



**Meeting report
6th April 2018
LEV Taskforce**

4 representatives of the IEVOA , met with representatives of the LEV Taskforce, a joint DCCAE , DTTAS committee , charged with promoting the the changeover of car transport to sustainable vehicles . A representative of the SEAI also attended.

The meeting began with the review of the current policy position in respect of the current charging infrastructure. The IEVOA strongly opined that the current infrastructure was inadequate , under maintained and in need of investment and development . The Taskforce agreed that the historical situation was unfortunate but that significant efforts were underway to ensure that the current infrastructure would be put on a long term stable basis suitable for investment by both state and commercial enterprises and that announcements to this effect were expected in the near term , in a matter of months. Negotiations between all the stakeholders in the charging infrastructure were at an advanced stage and a positive outcome was expected, The IEVOA stated that confidence amongst EV owners in the infrastructure was at an all time low and that positive and practical steps needed to be taken to show the EV user base that the infrastructure would be developed. The Task force opined that they were cautious of premature “ empty “ statements and felt that announcements should be made when concrete steps can be taken immediately thereafter . The Taskforce was at lengths to reassure the Association that they were well aware of the issues and that they believed that solutions were at hand in the near future but that they were not at liberty to reveal the exact mechanisms at this time.

The Meeting moved to discussing on street charging , with the view being advanced by the Taskforce that these chargers also needed attention and that they saw the best route forward in this area was engagement with the local Authorities, which they said they were developing. The IEVOA countered that policy in the LAs was very disjointed with some LAs being at the forefront and others doing very little in this area, The issue of whether or not car park fees would apply nationally was discussed , with the Taskforce stating that the issue was not one that could be decided at national level and that it was down to individual LAs to decide policy in that regard, The Task force opined that nationwide free

parking while charging was desirable but that they did not see that as practical in the long term in some cases. The issue of the removal of street side chargers in residential areas was briefly discussed.

The meeting moved to discussing the incentives available for potential EV owners and users, with the DTTAS representatives outlining the proposed concession on national motorway tolls, This would hopefully be introduced by the Autumn following discussions with all the toll operators and successful modifications to their IT systems. The system would involve EV owners, both new and existing, applying for new tags that would replace the existing normal tags and the concessions would apply across all the tolls systems in the state in a manner seamless to the user. Note that the concession would not be available to non tag EV users. The IEVOA stated that such a concession would have dramatic effect on the EV market as it would be seen as an accessible and genuine concession over other car users. DTTAS stated it would be clearly time limited on a sliding scale from the outset to avoid any confusion.

The meeting reviewed the other incentives, with SEAI reporting significant uptake of the charger grant and that they were implementing internal improvements to speed up the application and approvals process, with the introduction of online applications and approvals processes.

The IEVOA stated that confusion existed in relation to the BIK concession , with one year in the finance bill , while three years was stated by the Minister for Finance , and that this was slowing uptake, The Taskforce said this confusion should be clarified in next years Finance bill, and the SEAI countered that the commercial purchase grant applications which are availed of when purchasing company EVs was significantly up, indicating that there was significant interest in Company EVs

DTTAS outlined the new taxi incentive scheme and outlined the successful trials recently undertaken in Donegal, IEVOA stated it was concerned that this would put the existing fast charger infrastructure under additional pressure and that in reality this sector needed dedicated charger facilities. DTTAS reported that there was significant interest in the scheme with a healthy uptake of applications for the EV taxi scheme already .

The Taskforce advanced the view, that while it accepted that significant efforts were needed to develop the charging infrastructure, which the Taskforce advanced was in hand, that the Irish State had established a comprehensive array of supports for EVs, given the budgetary limits that applied and felt that take-up should begin to reflect this in the coming years

DTTAS also stated that public procurement rules for EVs was ready for dissemination and that this should aid state bodies in procuring EVs for their purposes.

The meeting concluded