



Office for Product
Safety & Standards

The Alternative Fuels Infrastructure Regulations 2017

**GUIDANCE ON THE UK ALTERNATIVE FUELS INFRASTRUCTURE
REGULATIONS**

July 2019



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Summary

Purpose	This guidance has been produced by the Office for Product Safety and Standards with the aim of supporting understanding of the Alternative Fuels Infrastructure Regulations 2017.
Intended use	This document is intended for use by operators of publicly accessible electric vehicle recharging points, hydrogen vehicle refuelling points and statutory harbour authorities with high power shore-side electricity supply installations.
Regional coverage	The Alternative Fuels Infrastructure Regulations 2017 cover the United Kingdom.
Status	Version 1.0

In this guidance:

- **'must'** indicates a legal obligation;
- **'should'** indicates good practice advised; and
- **'may'** indicates discretionary actions in the light of the context and circumstances.

For clarity, legal requirements and good practice are set out in separate paragraphs.

All terms in bold lettering in this guidance are explained in the Glossary.

1 Background

- 1.1 The Alternative Fuels Infrastructure Regulations 2017¹ ensure the way that alternative fuels (electricity and hydrogen) are supplied to vehicles or ships is consistent across the UK. This will remove a barrier to the uptake of alternative fuel vehicles, which will reduce dependence on oil and the environmental impact of transport, while contributing to a low carbon economy.
- 1.2 This guidance was produced by the Office for Product Safety and Standards (OPSS) to assist infrastructure operators and statutory harbour authorities to comply with their statutory obligations.

Legislation

- 1.3 The Alternative Fuels Infrastructure Regulations came into force on 9 October 2017. The regulations establish a common framework of measures for the deployment of alternative fuels infrastructure which:
 - ensure publicly accessible alternative fuel infrastructure for road transport complies with technical specifications;
 - guarantee a minimum level of access and information for consumers; and
 - ensure shore-side electricity supply installations meet a technical specification standard.

Future changes

- 1.4 The Alternative Fuels Infrastructure Regulations will remain in force after the UK leaves the EU. Until then, the UK remains a full member of the EU and all the rights and obligations of EU membership remain in force, including transposing new Delegated Acts, as created by the European Commission, if required. This includes labelling requirements which will be transposed via The Alternative Fuel Labelling Regulations 2019.

¹ www.legislation.gov.uk/uksi/2017/897/pdfs/uksi_20170897_en.pdf

2 Scope

- 2.1 The regulations set out requirements for:
- public electric road vehicle recharging points;
 - public hydrogen road vehicle refuelling points; and
 - shore-side electricity supply installations for seagoing ships operated by a Statutory Harbour Authority.
- 2.2 Shore-side electricity supply installations must comply with the regulations.
- 2.3 Recharging and refuelling points which are accessible to the public must comply with the regulations. This includes recharging and refuelling points which provide electricity or hydrogen free of charge, whether this is the whole recharging or refuelling event or for a period of time during the recharging or refuelling event.
- 2.4 A recharging or refuelling point is accessible to the public when the operator intends it to be used by members of the public.

Table 1. Examples where infrastructure is considered accessible to the public

Users of publicly owned car parks and residential car parks where parking bays are not designated to individual households.

Users of privately-owned car parks to which the public has access, such as supermarket and hotel car parks, and those at motorway service areas.

Users of recharging and refuelling points on public roads.

- 2.5 The regulations do not consider recharging and refuelling points to be accessible to the public when they are intended to be used by people who fall into one of the four categories below:
- occupiers of residential premises and their visitors;
 - people while at their place of work;
 - exclusive use in respect of a vehicle produced by a specific car manufacturer; and
 - people engaged in specific occupations.

Table 2. Examples where infrastructure is considered not accessible to the public

Category	Example(s)
Occupiers of residential premises and their visitors	Residential care home. A car parking area intended for the sole use of residents and/or visitors. Recharging and refuelling points on private driveways. Recharging points sited on residential streets whose use is intended for local residents.
People while at their place of work	Car parking areas reserved for a company's staff or fleet use only.
Exclusive use in respect of a vehicle produced by a specific car manufacturer	Car dealership forecourts which allow their customers to use their recharging point. Proprietary networks whose chargepoints and their use are restricted to one specific car manufacturer.
People engaged in specific occupations	Recharging points intended for sole use by taxi drivers. Recharging or refuelling points intended for sole use by bus drivers.

2.6 When the primary purpose of a normal power recharging point is not recharging electric vehicles, the normal power recharging point will not be in scope of the technical standards. For example, when a normal power recharging point is primarily used to power a towed caravan, the recharging point will not be in scope.

2.7 When normal and high-power recharging points are wireless or inductive units, they will not be in scope of the technical standards.

Legal obligations

2.8 In respect of recharging and refuelling points for road transport, the regulations place requirements on any person responsible as an owner or on behalf of a third party for the recharging/refuelling points.

Table 3. Example of when a person would be considered an infrastructure operator

A person who has a contract/lease with a public or private organisation to operate recharging and/or refuelling points on their land which is available for use by the general public, for example on local authority owned streets or in public car parks.

2.9 In respect of shore-side electricity supply installations for seagoing ships, the regulations place requirements on any statutory harbour authority.

2.10 Different technical and customer experience standards apply dependent on:

- the type of alternative fuel infrastructure;
- whether the alternative fuel infrastructure is accessible to the public; and
- whether the alternative fuel infrastructure has been deployed or renewed after 17 November 2017.

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- 2.11 Recharging and refuelling points are deployed when the infrastructure is commissioned and made accessible for public use. This may be later than the time of installation, as there can be a delay between these times.
- 2.12 Shore-side electricity supply installations are deployed from the point they are operational and available for use by seagoing ships
- 2.13 Alternative fuel infrastructure is renewed following significant repair work.

Table 4. Examples of circumstances which are considered to constitute a renewal:

Replacement of the entire external casing and internal components of the recharging or refuelling point.

Replacement of the entire external casing of the shore-side electricity supply installation.

Table 5. Examples of circumstances which are not considered to constitute a renewal:

Replacement of a defective terminal screen on a recharging or refuelling point.

Repairs to only the vehicle connectors or sockets.

Replacement of the battery, rectifier or protection circuit within the recharging point.

3 Guidance on requirements

- 3.1 The legal requirements for infrastructure operators and harbour authorities differ and are explained further in the following paragraphs.

Obligations on infrastructure operators

Technical standards

- 3.2 Infrastructure operators must ensure publicly accessible recharging points and refuelling points that have been deployed or renewed after 17 November 2017 provide the technical standard ISO17268 for connector devices. However, the Department for Transport is aware that all hydrogen refuelling connectors in the UK are currently based on the US SAE J2600 standard, which is not identical. The ISO 17268 standard is currently being reviewed by the International Standards Organisation.

Until such time as this review is complete and the ISO17268 technical standard has been certified, OPSS understands operators may not wish to replace connectors based on the US SAE J2600 standard. OPSS will therefore will not take enforcement action in this circumstance. When the standard has been certified, OPSS will work with affected infrastructure operators to enforce the new standard in a suitable manner.

Table 6. Summary of technical standards for road transport infrastructure deployed or renewed after 17 November 2017

Infrastructure Type	Standards Required
Electric vehicle recharging point socket outlets and vehicle connectors	EN62196-2(Type 2); EN62196-3(CCS)
Hydrogen refuelling point connectors	ISO 17268 ²

² Copies of all the technical standards referred to in this guidance document and in the legislation can be purchased from the British Standards Institute.

Minimum technical standards required for recharging points

Table 7 Technical standard for socket outlets and vehicle connectors		
Recharging Point type	Electrical Power	Technical Standard
Normal power (usually fast charging) Alternating Current (AC)	(3.8kW-22kW) ³	EN62196-2 Type 2 vehicle connectors or socket outlets ^{4 5} 
High power (rapid charging) Alternating Current (AC)	(above 22kW)	EN62196-2; Type 2 Connectors ⁶ 
High power (rapid charging) Direct Current (DC)	(above 22kW)	EN62196-3; Combo 2(CCS) Connectors ^{7 8 9} 

³ It is common to see public infrastructure offering normal power recharging points with electrical power between 7-22kW as this enables fast recharging

⁴ EN62196-2 - <https://shop.bsigroup.com/ProductDetail/?pid=00000000030311591>

⁵ Normal power AC Type 2 connectors can be equipped with mechanical shutters as charging cables are not tethered to the recharging point

⁶ High power AC charging cables are tethered to the recharging point and therefore cannot be equipped with mechanical shutters

⁷ EN62196-3 - <https://shop.bsigroup.com/ProductDetail/?pid=00000000030231475>

⁸ DC charging cables are tethered to the recharging point and therefore cannot be equipped with mechanical shutters

⁹ All images are taken with permission from <https://www.zap-map.com/charge-points/connectors-speeds/>

3.3 A recharging point must meet the minimum technical standard as described in Table 7, but infrastructure operators may also meet different connection standards (socket outlets and/or vehicle connectors), at the recharging points. Table 8 shows examples of connection standards which may be installed in addition to the required connection standard at the recharging point.

Table 8. Examples of other connection standards available	
Normal power AC recharging points	High power DC recharging points
<ul style="list-style-type: none"> Type 1 	<ul style="list-style-type: none"> CHAdeMO¹⁰ 

Table 9. Examples of acceptable technical standard provided at the recharging point
An infrastructure operator is operating a publicly accessible normal power alternating current recharging point with two connection points providing the EN62196-2 Type 2 connectors or socket outlets.
An infrastructure operator is operating a publicly accessible high-power direct current recharging point with one Combo 2 CCS connector and one CHAdeMO connector.

Table 10. Examples of unacceptable technical standards provided at the recharging point
An infrastructure operator is operating a publicly accessible normal power alternating current recharging point with two connection points providing only the Type 1 connection.
An infrastructure operator is operating a publicly accessible recharging point station or hub of four high power direct current recharging points; where three of the recharging points are providing the CHAdeMO connector and one recharging point is providing the Combo 2 CCS connector.

3.4 The regulations require that recharging points and refuelling points must meet specified customer experience standards in addition to technical standards. These differ for recharging points and refuelling points as shown in Table 11.

¹⁰ All images are taken with permission from <https://www.zap-map.com/charge-points/connectors-speeds/>

Table 11. Summary of customer experience standards			
Infrastructure Type	Data Accessibility	Ad-hoc access	Intelligent Metering
Electric vehicle recharging points	Yes	Yes	Yes
Hydrogen vehicle refuelling points	Yes	No	No

Data accessibility

- 3.5 The regulations require that the geographic location data of publicly accessible recharging points and refuelling points must be made available on an open and non-discriminatory basis. Infrastructure operators can choose how they provide this data.
- 3.6 Geographic location data accessibility means the data is published in a form that would provide those using the data with a precise location, and which would allow applications such as satellite navigation systems and route planners to direct customers to a precise location.
- 3.7 It is optional to include longitudinal and latitudinal geographic coordinates and/or a full indicative postal address, which will usually only be an approximate location.
- 3.8 Open and non-discriminatory basis means that the data is freely available to anyone who wishes to access it (both public and business users for commercial use) without restriction. Infrastructure operators may choose how they provide this data.

Table 12. Examples of acceptable ways to provide geographic location data accessibility
Upload geographic location data for all recharging points to the National Chargepoint Registry (NCR ¹¹) when their recharging points are accessible to the public.
Provide details to the NCR which demonstrates how the geographic location data of the recharging points or refuelling points are accessible, from the time the recharging points or refuelling points are accessible to the public. This can be by providing the infrastructure operator’s website link to the NCR for publication on the NCR website.

- 3.9 The National Chargepoint Registry is intended to provide a database of all electric vehicle recharging points in the UK. The database is made available to anyone who wishes to access it. This is possible owing to the NCR having an open government licence which means commercial and non-commercial parties can access the data to:
 - copy, publish, distribute and transmit information;
 - adapt the information; and
 - exploit the information commercially and non-commercially, for example by combining it with other information, or by including it in their own product or application.

¹¹ The NCR is managed on behalf of the Department for Transport and the Office for Low Emission Vehicles by an appointed service provider (Cenex).

- 3.10 Uploading geographic location data to the NCR will enable an easy method of compliance with the geographic location data accessibility requirements and the open and non-discriminatory basis requirements.
- 3.11 Full information about the NCR can be found at www.national-charge-point-registry.uk/
- 3.12 Infrastructure operators should also provide the geographic location data of their recharging and/or refuelling points which are accessible to the public online.

Table 13. Examples of acceptable ways to demonstrate geographical data accessibility

Data is available to everyone, both public and business users for commercial use without restriction indicated either implicitly by the absence of terms and conditions imposing restrictions on use or explicitly providing an 'open' licence similar to the v2.0 Open Government Licence.

Data is available on a native mobile phone app and web page browser for the public and business users, where the data is a downloadable dataset available in a variety of common formats and for retrieval by an Applications Programming Interface (API¹²) to allow for easy aggregation from websites, and the website provides information on how to download the data or how to use the API, provided an offline version if also available for those without internet access.

Data is available as a map on a native mobile phone app and web page browser where the map has geographic longitude and latitude coordinates and/or full indicative postal address of the recharging points and/or refuelling points which is available to the public and business users, provided an offline version is also available for those without internet access.

Table 14. Examples of unacceptable ways to demonstrate geographical data accessibility

Data is provided with terms and conditions imposing restrictions on use for business and/or public users.

Data is only accessible online, whether through an application or a webpage, and cannot be downloaded for offline use/offline versions of that same dataset are not provided by infrastructure operators.

Table 15. Good practice recommendation

Infrastructure operators should make a downloadable dataset, using the geographic coordinates of each chargepoint, available to the public without restrictions on its use. This dataset should be in a standardised format and should be uploaded to the National Chargepoint Registry. It should also be accompanied by an API which allows for the data to be utilised by the National Chargepoint Registry. This dataset should be downloaded to individual devices for offline use, and accessible versions should also be made available on request.

¹² Infrastructure operators should also ensure this information meets web accessibility guidelines <https://www.gov.uk/service-manual/helping-people-to-use-your-service/making-your-service-accessible-an-introduction>

3.13 Infrastructure operators will need to ensure compliance with the Data Protection Act 2018 and the General Data Protection Regulation (GDPR¹³) to demonstrate intelligent metering systems are secure with regard to data sent from and to the systems.

Ad-hoc access

3.14 The regulations require that ad-hoc access must be made available for all recharging points which are accessible to the public.

3.15 Ad-hoc access means that a customer can use a recharging point without having to enter into a pre-existing contract or be subject to any ongoing financial commitment with the infrastructure operator or electricity supplier. Customers must be able to pay for the recharging without having to subscribe or register to an electric vehicle charging network/membership which includes any long-term fees.

3.16 Infrastructure operators must provide ad-hoc access and may choose how they provide ad-hoc access. Ad-hoc access may be offered in a variety of ways.

Table 16. Examples of acceptable ad-hoc access provisions
Cash payment at the recharging point or within close vicinity of the recharging point such as paying inside a recharging station.
Online payment through webpage browser or mobile phone app that does not require prior registration to access the recharging point such as a guest payment option to 'pay as you go'.
Credit or debit card payment - chip and PIN or contactless using a terminal at the recharging point, or within close vicinity of the recharging point such as paying inside a recharging station.
Payment by phone or a text solution provided prior registration/holding of credit card details is not required (if a phone line is not available during the chargepoint's operational hours, another ad-hoc access provision should be made available).
Acceptance of terms and conditions that relate to that charging event only, and do not apply to any future charging events.
Pre-authorisation of a credit/debit card to ensure that the requisite funds exist to pay for the charging event.

¹³ Please see the links below for further information on GDPR and the Data Protection Act 2018:
<https://ico.org.uk/for-organisations/guide-to-the-general-data-protection-regulation-gdpr/>
www.legislation.gov.uk/ukpga/2018/12/contents/enacted

Table 17. Examples of unacceptable ad-hoc access provisions
Any ad-hoc access provision which requires registration/storage of personal information and/or credit/debit card details.
Any ad-hoc access provision which requires 'credit loading', or a minimum deposit/balance to be held by an infrastructure operator on behalf of a customer.
Telephone and/or text solution where there is not an appropriate mobile signal and/or the recharging point does not provide information on the phone or text numbers that should be contacted.
Mobile app/website solution where there is not a strong phone/internet connection to allow customers to download and operate the mobile app/access the website solution, and/or the recharging point does not provide information on the website/app that should be downloaded.
On-going subscription which ties customers into membership schemes to access the network of recharging points.
An RFID or Fob card which will be delivered to a customer on a later date to access the recharging point.
A one-off fee which locks money into a single online 'wallet', whereby the remaining balance cannot subsequently be used for later charging events at any recharging point which is accessible to the public.
Connection and operation/maintenance costs which are advertised as separate to the recharging cost and need to be paid prior to recharging to enable access to recharging.

Table 18. Good practice recommendations
Consider the internet server signal strength at locations for the intelligent metering systems and ad-hoc access in the recharging points prior to installing and making the recharging points accessible to the public.
Consider providing customers with WiFi access within the recharging points to reduce server signal strength issues if a phone service is provided.
Consider providing a webpage browser version in addition to the native mobile phone app to avoid issues with space for downloads on mobile phone devices, and the requirement to download the native app to access the recharging point.
Consider advertising 'ad-hoc access' online on web browsers and native mobile phone apps (if an online website is already available by the infrastructure operator) and not only at the recharging point.
Consider the impact of payment only via the phone for deaf/hard of hearing customers.
Consider the impact of payment only via online access/app for those without access to an internet-enabled phone/smartphone.
Consider providing two ad-hoc provisions in the event one provision is inaccessible which prevents customers using infrastructure when they arrive.

- 3.17 Ad-hoc access is a minimum requirement. Therefore, it will be acceptable for infrastructure operators to offer methods of access which are not ad-hoc, provided that an ad-hoc access provision which is compatible with the definition is also available for customers to access at the recharging points.
- 3.18 In addition, dependent on the legal structure adopted, the use of a genuine third party as a roaming solution to enable interoperability should not contravene the ad-hoc access requirement. The use of other roaming solutions such as: i) bilateral agreements between two chargepoint operators; and ii) central 'hub' platforms connecting multiple infrastructure operators and third-party e-mobility service providers that are adopted as a method of ad-hoc access will need to be considered on a case by case basis but will be viewed favourably by the Office for Product Safety and Standards given their ability to facilitate ease of payment and improve the consumer charging experience.

Intelligent metering

- 3.19 The regulations require that intelligent metering systems must be incorporated into all recharging points which are accessible to the public.
- 3.20 Intelligent metering systems record information about the energy consumption of the recharging point and transmit this data about recharging events back to a central system. This can enable customers to record real-time information about their energy use and compare on a like-for-like basis.
- 3.21 The technical requirements for intelligent metering systems ensure the following;
- ensure cyber security with regard to data sent from and to it, and in the operation of the recharging point;
 - the security of intelligent metering systems, including but not limited to data communication, and the privacy of customers, must be compliant with the Data Protection Act 2018 and GDPR;
 - infrastructure operators provide information to the customer regarding the time of use, duration of use and charging performance information, at the point they are recharging; and
 - Information on performance (Energy consumption: maximum output of the recharging point in kW, and the amount of charge taken in kWh) and how this is being converted for billing purposes must be available to customers at the point when customers are recharging their vehicles.
- 3.22 Infrastructure operators must let their customers know at the point when customers are recharging their vehicles how they can request the:
- information on the performance; and
 - time of use.
- 3.23 Infrastructure operators can choose how they provide this information. Please see the examples below:

Table 19. Examples of acceptable ways to provide information to customers

Web app (provided this is an immediate service).
Email (provided this is an immediate service).
SMS (provided this is an immediate service).
Display screen on the recharging point which is available at the time of recharging.

Table 20. Examples of unacceptable ways to provide information to customers

Itemised bill showing information on the performance and time of use of the recharging event delivered to the customer’s address on a later date to the recharging event.
An email sent to the customer later in the day or night following the recharging event.
SMS sent to the customer later in the day or night following the recharging event.
Web app which uploads the required information later in the day or night following the recharging event.

Obligations on statutory harbour authorities

Technical standards

3.24 The regulations require shore-side electricity supply installations for seagoing ships deployed or renewed after 17 November 2017 meet certain technical standards.

Table 21. Summary of technical standard for shore-side electricity supply installations

Infrastructure Type	Standard Required
Shore-side electricity supply installations	IEC/ISO/IEEE 80005-1 ¹⁴

3.25 The regulations provide for one technical standard which high power charging shore-side electricity supply installations for sea-going ships must use: IEC/ISO/IEEE 80005-1 (Utility connections in port, Part 1: High Voltage Shore Connection, (HVSC) Systems — General requirements.)

¹⁴ Utility connections in port. High Voltage Shore Connection (HVSC) Systems. General requirements. BS ISO/IEC/IEEE 80005-1:2012. ISBN 978 0 580 66260 7. Published by the BSI 31st July 2012.

- 3.26 This technical specification is applicable for shore-side electricity supply installations including the:
- design;
 - installation; and
 - testing of the systems.

4 Our role

- 4.1 The Office for Product Safety and Standards is part of the Department for Business, Energy and Industrial Strategy and is appointed by the Department for Transport as the enforcement authority responsible for ensuring compliance with the Alternative Fuels Infrastructure Regulations 2017 within the UK.
- 4.2 We operate across a range of sectors with a focus on technical, environmental and product-based regulations. We make regulation work, protecting people and the environment, enabling businesses and maximising the impact of what we do, in partnership with users and stakeholders.
- 4.3 Our approach to carrying out our regulatory activities is explained in our [Service Standards](#). We know that good regulation is proportionate, consistent, targeted, accountable and transparent. We use the full range of tools and powers available to us to promote compliance and enforce the law to maintain protection, fairness and confidence.
- 4.4 We ensure that information, guidance and advice are available to help those we regulate to understand and meet legal requirements. Enquiries and requests for guidance or advice can be made by contacting us:
- Email: opss.enquiries@beis.gov.uk
 - Online enquiry form: www.rohs.bis.gov.uk/enquiry
 - Telephone: 0121 345 1201
 - Post: Office for Product Safety and Standards, PO Box 17200, Birmingham B2 2YT
- 4.5 We carry out inspections and other activities to check compliance with legal requirements, and we target these checks where we believe they are most needed.
- 4.6 We are committed to dealing with non-compliance with legal requirements in a manner proportionate to the nature, seriousness and circumstances of the offence, as set out in our [Enforcement Policy](#). Our aim is to deliver enforcement that is fair and objective, while also being robust, credible and consistent with the intentions of the legislation. We use compliance advice, guidance and support as a first response to many breaches, where we consider this effective and proportionate. However, we will deal firmly with those that deliberately, persistently or recklessly fail to comply with their obligations, using the powers set out in Regulations 8 to 10 of the Alternative Fuels Infrastructure Regulations 2017.
- 4.7 When we take enforcement action or make a regulatory decision in relation to a business or other body that we regulate, we will always provide a clear and timely explanation of any associated right to appeal. Further information on rights to appeal is available in our [Challenges and Appeals Guidance](#).

Enforcement action

- 4.8 In the event of non-compliance, the Office for Product Safety and Standards can serve a compliance notice requiring action to be taken to remedy the breach, as explained in Annex A of our [Enforcement Policy](#). Any failure to comply with the requirements of a compliance notice by the date specified in the notice may result in a Civil Penalty Notice being issued.

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- 4.9 A Civil Penalty Notice requires payment of a financial penalty and will set out:
- the reasons for which the penalty is imposed;
 - the amount of the penalty and how it has been calculated;
 - how the penalty must be paid;
 - the date by which payment must be paid, which will usually be 28 days from the date of the notice but may be shorter where we consider this appropriate;
 - an explanation of the relevant process to object to the penalty (see our [Challenges and Appeals Guidance](#)); and
 - an explanation of the steps that may be taken to recover any unpaid penalty.
- 4.10 The regulations set out maximum civil penalties which are summarised in the table below.

Table 22. Civil penalties			
Breach of Regulation	Type of standard in breach	Regulation summary	Civil penalty maximum
Regulation 3	Minimum Technical	Normal power recharging point	Up to £500 per recharging point
Regulation 3	Minimum Technical	High power recharging point	Up to £4,000 per recharging point
Regulation 3	Technical	Refuelling point	Up to £10,000 per refuelling point
Regulation 4	Technical	Shore-side electricity supply installation	Up to £300,000 per shore-side electricity supply installation
Regulation 5	Customer Experience	Intelligent metering system for recharging points	Up to £300 per recharging point
Regulation 5	Customer Experience	Ad-hoc access for recharging points	Up to £1,000 per recharging point
Regulation 6	Customer Experience	Geographic location data accessibility	Up to £100 per recharging point

- 4.11 When we take enforcement action or make a regulatory decision in relation to a business or other body that we regulate, we will always provide a clear and timely explanation of any associated right to appeal. Further information on rights to appeal is available in our [Challenges and Appeals Guidance](#).

5 Other regulations

- 5.1 Safety & Standards has responsibility for enforcing other regulations which may affect manufacturers, distributors and operators of alternative fuel infrastructure, and some information on these regulations is provided here.
- 5.2 Further guidance on the Measuring Instruments Regulations 2016 is available here: <https://www.gov.uk/government/publications/measuring-instruments-regulations-2016>
- 5.3 Further guidance on the Restriction of the Use of Certain Hazardous Substances in Electrical and Electronic Equipment Regulations 2012 is available here: <https://www.gov.uk/guidance/rohs-compliance-and-guidance>
- 5.4 However, manufacturers, distributors and operators of alternative fuel infrastructure should also be aware that other regulations may also apply which are enforced by other enforcement authorities (sometimes referred to as Market Surveillance Authorities).

6 Glossary

Shore-side electricity supply installations	the provision of shore-side electrical power through a standardised interface to seagoing ships at berth falling within the scope of the technical specification in paragraph 4 of the Schedule of the regulations.
Recharging point	an interface which is accessible to the public and is capable of charging one electric vehicle at a time, or exchanging a battery of one electric vehicle at a time.
Refuelling point	a refuelling facility which is accessible to the public for the provision of any alternative fuel, excluding LNG, through a fixed or mobile installation.
Statutory harbour authority	<ul style="list-style-type: none"> • In relation to Great Britain, a harbour authority within the meaning of the Harbours Act 1964(b) • In relation to Northern Ireland, a harbour authority within the meaning of the Harbours Act (Northern Ireland) 1970(c)
Intelligent metering system	an electronic system that can measure energy consumption, providing more information than a conventional meter and can transmit and receive data using a form of electronic communication.

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www.gov.uk/government/organisations/office-for-product-safety-and-standards

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