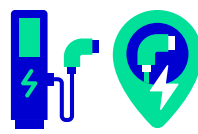


As the UK switches to Electric Vehicles it is vital that **all drivers can charge affordably**



Most already can, using a mix of charging at home, near home, on the go and at destinations

38% 

However, average **public charging** prices have **risen 38%** since 2021

This is because **Charge Point Operators' own costs have risen** significantly since the start of the decade, with energy costs having skyrocketed by as much as **79%**:

66%

Wholesale electricity up 66%

462%

Standing charges up by as much as 462%



Grid connections, land and maintenance costs all up above inflation



Plus drivers must pay **15% more VAT** than for home charging

£6bn

The charging sector is **investing £6bn** to get the network ready for future **drivers** and is already innovating to offer lower cost charging where it can.



Time of day pricing



Subscriptions & loyalty schemes



Targeted discounts

But because underlying cost increases stem from policy and regulation, Government and Ofgem action is needed to ensure that all drivers can charge affordably across the charging mix.

ChargeUK has set out a **three-point plan** to achieve this.

1

Tackle high energy costs

- Bring down standing charges, which have grown to represent up to **30p/kWh** in CPO costs
- Extend policy levy relief to charging, addressing **6p/kWh** in CPO costs

2

Boost the business case

- Add charging to the Renewable Transport Fuel Obligation
- In EU countries charging is already included, generating up to **8.5p/kWh** for CPOs, supporting rollout and helping keep driver prices affordable

3

Eliminate the VAT penalty

- Reduce VAT on public charging from 20% to 5% in line with home charging
- Current approach adds up to **9.5p/kWh** to driver prices