

Consultation on EV Charging Stations

by **Public Utilities Commission of Sri Lanka**
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Submission by

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Representatives of

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INFOTECHS GLOBAL
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Introduction: Infotechs Ltd



Sri Lanka's leading supplier of corporate and technological solutions, Infotechs (Pvt) Ltd is a technological powerhouse with a diverse portfolio of products and services catering to governments, institutions and technological service providers.

Since its inception over 33 years ago, Infotechs has always been a catalyst in promoting socio-economic development as a provider of products and solutions of international companies to both public and private sector institutions. It's also involved in creating, developing and supporting new technologies and services furthering its vision to transform Sri Lanka into a globally recognized socio-economic hub, a dream that's now a reality in the making.



Introduction: IES Synergy, France

Highlights	Products & Applications		Key Customers
<ul style="list-style-type: none"> Leading supplier of DC charging solutions for electric vehicles 24-year know-how in DC charging solutions HQ in France. Affiliates in USA, Germany & China Main shareholder: Eurazeo Revenue: 20m€ in 2016 3rd consecutive year of 25% growth year on year Headcount 125 	On-board Chargers ELIPS range	External DC Chargers KEYWATT range	Industrial EV makers  Automotive OEM  Charging infrastructure 
	 Industrial EVs	Professional Charging stations	
	 Tier1 Automotive	 Wallbox & Tower For public stations	
	 Light EVs		



Our understanding of Objective

- To establish a reliable and high performance EV Charging network to support the initiatives for Climate control with Clean Energy
- To evolve policies and procedures to ensure – safety in installation, ease of operation, transparency in information, economy in cost to consumer
- To make a definitive impact on the promotion and adoption of new energy vehicles for all transport needs



Some challenges to address

- Availability of correct and real time information
- Accessibility to adequate number of fast chargers
- Multitude of maps and apps – separate for each service provider
- Charge rates affordability
- Avoidance of “ICE’d phenomenon



Comments on specific aspect...1

- **Requirement of maintaining and updating a register of authorized EVCS (State and Privately owned) at Ceylon Electricity Board (CEB) and Lanka Electricity Company (Private) Limited (LECO)**
- **Remarks:** This is recommended as it provides the regulatory authorities to ensure that service providers meet the consumer requirements in terms of quality of installation, information systems and support structure. In China, the government requires all charging stations to be connected to a back end system monitored by China Grid. Through this it is able to monitor the availability, security and the performances of the different EVCSs



Comments on specific aspect...2

- **Code of practices for EVCS**
- **Remarks:** It is recommend that following key features needs to be delivered by the service providers and can be incorporated in the proposed Code
 - Reliability and scalability of operations
 - Systems and protocols have to be Open and Standardised
 - Real time availability of information of station operations
 - Reporting on fuel savings, energy usage, green house gas
 - Access control policies for users
 - Secure and flexible pricing with automated collections
 - Customer support system both for station managers and vehicle users



Comments on specific aspect...3

- **Determination of end user tariffs, safety and other technical standards for EVCS**
- **Remarks:** Electricity consumption during charging session is a factor for protecting the consumer interests. In fact, the actual efficiency of IES chargers during charging is 94% while there are other suppliers with efficiency of 90% or less. High efficiency means the end consumer would pay less cost on the power loss in the charger. Moreover, charger standby power loss at <20W is much less than >120W offered by other suppliers.

It may be also worthwhile to consider **EV Ready** certification for installation (issued by ASEFA) as a recommendation for service providers with benefits for being accredited accordingly



Concluding remarks

- The growth of EV share in total car sales is directly influenced by the incentives and policies extended for the purchase and operation of the EV
- A well regulated and wide spread network of fast chargers is critical for the transition of the EV from a 2nd or 3rd vehicle status to becoming the primary vehicle of use
- Both the interest of the consumer and also the investors on the infrastructure with a level playing field is important and a reasonable return on the investments made.



Thank you



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