



Data Accessibility and Privacy Workshop

6 May 2021

14:00–17:00

Agenda

Welcome	Teodora Kaneva Chair: Data, Accessibility and Privacy Working Group TechUK
Achieving system optimisation through shared intelligence	Joachim Brandt Head of Electric and Autonomous Vehicles Gemserv
Making public chargepoints simple and easy to use (through open EV data)	Paul Barnfather Head of Electric Vehicle Infrastructure EA Technologies
Data Access and Privacy Framework	Thomas Brooke Bullard Policy Researcher Citizens Advice

Overview of EV Energy Taskforce

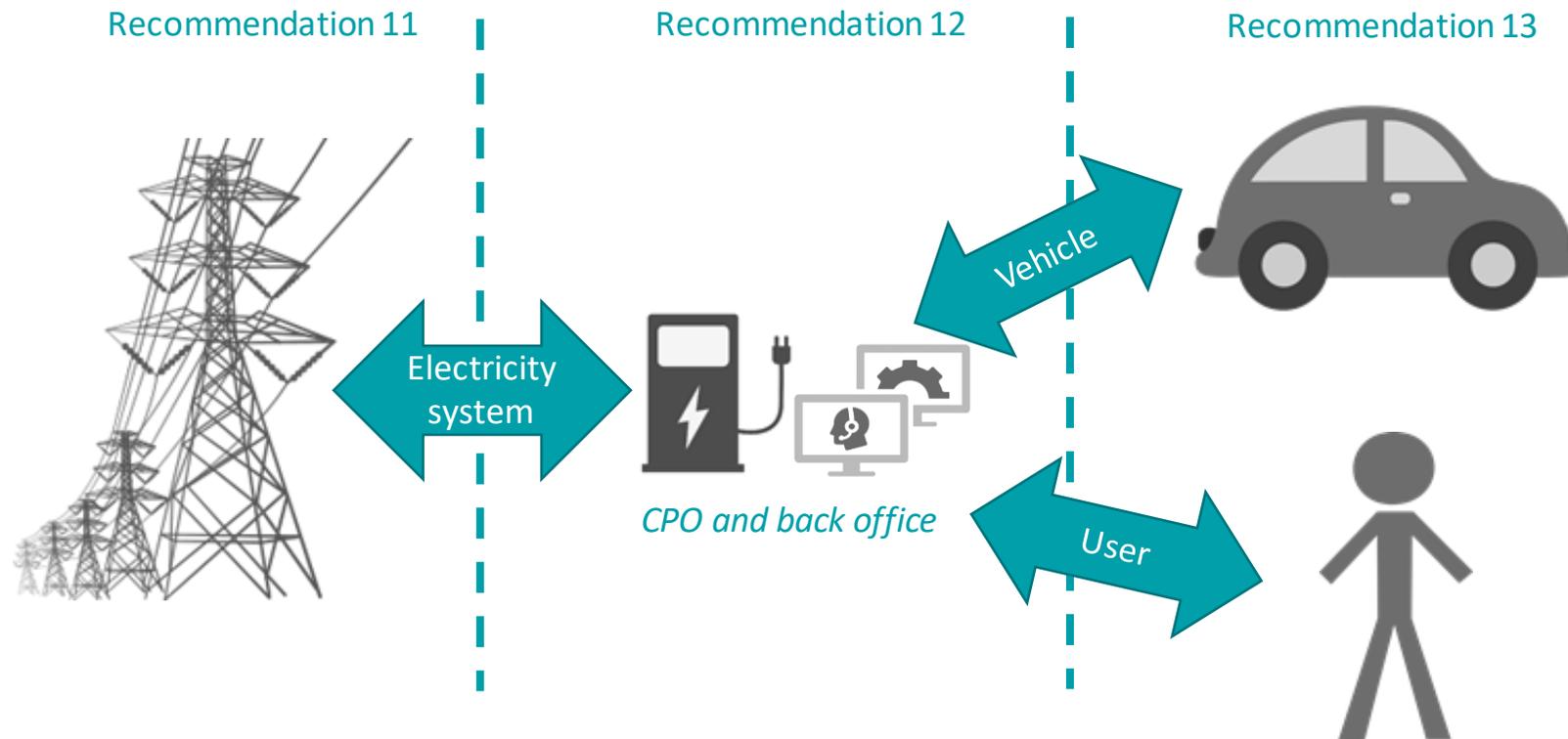
Three key priorities have emerged from Phase 1:

1. The urgency of developing standards and codes of practice to enable interoperability and the sharing of data within the Electric Vehicle sector and with the electricity system.
2. The need for effective local and national planning and coordination to enable efficient investment, mediating the balance between future-proofing and asset stranding.
3. The criticality of smart charging; underpinned by a resilient network and clear market signals, to reduce the cost of supplying millions of EVs.

WG1	WG2	WG3
Transport & Planning	Consumer Engagement	Smart Charging & Cybersecurity
To help define the responsibility, guidance and resources that exist and are needed to support public bodies and private organisations in the delivery, operation and maintenance of public EV charging infrastructure as an integrated part of the energy system.	The consumer complaints journey, gaps in consumer understanding about EVs, consumer charging behavior and how we can ensure that consumers are armed with the right information.	To identify the scope and body that will be responsible for the implementation of cyber security practices that go beyond the charge point and deliver the required digital infrastructure and appropriate certification schemes (and subsequently monitor)

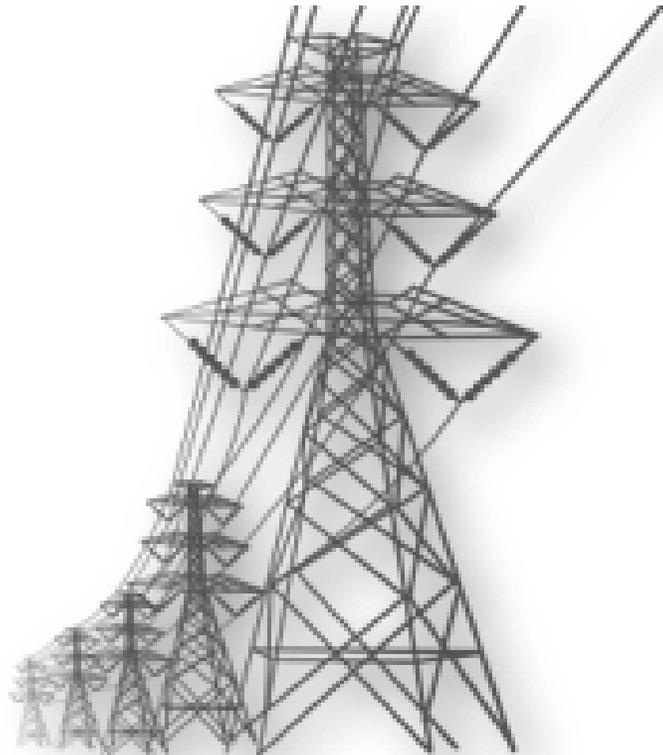
Data Accessibility and Privacy – Scope and Context

This working package will consider issues pertaining to utilising and protecting data for better consumer outcomes and policy decisions. The group will map any existing data sharing work in industry or government and create a gap analysis of outstanding data infrastructure outputs.



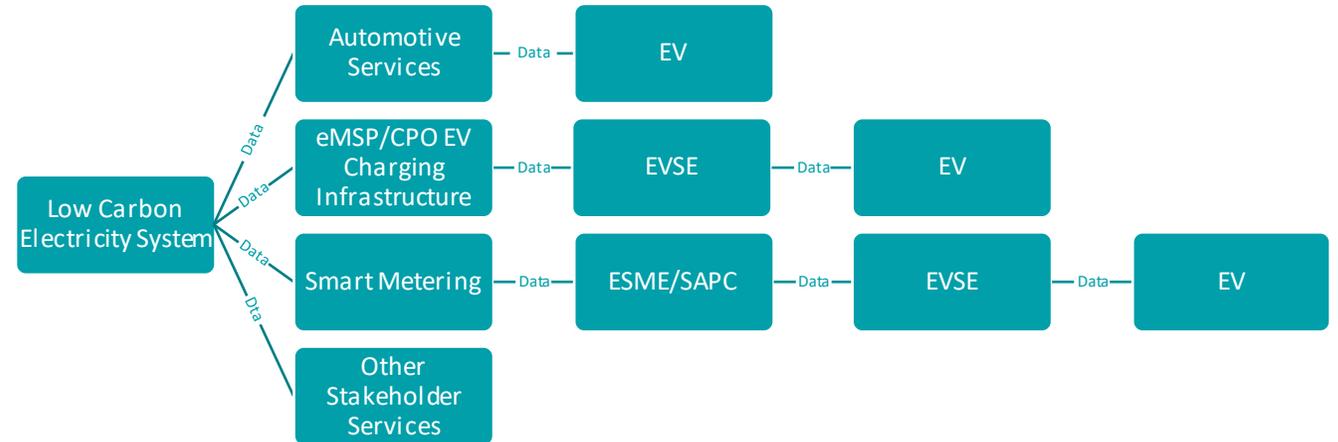
Achieving System Optimisation Through Shared Intelligence

Recommendation 11



- Phasing out fossil fuel vehicles will create a national electricity demand in the order of 82TWh per year.
- This demand can be digitally monitored and controlled for
 - optimal use of the electricity system,
 - battery storage within the vehicle parc,
 - and the uptake of low carbon electricity in the UK.
- System integration and secure data sharing is at the heart of this.

System Optimisation – Digital Integration and Control



- Ramp Down/ Suspend**
 - System at Risk – Overload Constraint
- Ramp Up**
 - System under utilised – Loss of value creation
- Charge / Discharge Battery**
 - Meet Transport Need
 - Provide Flexibility Services

Emerging Preliminary Recommendations

Cloud Service Integration for Secure Data Sharing to facilitate monitoring and control of an estimated 82 TWh electricity demand per year as fossil fuel vehicles are phased out in the UK.

It is suggested that APIs are being defined for digital platforms to comply with that can monitor and control the electricity demand from electric vehicles in the UK.

This is to leverage digital capabilities to support optimal and economic operation of the electricity system in the UK while encouraging the uptake of decarbonised electricity from renewable sources.

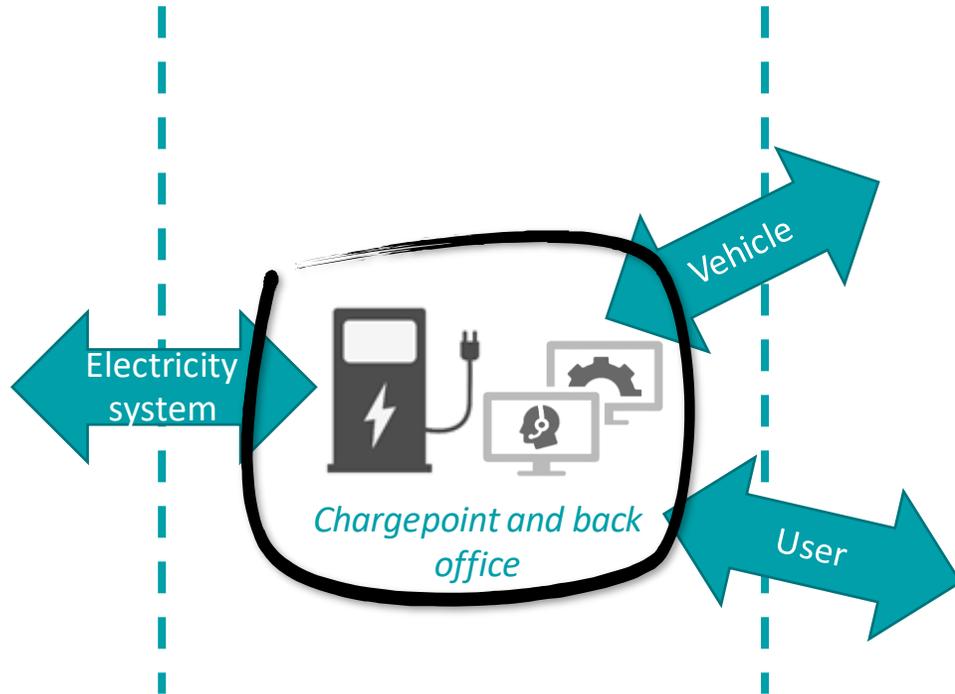
Compliance should include:

1. Sharing the aggregated electricity demand and forecast within a specified geographic area and time period
2. Processing shared data provided by authorised digital systems for optimal use of low carbon electricity and mitigate supply constraints, system under utilisation, mitigation of emergency events while meeting the transport demand uninterrupted, in the greenest and most sustainable way.

Making public chargepoints simple and easy to use

Recommendation 12

...using open EV-related data



- Real-world use cases centered on the **chargepoint**
- What data exchange is necessary to make public EV chargepoints simple and easy to use?

Use cases identified

Use cases:

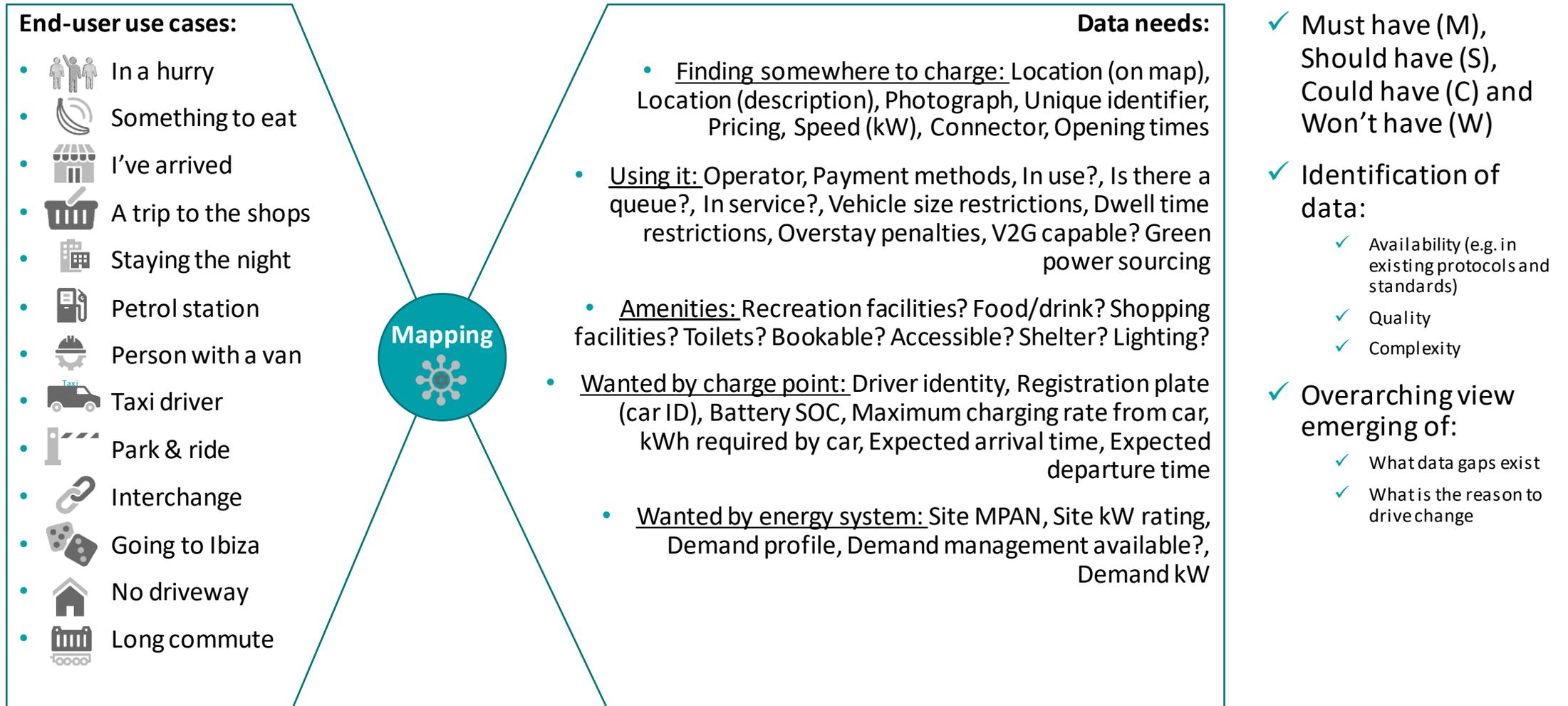
-  In a hurry
-  Something to eat
-  I've arrived
-  A trip to the shops
-  Staying the night
-  Petrol station
-  Person with a van
-  Taxi driver
-  Park & ride
-  Interchange
-  Going to Ibiza
-  No driveway
-  Long commute

- ✓ User experience focussed only; independent of industry agendas

“Why are you using this chargepoint?”

- ✓ Not intended to be a *complete* list – sufficient to capture the relevant data items

Mapping data needs & availability



Initial findings

Data needs cover typical finding an usage needs such as location, speed, connector type, unique identifier and operator

Data needs cover typical usage needs such as overstay penalties, vehicle size restrictions, payment methods, in-service, opening times, accessibility and lighting



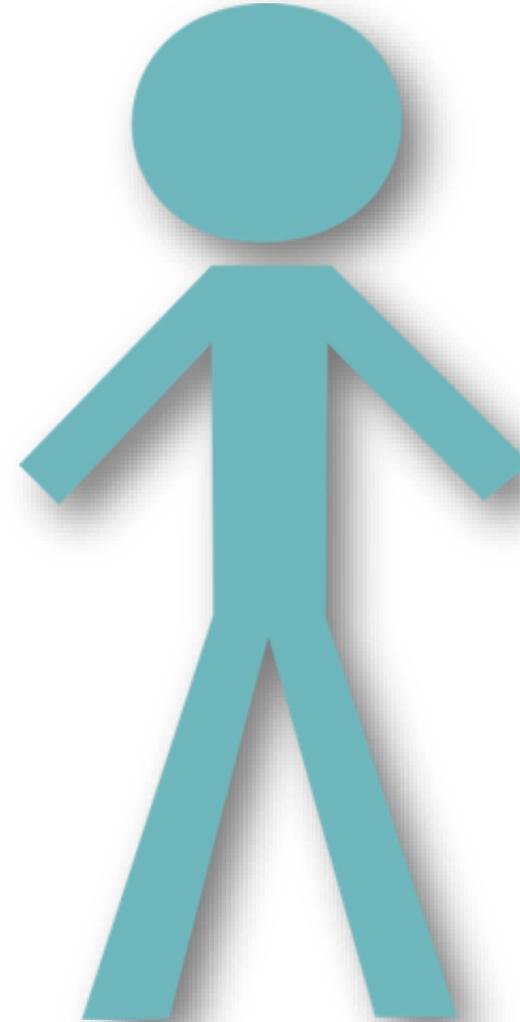
- There are a number of “easy wins” that will hopefully be achieved through consensus - particularly around chargepoint discovery.
- Some issues require more thought: accessibility, availability, restrictions, payment methods...
- EV adoption is increasing rapidly. How can the industry track and respond to emerging use cases?

Data Access and Privacy Framework

Recommendation 13

The first phase of the Electric Vehicle Energy Taskforce proposes that Ofgem and Government introduce a Data Access and Privacy Framework for the EV sector to ensure that consumers have full control over their data by 2021.

Consumers should be made aware of all data access issues at the point of sale of all EV products and services as well as their powers to control and delete this data.



Approach

- To begin with a broad set of ideal consumer data principles that should underpin a data access and privacy framework.
- Map out consumer risks that stand in the way of achieving those principles in the short, medium and long-term, including:
 - The consumer risks.
 - Existing relevant work.
 - Upcoming relevant work.
 - Gaps/ recommendations.
- Consider which bodies should be responsible for a data access and privacy framework.

Ideal principles for a data access and privacy framework

- Consumers have control of how much data they share and when - there must be an option to access chargepoints without sharing personal data.
- Consumers should not be locked-in to specific arrangements.

Consumer risks we have identified

- Consumers are locked into unfavourable arrangements.
- Consumers don't have control/visibility over the data they share.
- Data is not portable.
- Consumers lack the tools/data required to compare deals.
- Confusion over what constitutes personal data.
- Difficulties transferring/sharing data.
- Hidden/non-optional data sharing.
- Consumers in vulnerable circumstances are disadvantaged.
- Lack of pricing visibility.

Remaining work

- To develop specific recommendations based on our analysis of consumer risks and gaps in existing work.
- To identify who should be responsible for a data accessibility and privacy framework (development, monitoring, enforcement).

Next Steps

- Participants' feedback is welcomed by 14 May, Friday.
- Final report will be submitted to EVET steering group: 31 May 2021
- Once all groups submit their reports the final findings will be published – TBC.
- EVET phase 3 – will launch in June 2021.

Thank you!

Contact Details for further feedback:

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