

# Ultra-low carbon cars: Next steps on delivering the £250 million consumer incentive programme for electric and plug-in hybrid cars

# CONTENTS

<b>Introduction</b> .....	<b>2</b>
<b>Electric vehicle consumer incentive</b> .....	<b>4</b>
Which vehicles will be eligible for the consumer incentive? .....	4
Our proposals for eligibility criteria .....	4
Vehicle type .....	4
Emissions .....	5
Vehicle performance .....	5
Safety .....	5
Vehicle manufacture .....	6
The process for confirming eligibility for the scheme .....	7
Next steps .....	7
<b>How will the subsidy be delivered?</b> .....	<b>8</b>
Option One: Grant .....	8
Option Two: Competitive support to industry .....	9
Next steps .....	11
<b>Plugged In Places</b> .....	<b>12</b>
Aims of the framework .....	12
Access criteria for the framework .....	14
Building the local market .....	14
Implementing technology .....	14
Consortia funding .....	15
Integration of re-charging facilities .....	16
Information sharing .....	16
Next steps .....	16

## INTRODUCTION

- 1.1 The transition from vehicles which use liquid fossil fuels to those using alternative fuels including electricity provides the UK with the opportunity over the long term to substantially decarbonise road transport and improve local air quality. Developing and manufacturing Ultra Low Carbon Vehicles (ULCV) will also create opportunities for the UK automotive sector to benefit from the transition to lower carbon vehicles.
- 1.2 In April the Department for Transport and the Department for Business, Innovation and Skills, published the *Ultra-Low Carbon Vehicles in the UK* vision document. This document outlined the comprehensive package of Government measures, worth nearly £400 million, to accelerate the transition to ULCV for motorists and the UK automotive sector. In delivering this, the Government aims to help position the UK as one of the global leaders of ULCV development, demonstration, manufacture and use.
- 1.3 For example, Government is supporting the trial of almost 500 electric and lower carbon cars and vans through the Technology Strategy Board's Low Carbon Vehicle Innovation Platform and the DfT's Low Carbon Vehicle Public Procurement Programme
- 1.4 One of the key measures in the Government's programme is to support an early consumer market for electric and plug-in hybrid cars, and in January we announced that DfT will provide £250 million for this. In *Ultra-Low Carbon Vehicles in the UK* we gave more details - in particular that the bulk of the money (around £230m) will be used to deliver point of purchase price reductions worth in the region of £2,000 - £5,000. This consumer incentive scheme is scheduled to start in 2011 when we expect a range of vehicles to be on sale.
- 1.5 In addition, we are providing £20 million to help deliver the charging points that these vehicles will need through the "Plugged in Places" Electrical Vehicle Infrastructure Framework. As announced in the Low Carbon Industrial Strategy, this is being further supplemented by up to £10 million from the low carbon element of the Strategic Investment Fund
- 1.6 This document sets out our current thinking and proposals for how the consumer incentive and the Plugged In Places schemes could work and the conditions we propose to attach to each element of the scheme. The proposals that we are presenting are not necessarily the final ones; we want to discuss these proposals with industry, regional and local government and other stakeholders in coming months and finalise plans later in the year. This work will be delivered by the new Office for Low Emission Vehicles once it is operational later this year. OLEV will bring

together in a single programme cross Whitehall interests to deliver the policy package outlined in *Ultra-Low Carbon Vehicles in the UK*.

## ELECTRIC VEHICLE CONSUMER INCENTIVE

- 2.1 Facilitating the creation of an early market via the consumer incentive can have many positive effects. Government aims to encourage demand, which will stimulate investment in mass production. This may in turn bring costs down and thus increase demand further. The UK automotive industry, as well as the consumer, can potentially benefit from this virtuous circle.

### Which vehicles will be eligible for the consumer incentive?

- 2.2 The purpose of the consumer incentive scheme is to help create an early market for electric (EV) and plug-in hybrid (PHEV) cars which may in time grow into a mass market; essential if the carbon reduction and air quality benefits of these vehicles are to be realised. For cars to be attractive to the mass market, they will need to meet the needs and aspirations of the majority of motorists in terms of performance, reliability and safety - as well as delivering clear environmental benefits.
- 2.3 For these reasons we are proposing a relatively demanding set of criteria for eligibility for the consumer incentive scheme. Government wants to support vehicles which will enhance the reputation of electric vehicles as high performing, reliable and greener options for the motorist.
- 2.4 The proposed vehicle eligibility criteria are, however, for discussion and we are open to considering good evidence for amendments. We want this scheme to be as effective as possible, allowing the maximum number of cars to benefit, without compromising our goals to improve safety, help reduce greenhouse gas emissions and improve air quality. We are keen to hear views from industry as to how best we can achieve this.

### Our proposals for eligibility criteria

- 2.5 The following section sets out our proposals for eligibility for the scheme on which we would welcome views. Once finalised, any vehicle would need to pass all of the tests to qualify.

#### Vehicle type

A) *Is the vehicle type approved as an M<sub>1</sub> vehicle?*

B) *Does the vehicle receive some or all of its motive power from an external electricity source?*

- 2.6 As stated in April that the consumer incentive is aimed specifically at passenger cars (ie those classified as M<sub>1</sub> through the European Whole Vehicle Type Approval process) which are solely or partially powered by electricity from an external source. This does mean that a conventional hybrid would not qualify for assistance.

- 2.7 The scheme is focussed on cars as we are trying to put in place an early market which will help over time to reduce carbon emissions from the biggest source on our roads. We do not rule out extending the scheme to other vehicle types in time, but have no immediate plans for this.

## Emissions

- 2.8 Electric and plug-in hybrid vehicles have the potential to help bring about the radical decarbonisation of the road transport system in the long term, and facilitating this is the main reason for our investment in electric and plug-in hybrid cars. We therefore propose the following tests:

*C) Does the vehicle have tailpipe emissions of:*

- i) 0gCO<sub>2</sub>/km for an EV?*
- ii) 75gCO<sub>2</sub>/km or less for a PHEV?*

- 2.9 We want to ensure that the scheme supports the roll out of vehicles which have lower carbon emissions than conventional alternatives. Range extended electric vehicles which use petrol/diesel/biofuel powered generators will be counted as PHEVs for this criterion.

## Vehicle performance

- 2.10 We want to set minimum performance standards based on speed and range to help boost consumer confidence in the vehicles and also, in the case of plug-in hybrid cars, ensure a minimum all-electric range.

*D) Does the vehicle have a minimum electric drive range in excess of:*

- i) 70 miles for an EV?*
- ii) 10 miles for a PHEV?*

- 2.11 Given that about 40% of people drive less than 50 miles a week, we think that a range of at least 70 miles will allow an all-electric car to meet the daily and weekly needs of a large number of urban drivers. In addition, roughly 80% of all car trips are less than 10 miles long. So, an electric drive range of at least 10 miles for a PHEV should allow a good proportion of trips to be 'zero emissions'.

*E) Does the vehicle have a maximum speed in excess of 60mph?*

- 2.12 While we think most electric car drivers will use their cars on local roads, we want them to be able to be used on all types of roads including motorways. To allow cars to safely keep up with traffic, we propose a minimum top speed of 60mph.

## Safety

- 2.13 While we are trying to boost the uptake of electric vehicles, we consider it essential that this drive should not be at the expense of safety. Significant strides have been made in vehicle safety in recent years and

we do not wish to see this reversed. Poor safety reputation has the potential to undermine the image of electric vehicles. We therefore propose the following test:

*F) Is the vehicle rated as at least 4 stars under the EuroNCAP scheme?*

2.14 While the European Whole Vehicle Type Approval includes safety tests we want to promote even higher standards to help reassure motorists and maintain recent improvements in vehicle safety. A good EuroNCAP rating can help boost the sale of a car, in fact most of the best selling cars in the UK in 2008 had a 4 star EuroNCAP rating or higher.

2.15 Conversions of conventional vehicles may invalidate the base vehicle's EuroNCAP rating. For this reason, we recommend that companies who specialise in vehicle conversions check the status of their vehicles with EuroNCAP as they may need to carry out new safety tests.

### **Vehicle manufacture**

2.16 We want to make sure that the vehicles supported by the consumer incentive are reliable, and offer consumers the protections they expect when considering the purchase of a new car. Following in the footsteps of companies who are already selling conventional hybrid cars, we are proposing two separate types of warranty. The electric powertrain (including the battery) will need to be covered for at least 7 years or 100,000 miles and the vehicle itself will need to have a warranty that lasts for a minimum of 3 years.

*G) Does the warranty of the original manufacturer or comparable entity comprehensively cover the vehicle and its key components - including the provision of a warranty of at least 7 years (or 100,000 miles) for the battery and electric powertrain and at least 3 years (or 60,000 miles) for other conventional elements of the vehicle?*

2.17 We do not want to exclude converters who, with the support/agreement of the original manufacturer, can produce a credible product. If their conversion invalidates the warranties provided by the original vehicle maker, the converters will be allowed to provide a new, equivalent warranty (either directly or through a third party).

*H) Does the vehicle have mass market potential?*

2.18 We want the cars and technologies which benefit from Government support to have mass market potential. We know that this is hard to define and through discussions with industry we are keen to explore options to achieve this. One option, which we favour, is for there to be a price cap for eligibility for grant support, possibly based on the number of seats the car has. Under this option cars retailing at prices above the cap would not be eligible for the scheme. Any cap, or other mechanism, would need to balance our requirement to build a mass market for

electric and plug-in hybrid cars with offering a range of vehicles to suit consumers' needs and encouraging production and development of low carbon automotive technologies.

## **The process for confirming eligibility for the scheme**

- 2.19 The Department for Transport or an organisation administering the scheme will maintain a list of vehicles which are eligible for the consumer incentive.
- 2.20 If a vehicle manufacturer or converter wants their car to be eligible, they will need to submit evidence that their car passes all of the tests above. We will use a small panel of government officials and technical advisors to assess any request for eligibility. Companies will be able to pre-qualify their planned vehicles for eligibility from 2010 and details on how to do this will be confirmed alongside the final criteria, by the end of the year.

## **Next steps**

- 2.21 We would welcome views on these proposed criteria and will explore them further over the summer and early Autumn, prior to finalising them later this year. If you would like to submit views, please email us by no later than the end of September 2009 at:

[LowCarbonVehicles@dft.gsi.gov.uk](mailto:LowCarbonVehicles@dft.gsi.gov.uk).



## HOW WILL THE SUBSIDY BE DELIVERED?

- 3.1 In April, we said that the majority of the £250 million package would be used to reduce the price of electric and plug in cars by around £2,000 to £5,000. Government's aim is to stimulate an early market; helping to overcome the fact that these early vehicles will be more expensive than their conventional counterparts.
- 3.2 We are keen to maximise the impact, reach and value for money of the funding and therefore have considered a range of ways in which Government money could be used to reduce the cost of the vehicles to the consumer, ranging from a well understood grant approach to more innovative options.
- 3.3 In designing the scheme, a key priority for Government is to take industry views into account. In recent months we have had valuable discussions with a range of industry stakeholders. The key messages were that the Government incentive was welcome, that we should ensure that it is simple for consumers, avoid the pitfalls of previous grants and finally, that we should continue to talk to them throughout this process.
- 3.4 These have informed our thinking and as a result, we are considering two approaches on which we are seeking views. These options could in principle be operated in combination or one could be chosen as the sole mechanism for delivering the scheme.

### Option One: Grant

- 3.5 There are several ways in which a grant could be delivered, and a key principle will be that any grant scheme would be open to all – both private individuals and commercial buyers throughout the UK. If a grant scheme is selected, the Government will determine the level of support per vehicle offered within the £2-£5,000 range. The level of support may be the same for all qualifying vehicles, or we may seek to distinguish between EV and PHEV options.
- 3.6 A grant could be delivered directly to the consumer. This would involve an individual applying in advance for approval – to ensure that sufficient funds were available – before purchasing the car at the full price and then completing the second stage of their application for a refund, to the value of the grant, with proof of registration. We would consider how much of this process could be delivered online, to offer a straight forward and user friendly interaction. Once set up, this process would be simple for Government and industry to deliver. It would, however, rely on the customer to 'do the leg work' as well as be out of pocket for the period in between buying the car and receiving the grant. For an amount as significant as £5,000, this may be a barrier to some.

- 3.7 Alternatively, a grant could be delivered via the dealership which would allow the dealer to absorb the 'out of pocket' costs and reduce the amount of work that the consumer will need to put in.
- 3.8 Another variation on the grant option could be a block allocation of subsidy earmarked for eligible manufacturers in advance, based on anticipated sales. Ahead of each financial year, manufacturers would negotiate an allocation of subsidy based on their projected sales – or a share of their sales, if these exceed grant funding. The grants would still be paid retrospectively, and it is likely that a mid year 'clearing house' process would be needed to increase or decrease allocations where sales are above or below forecasts.
- 3.9 The key advantages of a grant approach are that it is relatively straightforward for Government and industry to deliver (although the block allocation model would be less so) and easy for consumers to understand. Depending on the approach taken, it could be a simple transaction for consumers. It is the most "hands off" option in terms of Government involvement in the process - once the level of grant had been decided it would be consumers who would decide which of the qualifying car models benefited most from the scheme. There would also be an incentive for early mover manufacturers to bring new models to market in order to maximise their benefits from the scheme.
- 3.10 If the consumer incentive were to be delivered in the form of a grant scheme, we would want to design it so as to incorporate feedback on the positive and negative aspects of other Government grant schemes. However, there are some drawbacks inherent in this approach which cannot be avoided. By their nature, grants are a relatively blunt instrument and Government would need to strike a balance between setting the grant at a level that would interest consumers but still ensure value for money for the taxpayer. Some versions of a grant scheme model are also difficult to operate for vehicles acquired on a leasing basis.
- 3.11 We would have very limited ability to forecast take up of the grant and there is a risk that it could be significantly under or over subscribed. In an over-subscription scenario the Government can provide no guarantees that additional funding would be found and in an under-subscription scenario it may be difficult to carry forward large underspends into future years.

## **Option Two: Competitive support to industry**

- 3.12 The key feature of this option is that a range of companies, including manufacturers, lease, hire and fleet management companies could compete for an allocation of the subsidy through a series of competitions. This option would more easily enable those companies that wished to operate a leasing, hire and fleet management approach

to the sale of electric and plug-in hybrid vehicles to bid to DfT for an amount of subsidy to introduce a number of cars into fleets.

**3.13** This option has a number of potential advantages over a conventional grant scheme:

- ⇒ We would be introducing competitive tension into the process, with the potential consequence that per vehicle funding would be lower and the £230m Government contribution would go further and support more vehicles. Additionally, we believe that lease, hire and fleet models of funding could help maximise the impact of the scheme.
- ⇒ By encouraging the vehicle leasing approach as part of a competitive process, we would be targeting a sector of the market which could be very important for the emergence of electric vehicles and which could therefore establish the UK as an innovative and forward thinking market; improving our ability to attract further business, investment and jobs. In the early years, electric cars will cost more than their petrol and diesel counterparts, but will have significantly lower running costs. This may be well suited to a leasing model. Directly supporting leasing, hire and fleet options may allow a wider range of people to try driving an electric or plug in hybrid car in an affordable way.
- ⇒ Delivering some or the entire subsidy in this way would help us forecast and manage how and when the subsidy is likely to be spent. Levels of payment against vehicle volumes would be agreed as part of the competitive process and a company who was successful in the competition would be certain of obtaining grant support for their agreed allocation of vehicles. There would thus be less of a risk that the money would 'run out' and greater flexibility to amend levels of support over time, taking account of experience and evolving vehicle costs.
- ⇒ Although a competition will be more complex initially for Government to set up and will require some industry resource for bidding, it could be relatively simple to administer once up and running. The consumer experience would be very straightforward: they would simply buy, lease or rent an electric or plug in hybrid vehicle at a reduced cost, in the knowledge that Government subsidy had made it more affordable.
- ⇒ It may also be possible that involving leasing companies/leasing models in building the early market for ultra-low carbon cars could help establish a second hand market for these vehicles. Many leasing models result in companies owning vehicles for 3 years or less and there are established methods for selling these vehicles on. Combined with our proposed requirements on vehicle warranty, it could be possible to gradually develop a second hand market for

electric vehicles - this market will be particularly important for the long term sustainability of EV and PHEV options and a strong second hand market for electric vehicles could help position the UK as a leading market for the sale and manufacture of these vehicles.

- 3.14 Although this more innovative option offers the potential to maximise value for money and facilitate different ownership and business models, it would be more complex to set up initially than a grant scheme and involve a greater role for Government in the early months. We recognise that we need to discuss this option further with key stakeholders, in particular to establish interest in participating in a competition and to explore the key issues relevant to delivering this option in practise. Overall, we consider this option has sufficient potential merits to be further explored with the vehicle manufacturing and leasing industry and we will do this in the coming months.

### **Next steps**

- 3.15 We plan to finalise the scheme design and eligibility criteria later this year and will then begin the process of setting up the scheme to ensure that it is fully operational by 2011 at the latest.
- 3.16 We would welcome views on these delivery mechanisms and will explore them further over the summer and early Autumn. If you would like to submit views, please email us by no later than the end of September 2009 at:

[LowCarbonVehicles@dft.gsi.gov.uk](mailto:LowCarbonVehicles@dft.gsi.gov.uk).

## PLUGGED IN PLACES

- 4.1 A large number of motorists will be able to charge their electric and/or plug-in hybrid cars at home and will not need to install anything more complicated or expensive than a low-cost, weatherproof, external socket, like those used for electric lawn mowers, or use an existing socket in their garages.
- 4.2 At the same time we recognise the need to help provide publicly accessible charging points to help drivers of electric and plug-in hybrid cars recharge when they are away from home. In addition public access charging points may help some drivers without access to charging points at home to power their vehicles.
- 4.3 Infrastructure in the early years will need to be delivered by a combination of Central and Local Government and private sector contributions. This is why Government has allocated £20 million as seed money to the 'Plugged In Places' electric vehicle infrastructure framework - with up to a further £10m from the Strategic Investment Fund.

## Aims of the framework

- 4.4 The overall purpose of the framework is to help a relatively small number of lead cities or regions in the UK to establish themselves as front-runners in the trialling and adoption of electric vehicle re-charging infrastructure. We want these cities or regions to develop infrastructure plans which are co-ordinated with the anticipated arrival and use of electric vehicles and which deliver the maximum benefits in terms of facilitating an early market for EVs and PHEVs in their regions - as well as delivering wider learning benefits for the UK as a whole.
- 4.5 We anticipate that the scheme will provide funding to consortia which we typically expect to be made up of local authorities, regional development agencies and private businesses. This funding is intended to support the installation of charging infrastructure on streets, car parks and other areas of major vehicle utilisation. Any applications to the scheme by a single organisation would need to demonstrate strong support from other key regional entities and fit with regional plans to be considered for support. Looking at the scheme as a whole we anticipate providing funding for around 3-6 regions initially depending upon the scale and quality of the proposals we receive. We intend to make the money available from the beginning of the next financial year.
- 4.6 There are a range of re-charging infrastructure options and the Plugged in Places scheme will give the UK an opportunity to try different solutions to the 'recharging question' in order to find out what works

best in this country and to learn how best to rollout recharging facilities. Options including slow, "trickle" or single phase charging (ie charging at a rate which means it will take many hours to recharge a fully depleted electric car battery). Some places around the world are looking at supporting the slow charge with faster options. For example, Israel and Denmark are looking at battery swapping (quickly replacing a depleted battery for a fully charged one) while parts of Japan are already looking at fast and rapid (three phase) charging (which can dramatically reduce the amount of time needed to recharge a battery). These technologies are interesting as they can help make the ranges of electric vehicles more comparable to petrol or diesel vehicles and reduce the amount of petrol/diesel that PHEVs use. Wireless or induction charging options are also being developed by some companies. We are keen to use the scheme to demonstrate a range of infrastructure options and will actively encourage proposals which deliver this while considering the impact on the grid of these options.

- 4.7 In order to foster co-operation and learning between consortia, we are developing Plugged In Places as an open access framework, not a competition. We recognise that some cities are more advanced in their EV rollout plans and a competition would unfairly penalise those who are less advanced or delay those who are ready to proceed. Any city or region which wishes to put forward a bid can in principle become a Plugged in Place; everyone will get access to information and the successful consortia will get access to money to help them install publicly accessible infrastructure.

#### **Relationship with the Energy Technologies Institute's Plug-in Vehicle Economics and Infrastructure Project**

The Energy Technologies Institute (ETI) will announce the launch of its Plug-in Vehicle Economics and Infrastructure project on 16 July. Working with government, industry and key cities, a major component of this ETI project will be to develop the technology 'tool-kit' for constructing an intelligent infrastructure across the UK. This will enable infrastructure planning on a national, regional and local basis. It will also include the definition of a standard open architecture for the interoperability of plug-in vehicle recharging infrastructure across the UK. We support this important work. It is, however, not a pre-requisite for consortia bidding for Plugged in Places funding to be involved in the ETI project.

## Access criteria for the framework

- 4.8 In order to access framework funds, the consortia will need to meet a number of criteria which fall under 5 broad headings:

### Building the local market

*Encouraging local residents and businesses to buy and operate EVs and PHEVs*

- 4.9 We would want to see local promotional or marketing activities to raise awareness of EVs and PHEVs in each of the Plugged In Places. Consortia may wish to link up with local firms and industry representatives to support the initiative.

*Introducing other measures to encourage EV and PHEV use*

- 4.10 We wish to see complementary local mechanisms to encourage EV use. For example, this could mean offering free or reduced price parking to electric and plug-in hybrid car drivers and for these policies to be unified across the city or region. Another example could be to harness local planning powers to require new buildings and developments, where they provide car parking, to include (slow) charging facilities or set aside a certain allocation of car parking spaces for EV vehicles.

- 4.11 It is important to note that measures to increase the use of electric and plug-in hybrid cars should not be at the expense of other sustainable travel options like walking, cycling or public transport. Consortia would be asked to provide evidence of this.

### Implementing technology

*Installing a locally sufficient number of publicly accessible charge points that delivers value for money.*

- 4.12 It is important that consortia deliver a sufficient scale of infrastructure to support these cars in their cities or regions, in proportion to the number of vehicles we expect to see over the next 3-5 years. This will depend on local circumstances, but we will want to see evidence from Local Authorities that there would be a sufficient level of charging infrastructure/charging points to support a critical mass of vehicles. Consortia should also take care to locate these where they will be of most benefit. This will require analysing which users are most likely to operate vehicles and to try to determine how they will use them. We would wish any charging points installed by local authorities in their car parks and streets to be supported by a similar or larger number installed by their consortia partners in work place, retail and leisure facility car parks. Consortia partners may choose to operate their charging points in different ways and levy different fees for use of these facilities.

### *Using innovative technology*

4.13 We encourage consortia to trial different charging options. Consortia can look at technologies such as smart metering to encourage re-charging at times of lower electricity demand, innovative billing mechanisms, ways of linking recharging to renewable energy sources and ITS systems. We recognise these newer technologies can add additional costs to city wide rollout plans. We recognise that project costs will be higher relative to the number of charging points delivered, where consortia do opt to try these technologies.

### **Consortia funding**

4.14 Funding from the 'Plugged In Places' Framework is intended to be seed money, and we do not expect that these funds will be the sole or predominant way for consortia partners to pay for the installation of charging infrastructure. Indeed we expect the total amount of money invested by the consortia partners to exceed the government contribution.

4.15 We are currently examining the state aid regulations relevant to this programme and expect to be able to offer a percentage of total project funding, which we would expect to be typically in the region of 25-50% of total project costs - dependent on the nature of each project and the funding available. We will provide further information on the state aid position with respect to this programme when we launch the scheme later in 2009 or early 2010.

#### **Relationship with the Alternative Fuels Infrastructure Grants Scheme**

Cenex (the UK Centre of Excellence for Low Carbon and Fuel Cell technologies) operates a small infrastructure grants programme for the Department which is valued at around £500,000 each year. This is known as the Alternative Fuel Infrastructure Grant Programme (AFIGP) and will be re-launching this programme in July. Further details can be found on their website at [www.cenex.co.uk](http://www.cenex.co.uk).

After the Plugged In Places framework opens, we would not expect consortia to bid for funding for the same projects through the Alternative Fuel Infrastructure Grant Programme (AFIGP).

After 2010, we would anticipate that the AFIGP funds will be focussed on support for the installation of small scale re-charging infrastructure projects in areas which are not participating in the larger Plugged-in Places scheme - as well as forms of alternative fuel infrastructure – for example for biogas or hydrogen



## Integration of re-charging facilities

4.16 We would not expect use of consortia installed points to be limited to cars; users of other electric and plug-in hybrid vehicles – like vans, electric motorcycles, scooters and cycles – should be able to use these charging facilities as well. Local authority consortia partners should also seek to examine how best to integrate their ultra-low carbon strategies with their sustainable travel plans, for example links to park-and-ride schemes. We are keen to facilitate co-operation between consortia to share lessons being learned.

### *Compatibility between slow charging facilities*

4.17 One aim of the Plugged In Places framework is to help begin the process of creating a national network of charging facilities. This network will emerge at a pace that matches the increase of electric and plug-in hybrid cars on our roads. As a result, EV/PHEV drivers from one Plugged in Place must be able to recharge in another using slow charge facilities at the very least. Local authority consortia partners will have the right to levy an additional fee on electric and plug-in hybrid vehicle users from outside their consortia, if they so choose.

### *Street Scene*

4.18 In line with the growing agenda to improve public space, particularly the local street/road environment, the Consortia should seek to site charging points sensitively where they will be of most benefit. Where practical, local authorities are advised to consider how their on-street charging points can be combined with other street furniture, for example, street lighting columns, bollards, signs or parking meters, so as to reduce street clutter.

## Information sharing

4.19 Learning from each others' experiences and developing best practice will be a crucial part of putting in place the right infrastructure in the future, as we move to larger scale activities. Contributing to and sharing the UK knowledge base will be an important element of Plugged In Places.

4.20 Therefore, in addition to managing the delivery plan and co-ordinating the activities of the consortia partners, the programme manager will need to gather information about the progress made by their consortia and share this information with the Department and other consortia. Consortia will be required to commit to publish key project elements and lessons learned. Options for information sharing include an online community or a series of regular seminars, or use existing mechanisms like the Low Carbon Vehicle Knowledge Transfer Network established by Cenex. Further details will be provided on this when applications are invited.

## Next steps

- 4.21 We welcome views on our proposals for the Plugged In Places scheme - in particular from local authorities, electricity distributors and suppliers, and infrastructure companies by the end of September. We plan to contact regional and local stakeholders to invite them to a briefing event around the time of the launch of the scheme - which we expect to be later in the Autumn. The timetable remains subject to satisfactory clarification of state aid issues.
- 4.22 We would hope that the more advanced cities will be in a position to submit bids by the end of the year and that following our review of these bids, we will be able to begin providing this seed money to successful consortia in 2010. As this is an open access framework, bids can be submitted by consortia at anytime but will need to comprehensively cover the information requested and points raised in this note.
- 4.23 A panel will be convened to review each bid as it comes in, and will determine how much money the consortia will receive. The exact amount of money will depend on the nature the bid and the willingness of the consortia to try innovative technologies.
- 4.24 We welcome your views. If you would like to comment, please get in touch at the following email address:

[PluggedInPlaces@dft.gsi.gov.uk](mailto:PluggedInPlaces@dft.gsi.gov.uk)