



The All-Party Parliamentary Group on
Electric Vehicles

Challenges and Opportunities for the Electric Vehicle Sector following the Transition Period

APPG on Electric Vehicles event

10th December 2020

10:00am – 11:00am

AGENDA

- **Matt Western MP (Lab)**, Chair of the APPG on Electric Vehicles – opening remarks
- **Greg Archer, Director UK at Transport & Environment.** *T&E is a leading think-tank in the low-carbon transport arena and Greg will give a keynote on key challenges and opportunities facing the electric vehicle sector.*
- **Imogen Pierce, Head of Experience Strategy at Arrival.** *Arrival is a UK-based start-up designing and building electric vans and buses. Imogen will speak from the perspective of an emerging British vehicle manufacturer on the implications of the end of the transition period.*
- **Tanya Sinclair, Director of Policy UK & Ireland at ChargePoint.** *ChargePoint is a California-based international charge point manufacturer and software provider. Tanya will speak about how the end of the transition period will impact the charging infrastructure sector.*

Followed by Q&A with delegates

Key points

- Meeting to be held under Chatham House rules
- Meeting has been kept primarily to Parliamentarians and staff
- Time for open Q&A from the floor has been allocated at the end



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Electric Vehicles

Opening remarks from Matt Western MP (Lab), Chair of the APPG on Electric Vehicles



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Greg Archer, Director UK at Transport & Environment
on challenges and opportunities arising from Brexit.

Opportunities & risks for EVs from Brexit

APPG EVs

10th December 2020

Greg Archer

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T&E:

26 Countries

61 Members

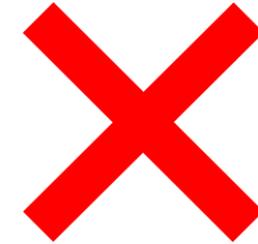
6 National offices



Opportunities & risks for EVs from Brexit



- ICE phase out is possible
- EV uptake can be accelerated
- No / less state aid constraints
- UK freedom to regulate on batteries, charging etc
- VAT flexibility

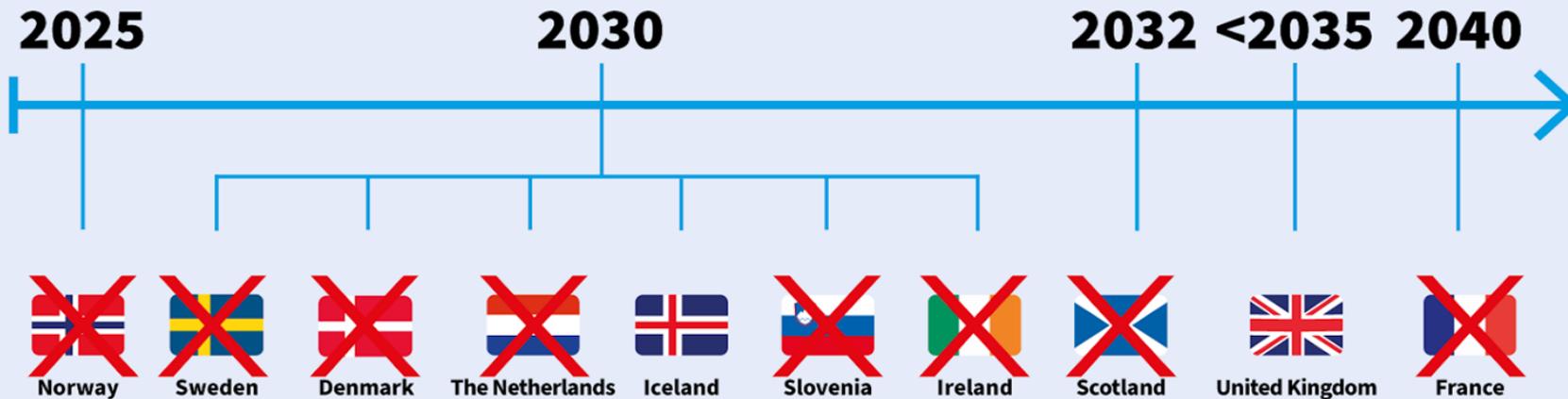


- Tariffs may raise EV prices
- Tariffs may make UK exports expensive damaging production
- Rules of origin issues complicate EV market
- UK outside of new EU rules
- Weak implementation air pollution regulations
- No single system of vehicle approvals may limit EV choice

ICE Phase out is only currently possible outside the EU



Most countries cannot ban cars with engines under current EU rules



Sales of EVs in 2021 are likely to be 20% lower than if we had remained in the EU

	% anticipated sales EVs (BEV + PHEV)		% sales BEV
	With current UK regulation	With current EU regulation	Needed for 2035 UK phase out
2021	12%	15%	-
2025	18%	20%	25% (ZEV)
2030	28%	30%	67% (ZEV)
2035	?	?	100% (ZEV)



But by leaving the EU we can accelerate the shift to BEVs rapidly

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2035	?	?	100% (ZEV)

Likely 10% tariffs on EV imports will suppress sales

(in the absence of a trade agreement)



'NO DEAL' TARIFFS WOULD UNDERMINE BRITAIN'S GREEN RECOVERY

'NO DEAL' TARIFFS WOULD INCREASE THE PRICE OF AVERAGE EU-BUILT ELECTRIC VEHICLES, EFFECTIVELY CANCELLING OUT UK'S PLUG-IN CAR GRANT INCENTIVE.

<p>WTO TARIFFS ADD £2,800</p> 	<p>UKs PLUG-IN CAR GRANT £3,000</p> 
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TWO THIRDS OF THE BATTERY ELECTRIC MODELS ON SALE IN THE UK BUILT IN EUROPEAN FACTORIES




UK has the freedom to regulate as it chooses – but will it?



Reformed Batteries Directive will set recycling targets and requirements on responsible sourcing of raw materials – currently no UK proposals



Second Alternative Fuels Infrastructure Directive will not be implemented in the UK – UK may legislate to improve consumer charging experience

Key messages

There are both significant risks & opportunities for EV rollout from Brexit

Most risks are minimized through a trade agreement with zero tariffs on motor vehicles and parts

- Level playing field requirements may constrain the UK's ability to stimulate EV and battery production

The UK should be flexible in which future EU rules it chooses to adopt

The capacity of Departments to deliver legislation is an important constraint; as are the resources in local government to implement

Imogen Pierce, Head of Experience Strategy at Arrival.

Arrival is a UK-based start-up designing and building electric vans and buses. Imogen will speak from the perspective of an emerging British vehicle manufacturer on the implications of the end of the transition period.

Tanya Sinclair, Director of Policy UK & Ireland at ChargePoint. *ChargePoint is a California-based international charge point manufacturer and software provider. Tanya will speak about how the end of the transition period will impact the charging infrastructure sector.*



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Open Q&A: please comment in the chat box or pose your question to the group if you wish to ask a question.