNLOAD 'MOVING FROM PROPOSALS TO ACTIONS' [HERE.](#)

1. The Electric Vehicle Energy Taskforce was established in autumn 2018; an initiative announced by ministers at Zero Emission Vehicle Summit in Birmingham. The Taskforce was established to make suggestions to Government and industry to ensure that the GB energy system is ready for and able to facilitate and exploit the mass take up of electric vehicles.
2. The EV Energy Taskforce will develop detailed requirements for more resource intensive activity including:
 - Support for Government and Ofgem in defining the scope of evidence gathering needed to inform policy decisions related to system flexibility.
 - Ensure Taskforce initiatives such as modernising energy data access, producing an energy data best practice guide and an open charge point protocol and associated industry activities are coordinated and incorporate appropriate provisions around data handling and consumer protection.
 - Define the scope, structure and role of the body to provide coordination between transport and energy planning.

To find out more information about how stakeholders can engage with the working groups leading these activities visit www.evenenergytaskforce.com

3. Four new work package reports detailing the work that underpins the report introduced in January 2020 are published today. These include:
 - Work Package One: '[A Common Strategic Understanding of the Requirements of the Energy System to Support Mass EV Uptake](#)'
 - Work Package Two: '[Engaging EV Users in Smart Charging and Energy Services](#)'
 - Work Package Three: '[Smart Charging Technical Requirements](#)'
 - Work Package Four: '[Accessible Data for Decision Making](#)'
4. The LowCVP (www.lowcvp.org.uk), which convenes the EV Energy Taskforce was established in 2003, is a public-private partnership that exists to accelerate a sustainable shift to lower carbon vehicles and fuels and create opportunities for UK businesses. Over 200 organisations are engaged from diverse backgrounds, including automotive and fuel supply chains, government, vehicle users, academics, environment groups and others.

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Office for
Low Emission
Vehicles

