



The Electric Vehicle Charging Report

July 2021 V1.

Introduction



As Electric Vehicles (EV) become more popular it becomes increasingly likely that we will all find our businesses welcoming guests with them. The collage above just shows a selection of the EV's we have had to stay at our business.

This paper will try to set out the various pros and cons of EV's in a self-catering, short term let context. We have all heard of guests that 'just plug the car in through the bedroom window.'

We won't even try to address where all the electricity is coming from, or whether EV's really are green, that is for other organisations and Government to address.

To Charge Guests or Not to Charge Guests?

This is matter of personal choice for any operator of any hospitality business to make for themselves. There are many that ask why should we provide this free of charge, we don't give other guests petrol or diesel? An entirely fair point.

There is also a relationship between how much the guest is paying for the property and whether to charge. Three couples coming in three EV to stay in a lodge for a winter weekend at £250 could eat up almost a quarter of the rental fee in car charging. However, a single EV staying at a luxury cottage in the Cotswolds charging £2500 would look mean charging £5 or £10.

There is though a marketing angle to think of too, particularly for off peak stays. More and more customers are buying EV's. One of the search items they will look for is does the property have an EV charging point? Good holiday cottage websites have this as a primary search choice, along with dog friendly, hot tubs and pools.

Customers who have an EV suffer from a condition known as 'rangeitis.' That is, they are always looking to see how far they can go without running out of charge. It becomes a fixation. Knowing that they can stay at a 'filling station' will drive their choice of accommodation.

If your pricing allows, offering EV Charging as part of the package becomes extremely attractive to the guests. Putting up your off peak by £10 would probably cover it. Not much more than a pile of logs.

At our business, when fully open, we do not have a week that goes by now without an EV on site. A reasonable number of those off-peak bookings would not take place without having EV charging. We choose not to charge, it's a marketing cost for us, generating a really good return on investment, and lots of goodwill.

In the end though it is a matter for the owners to decide.

Cost of Charging vehicles?

An EV uses electricity, the unit of measurement for electricity is a kWh, you can find this on your electricity bill.

When an EV charges it will consume a certain number of kWh related to how empty it was when it started charging (just like putting litres into a petrol car).

You will have a £ charge/kWh listed on your bill, but let's say an average £0.15/kWh. The largest Battery is 100kWh and so would be a maximum charge of £15.00.

The smallest batteries are 20kWh so £3.00. Many chargers can record the number of kWh that are used.

Overnight charging would also be possible at Economy 7 or equivalent rates.

In reality though, very few people would be charging from empty. Most drivers would top up overnight daily, to ensure they maximise range for the next day, and on average would be unlikely to be charging more than half their capacity.

Connections

It's impossible to come up with a standard figure for an installation, as so many circumstances vary. You may need a long trench digging to put the charger in the right place, you may need to upgrade a distribution board.

The ball park figures quoted by Members during our research was that a good quality car charging units averaged £500, and installations averaged another £500.

Getting multiple quotes from reputable suppliers would be the best next step.

PASC UK Members can get a 10% discount from Rolec for supply and fit. Rolec manufacture the product in the UK. You will need to quote your business name so that Rolec can check to apply discount with PASC UK. Members will also need to be registered with the Buying club. See note at bottom of Paper.

Contact:

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Rolec

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www.rolecserv.com

There are many other options that a decent Google search will call up. Always check the reviews and the terms and conditions of the installations.

Supply Challenges

For some businesses EV charging is simply not an option, as their electrical supply is already stretched to the limit. At our business we can only allow one EV to charge at a time, despite have two connectors, A Tesla one and Generic one. We have had to install more electrical tech to stop this happening. Upgrading the electricity supply or generating sufficient electricity. are very expensive options.

Always worth searching your Local County Council and Local Enterprise Partnership Growth Hubs to see if any grants come available that may help cover this kind of upgrade, which would also increase the value of your property.

Grants for Installations

Just for clarity....

To align with the government's net-zero ambitions, in November 2021 the Office for Low Emission Vehicles (OLEV) which is the government unit responsible for overseeing the transition to zero-emission cars and vans, was renamed to The Office for Zero Emission Vehicles (OZEV).”21 Dec 2020.

The Grants

Despite the drive to zero carbon there are few incentives The only two Grants that we could find are either geared to home use, or to business use for the staff.

We are chasing the OZEV Grant announced for small accommodation businesses in February, but as yet there are no specifics online. We would have expected the Government to want to increase the number of car charging points at Hospitality businesses.

If you know of any others let us know and if we hear of any others, we will update this paper.

Grants for the purchase of electric vehicles were also cut in March of this year.

Electric Vehicle Homecharge Scheme.

The OLEV Grants are only for home installs and if you have an electric vehicle. See: <https://www.gov.uk/government/publications/customer-guidance-electric-vehicle-homecharge-scheme/electric-vehicle-homecharge-scheme-guidance-for-customers>

These Grants are quite low being capped at 75% and maximum contribution is £350. Some members have been successful getting OLEV grants despite the criteria.

The Workplace Charging Scheme.

These are available, with similar amounts of Grants, but are limited to those that can meet this criteria, which does not really cover holiday lets of any sort, unless one of cleaners has an EV. We have though heard of examples of successful claims for this grant.

Applicant eligibility

The scheme is open to organisations (as defined below) that fulfil all of the following criteria:

- a) are a registered business, charity, or public sector organisation evidenced by a Companies House reference number. You can alternatively apply by using your VAT registration number or HMRC registration letter. Charities not in possession of any of this documentation can upload a copy of their registration to the Charity Commission by using the upload field reserved for HMRC registration letter.
- b) must be either:
 - a public authority – includes government departments and their agencies, the armed forces, local governments, the NHS and emergency services. In considering eligibility, OZEV will use the public authorities referenced in LGA Act 2003, Section 33, and the Freedom of Information Act, Schedule 1, parts 1-3, or:
 - must have received less than Euro 200,000 of public support in the last 3 fiscal years (previous 2 fiscal and current fiscal year), or which is currently pending before applying for the WCS and satisfy the eligibility criteria for de minimis aid
- c) can declare a need for electric vehicle charging equipment or an intent to encourage uptake among their staff and/or fleet
- d) are located in England, Wales, Scotland or Northern Ireland
- e) has dedicated off-street parking for staff and/or fleets

- f) own the property or have consent from the landlord for chargepoints to be installed at all the sites listed in the application

In order to receive a voucher, the applicant must acknowledge the eligibility criteria set out above, and agree to the declarations when applying through the application portal.

Full details here: <https://www.gov.uk/government/publications/workplace-charging-scheme-guidance-for-applicants-installers-and-manufacturers/workplace-charging-scheme-guidance-for-applicants-chargepoint-installers-and-manufacturers>

The OZEV Electric Vehicle Charging Scheme.

This works on the same financial basis as the Grants above, but it was specifically announced in February that this would be extended to small accommodation providers, we quote...

Business type

On 13 February 2021, The Department for Transport announced that OZEV's electric vehicle charging schemes will be extended to help small accommodation businesses and charities to provide destination chargepoints to accelerate electric vehicle (EV) uptake. The purpose of this informal consultation is to understand the potential demand from your sector for the extensions, what your portfolio of carparks looks like, and your opinion on our proposed grant levels and any restrictions we may put in place. A short summary of our proposals is listed below.

WCS chargepoint installation fund:

- Currently this provides business with up to 75%, capped at £350, of the cost of retrofit installation of an EV chargepoint socket in a parking space dedicated for fleet or staff use. Businesses may apply for up to 40 sockets
- The proposal is to allow small accommodation businesses and charities to use the fund to provide destination chargepoints, this would involve removing the restriction that the chargepoint is for staff or fleets, capped at £350 per socket and 40 sockets.

As this is not a formal consultation the results will not be published.

As it stands though we cannot find where you would apply for this Grant on the OZEV (Office for Zero Emission Vehicles) website. We have contacted the relevant Departments and rather than delay paper further will put a note in the Newsletter and on Facebook when there is one and update this paper accordingly.

Grants for Cars Cut

This from Honest John...

The Government has cut the plug-in car grant by £500. It has also reduced the maximum price cap, which means only cars priced £35,000 or less will qualify for the grant. The changes came into effect on 18 March 2021.

The plug-in car grant allows buyers to claim a Government subsidy when they purchase a new electric car, with the grant automatically deducted from the list price of the vehicle by the dealer.

The decision to cut the plug-in car grant from £3000 to £2500 has been labelled as "wrong" by Mike Hawes, chief executive of the Society of Motor Manufacturers and Traders (SMMT).

Rest of article: <https://bit.ly/3qMG8CH>

Initial thoughts on grants scheme are that the amount is actually quite low, in many cases the positioning of the charger means that some external/underground cabling may be necessary, and we would expect many electrical installers to put up their prices when they hear that grants are about. Unfortunately, the sad reality is that the availability of grants doesn't always lead to a real cost reduction to the consumer. You may get a better deal ignoring the "carrot" of a grant.

Insurance

Maintaining your insurance cover whilst offering EV charging points is a really important consideration, so it's probably worth starting here with a note from a sample insurer, (the biggest risk is Fire), as covered in the early part of the Gallagher Cottagesure Document:

The majority of electrical fires are caused by incorrect use or poor maintenance of electrical installations and equipment. 26% of accidental fires in the UK are attributed to faulty equipment and their leads. **The Electricity at Work Regulations 1989 requires that all electrical systems shall be of such design, construction and installation as to prevent danger.**

Electric Vehicle Charging

The increasing use of electric vehicles has necessitated the provision of charging facilities which, if not managed appropriately, can introduce ignition sources and additional risks into the premises.

All chargers, not fitted with a 13amp plug, should be installed by a competent electrician such as those recognised by the NICEIC, the Electrical Contractors Association (ECA), the National Association of Professional Inspectors and Testers (NAPIT), or SELECT in Scotland.

Where 13amp standard plugs are in use **dedicated external sockets**, suitable for the environment, should be provided.

All chargers and associated equipment should be installed, used and maintained in accordance with the manufacturer's instructions. Servicing and maintenance should be carried out by a competent engineer.

The installation/provision of Residual Circuit Devices (RCD's) should be considered

Further information can be found in the document "RC59 – Risk Control – Fire Safety when Charging EV's on the link here: <https://bit.ly/3xso6rK>

Under Electrical Provisions the RISC Document says:

- Where rapid charging points – known as DC fast charge and operating at 500V DC – are provided, they should be clearly differentiated from conventional charging points because of the hazards associated with the direct current. (5.5.2)

- A circuit intended to supply an electric vehicle must be fit for purpose and suitable for the electrical load. The circuit should be dedicated to the use of the chargers, and not be part of a ring main or used for other purposes. (5.5.5)
- An RCD should be installed by a competent electrician as additional protection for vehicle charging supplies.

There is lots more in there suggesting that doing this properly is a really good idea. We asked our electrician, to highlight the problems, particularly with 'charging through a window'.

1. The lead can become damaged through regular use, and constantly being taken in and out of a car boot.
2. The circuit being plugged into must be a dedicated circuit, and be protected by a 30MA RCD

PASC UK Comment. If you have EV's it should form part of any property Risk Assessment, and Guests should have clear instructions as to use and forbidding charging through windows.

Installing these devices properly is a must, you could well be putting guests and your property at risk otherwise, with the additional risk of not being covered by insurance.

If anything happened as a result of an insufficient or faulty installation to the Guest's vehicle, or they tripped over cable, Guests will soon forget any ease of charging or free electricity as they sue for damages. This is when you need your insurers and your liability cover to come into effect.

It is well worth while explicitly forbidding the charging of EV's through windows at your property in your Terms and Conditions.

Appearing on maps

There are pros and cons off appearing on the various EV map sites. The general consensus from the feedback from Members is don't. Many have reported EV drivers suffering from 'rangitis' desperation in the middle of the night and ringing to try and get their car charged. Appearing on maps such as the Tesla map is possible with a note that it is for customers only, but we have also had late night desperation calls.

Much better to make sure that at least some of the sites that you advertise your property on has a search option for EV's.

If you did want to advertise on these maps here are some examples. Members have noted that getting off some of these once on can be tricky.

<https://www.zap-map.com/>

<https://www.carwow.co.uk/electric-cars/charging-points#gref>

<https://www.plugshare.com>

https://www.tesla.com/en_GB/supercharger

There is a page on the Tesla site that allows you to apply to become a Tesla partner. They used to be very proactive in supporting installations, now they ask the direct questions as to 'what value will you bring to Tesla?' Bottom of this page: https://www.tesla.com/en_GB/charging

Tesla owners use the Tesla charging map and you can if on there specify for 'patrons only.'

How can you charge Guests?

There are various methods for charging for the electricity.

The simplest might be just to offer it as an option at point of booking, just as many do for dogs. Just add the option on your booking form.

Alternatively, there are dedicated linked apps so that you can see exactly how much the guest is using, add a margin and bill them.

This is just an example, you'd need to verify for yourself if it's suitable. There are lots available. <https://amzn.to/3wmuxeF>

We illustrate it as its £400, which is a lot of charges, and it may just be simpler to either add a fee to the booking form, or finally edge prices up slightly and make a feature of it.

Once again, this is the property owners call.

Investment in Car Chargers is Reclaimable.

Finally, our accountant tells us that there is 100% tax deduction for the costs incurred in the year of installation for EV charging points at a business.

How to join the PASC UK Buying Club

We have been asked many times if we are going to offer more Member benefits, mostly in the context of discounts for common products. We have got discounts for Members for SuperControl first year licences and Touch Stay first year licences but putting together a whole raft of offers was just beyond the current time and resources of PASC UK whilst we navigate the restrictions on the sector.

The Buying Club is only be available to Members. There will be no additional fee for Members to join the Club, and almost 350 have already signed up.

To take part in the scheme, which is free to PASC UK paid Members, all you need to do is register your interest here: <https://www.purchasingforbusiness.co.uk/>

You will receive a simple form asking for your business details. When putting in your business name, put PASC UK afterwards. e.g., Higher Wiscombe Ltd/PASC UK. This will help Gurvinder and his team spot that you are PASC UK Members and send through a list to us for confirmation.

As soon as we confirm that you are members, you will be contacted by the Buying Club and get your discount cards.

The list includes the following:

- 5% Screwfix Discount

- 10% B&Q discount
- 10% Rolec discount
- Beds (Mattisons & Sleepeeze)
- Bedding (Gailarde & Star Linen)
- Small appliances (Stearn Electrics)
- Janitorial & Cleaning (Pattersons & Alliance)
- Electric Vehicle Charging (ROLEC)
- Hot Tubs (Master Spa's)
- Card Processing (Worldpay)
- Outdoor Furniture (LeisureBench)
- Lighting (The Light Solution)
- Inventory & welcome packs (Pattersons)
- Sofa Beds (Hall & Letts)

Just looking at the Screwfix discount alone would pay for Higher Wiscombe's PASC UK Membership.

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To that end, any information you get from any source you must double check. I will always try and put the actual link to the information in the newsletters so that you can read and assess yourselves. These are unprecedented times, please take exceptional care.