



## Brook Green's DCP420 proposal

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### General Idea of the mod

The modification initially suggests a 10-year standing charge relief to commercial EV charge point MPAN's. To run from 2026-2035 (fiscal year) with a review period after 5 years.

Relief is targeted at Commercial EV charging MPAN's that are supplied via a non-domestic contract. Due to implementation of the TCR modification, standing charge rates have seen significant increases over the past 3 years. The increase in standing charges has reduced the viability of many new EV charger projects. It also negatively impacts rural charge point build out as these areas typically struggle with early-stage utilisation of chargers (this is a function of lower population density and EV car uptake).

EV charge points supplied via a non-domestic supply contract will have to register to a database that is operated and managed central body (such as AAR Project ran by Greensync). Charge Point Operators (CPOs) would then receive a reduction in their TNUoS residual & DUoS fixed charges. EV Charge Points could also be assigned their own tariff.

The modification aims to improve the roll out of EV chargers and aid the transition away from combustion engine transport. Any revenue loss for DNO's get redistributed by increasing standing charger rates for the rest of industry.

### Aims of the mod

- EV charge points see a decrease in standing charge rates.
- This is to incentivise the building of more EV charge points, especially in low utilisation areas.
- Registry of all Commercial EV charge points for government.
- Make it easier for EV usage.
- Lower the price of EV charging.

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- Reduced fixed costs for EV chargers. Important for new charging stations. Allows faster ROI and PV.
- Incentivise competition in this sector, allowing all firms the opportunity to install EV chargers in a commercially viable manner, not just EV charger companies with large balance sheets, strong backing or simply able to make a loss for a longer period of time.
- Reduction in costs would allow EV chargers to pass along lower costs to consumers, further incentivising the switch from ICE vehicles to EV
- Reduction in cost will help the market to offer a range of tariffs, rather than just similarly costed tariffs that are all 'loss leading'.

## Proposed Solution

- Discount on standing charges for all commercial EV charge point MPAN's. (Discount amount to be determined via workgroup and possible request for information to industry)
- MPAN's to be self-identified and national register to be maintained by central database (similar to EIs)
- Scheme to run from 2026-2035 to tie into current government ZEV Mandate timelines.
- Workgroup to calculate the cost of the scheme.
- DNO's and IDNO's to review costs and increase rates to accommodate change of charge.
- Customers responsibility to notify the central body/supplier to be applicable for tariff.

## Process for EV charge point application

1. EV CPO's self-identify and submit form to central body for EV charge point certificate.
2. MPAN's where EV charge points are connected but not the main source of power demand must provide evidence of EV charger and utilisation of this.
3. Central Body to assess application and approve if this meets criteria. Certificate created.
4. Suppliers store certificates and bill MPAN's according to this.
5. Central Body to maintain and manage this scheme. DNO's to be able to access the scheme database and suppliers to have restricted access.

## Further points of consideration

1. Flat discount or stepped discount. (c. 50% to 2030, 25% from 2030-2035)
2. How to prove multi-use MPAN is "EV-charger"? Should they have reduced discount or no discount at all?
3. Amount of discount to TNUoS Residual & DUoS fixed? Would it be easier to only apply to DUoS?



4. Analysis into how discount to standing charges would impact overall electricity cost stack?  
Are charges best recovered via all other customers or could we increase qualifying EV CPO's volumetric charges so it's more of a pay to play type scheme.