



CHARIN

CharIN positions on:

Payment Systems for EV Charging – Part II

within the context of the revision of the Alternative Fuels Infrastructure Directive (2014/94/EU)

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CharIN position on: “Payment Systems for EV Charging – Part II”

Background:

The revision of Directive 2014/94/EU of the European Parliament and of the Council of October 22, 2014 on the development of the infrastructure for alternative fuels (OJ L 307 of October 28, 2014, p. 1) is calling for a new approach to the topics related to payment systems for EV charging.

On November 27th, CharIN already issued a position paper on payment systems focusing on preferred options for ad-hoc payments, stating that:

- Already today, ad-hoc payments can be made directly and easily by the customer using credit or debit card details. Mandatory additional payment terminal hardware installation on charging points should be avoided.
- The cash payment solution on charging points is also not recommended.

This second CharIN position paper on payment systems is focusing on the display of prices and the handling of transaction receipts.

The vast majority of Electric Vehicle (EV) charging events are managed easily by customers through the use of their selected e-Mobility Service Provider (MSP) contract. Publicly accessible charging points are integrated into a comprehensive roaming system based on commercial agreements between parties. New technological developments will further enhance the EV driver experience with contract-based charging, reducing the need for ad-hoc charging.

CharIN recommendations

Price Display

Prices to customers for the charging service on any given charging point can vary between MSPs. Chargepoint operators (CPOs) and MSPs enter in bi-lateral commercial agreements, which result in a variety of attractive customer offers tailored towards each MSP’s customer groups. Access to charging networks should be open and free from discrimination for all MSPs and not be restricted via exclusive contracts. Each MSP is free to establish prices for its services in an increasingly competitive market.

- Prices for ad-hoc charging should be presented at first glance, directly on the display of the charging station or via web/smartphone application. This provides a basis for comparison between, and full transparency of charging services for the EV drivers. The ad-hoc prices should also be made transparent before EV drivers start their journey, e.g. on the operators website.
- Prices for contract-based charging are displayed by the MSP on the web/smartphone application in full transparency.

Transaction Receipts

Receipts displaying the details of the EV charging transactions should be made available to users, upon their request, in an electronic format. Customers may need to provide date, time, location and last 4 digits of payment means to retrieve the receipt via internet, or to confirm a smartphone number or e-mail address, to which the receipt can be sent.