

Ireland's EV Infrastructure and Digital Policy Perspective



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OCPD Conference

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Ireland's EV Landscape

- **266,253** EVs now under current taxation (Aug 2026), 55% of which are full BEV
- August 2026 registrations 69.3% higher than August 2024
- BEVs remain at the top with highest market share of 26% of new registrations, followed by Petrol Electric (Hybrid) at 24%
- **3,237** Chargepoints

Grafiektitel



■ Diesel

Who are zevi?

- Launched in July 2022 as dedicated Office within the Department of Transport
- In March 2026, the Infrastructure Delivery function transferred to TII
- We support consumers, the public sector and businesses to make the switch to zero emission vehicles
- Our Office leads on the delivery of Ireland's ambitious targets under the Climate Action Plan to have an expected 30% of our private car fleet switched to electric by 2030
- €170m is being allocated by the Government in 2026 as we accelerate the delivery of EV charging infrastructure across Ireland
- Two primary routes for expenditure – EVs & Infrastructure

EV Infrastructure Strategy 2026-28

- Developed to replace existing Strategy from period 2022-25
- Public consultation closed 24th April – c.200 responses received

Thematic Areas of Focus:

- Expanding charging options (neighbourhood, on-street, cross-pavement etc.) for people without access to home charging, including apartments
- Delivering HPC hubs along national roads and main transport corridors
- Supporting depot and enroute charging solutions for HDVs & commercial fleets
- Meeting Ireland's obligations under the EU Alternative Fuels Infrastructure Regulation (AFIR)
- Ensuring all infrastructure is accessible and designed & built in line with the UDGs

Grant funding by ZEVI

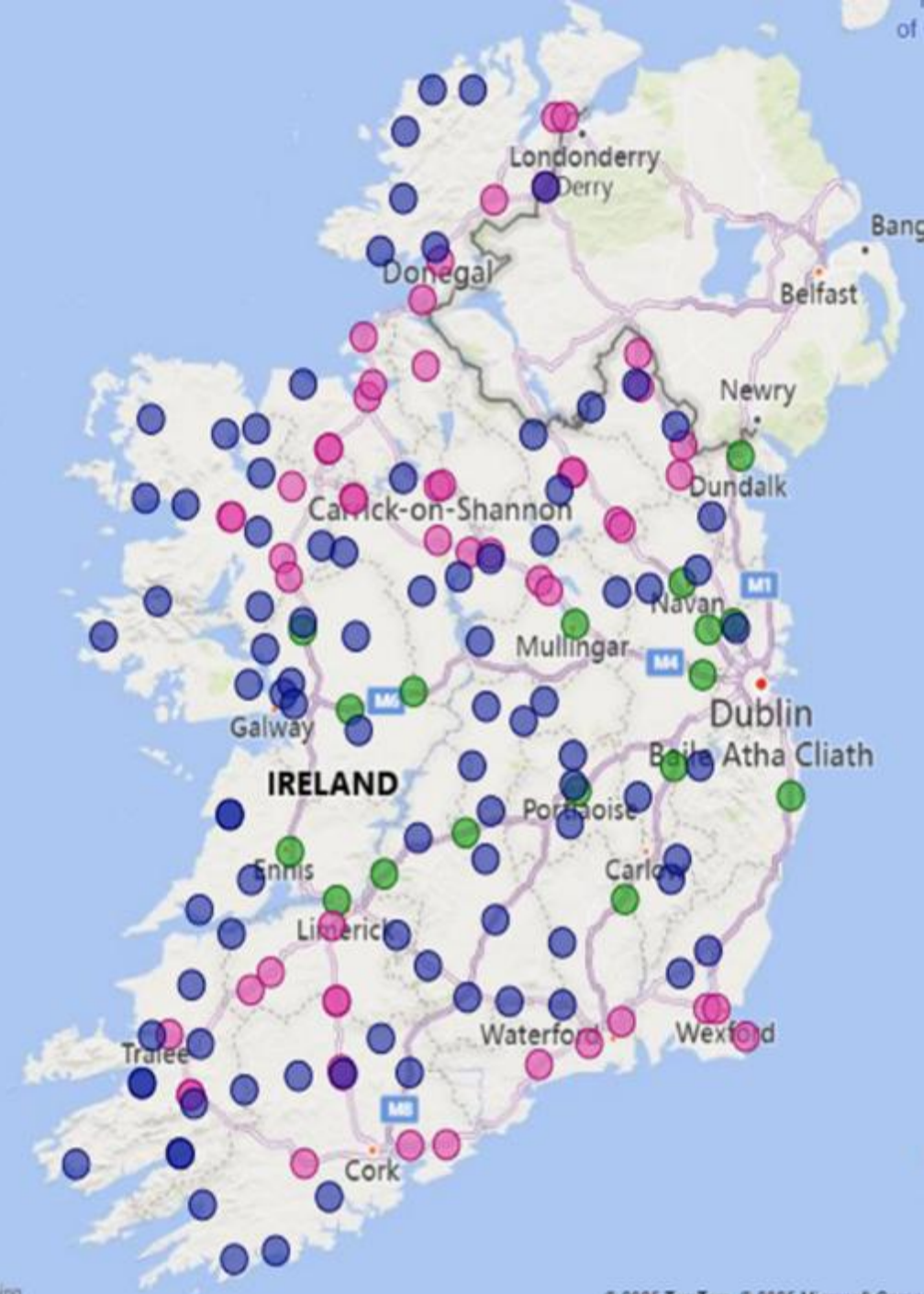
- EV Purchase Grant – up 40% on 2025
- ICE2EV Pilot Scrappage Grant Scheme
- eSPSV Grants
- ZEHDV & ZEHDVi
- Home Chargers & Apartment Scheme

Funding Ireland's EV Infrastructure roll-out

- LDV 1 2 & 3 En-Route Schemes
- Sports Club Grant Scheme
- Local Authority Pilot Schemes
- Dublin & Limerick Destination Schemes

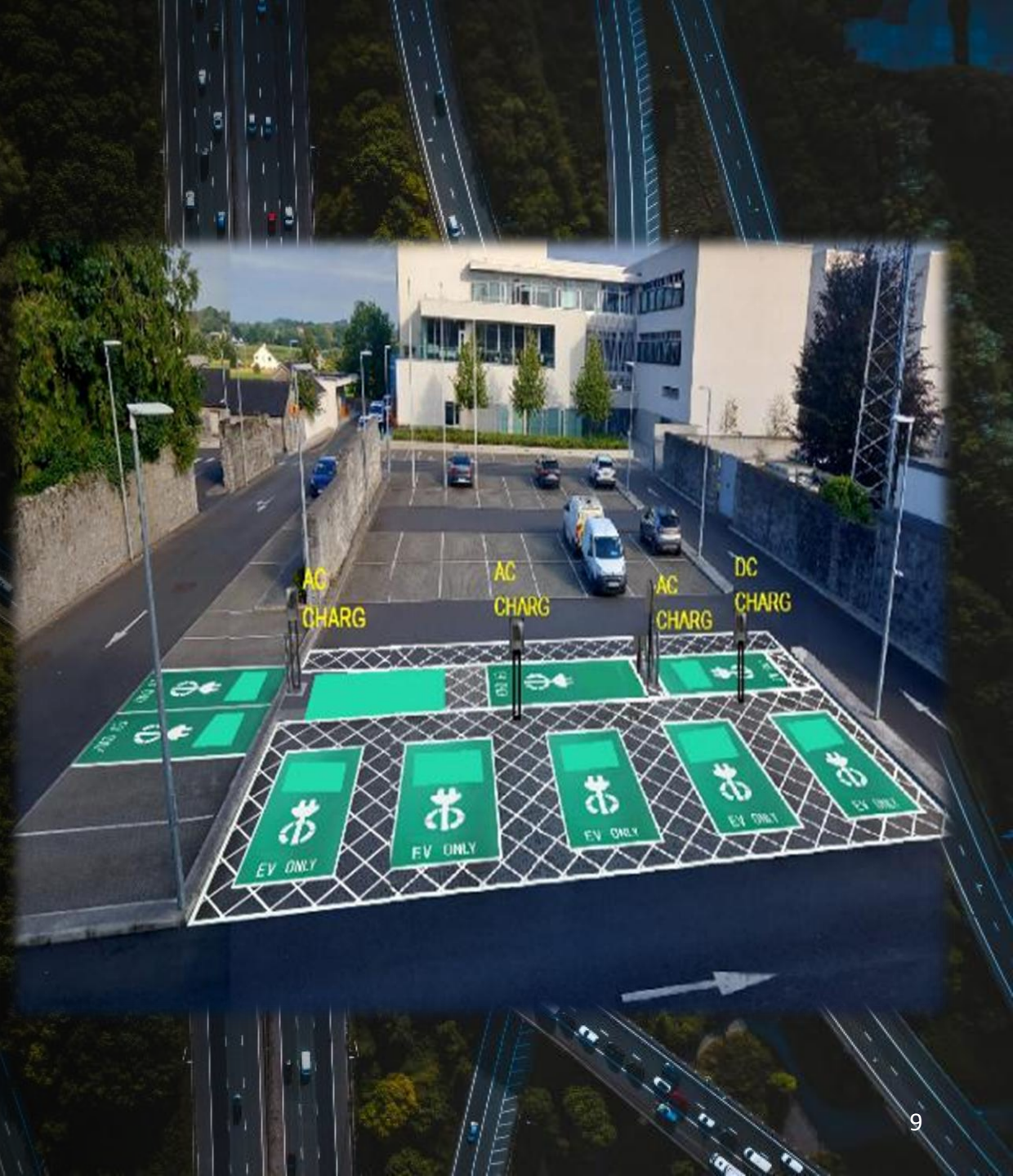
LDV Schemes

- Delivering high-powered en-route charging across Ireland
- Construction has begun on all schemes – bulk of delivery completed in 2026
- 162 new EV charging hubs
- 516 high-powered recharging points



Local Authority Pilot Schemes

- 26 Schemes in 15 counties
- Examining Multiple User Needs:
 - Workplace
 - Destination
 - En-route
 - Neighbourhood Charging (ToU)
- Technical Assessment:
 - Solar Charging
 - Battery Backup
 - Universal Design Guidelines



Looking forward...

- 2027 will likely be another record year for the delivery of EV charging infrastructure across Ireland
- Home charging for those without driveways
- Renewed focus on HDV sector
- Local Authorities – Strategies & Procurement
- New Infrastructure Strategy 2026-28

Thank you

Ireland's role in Regulated and Regulatory Data, Interoperability, Standards and Governance for Electromobility

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Objective

- How is EU regulation for emobility use cases developed?
- Ireland's role in that development: official groups, support groups, collaboration.
- Translating regulation into policy and strategy.

Regulatory Participation

- Ireland, like all EU Member States, is involved in the preparation of regulation at EU level that will ultimately govern all MSs.
- Its civil servants participate in various EU official committees, forums and groups, e.g. Alternative Fuel Infrastructure Committee, Sustainable Transport Forum, and their sub and working groups.
- While the Department of Transport (DoT) has attended these groups for many years, my involvement started in November 2023 as AFIR was approaching its final rounds of development prior to publication in April 2024.
- Non-Commission:
 - The Government Support Group
 - Direct MS bilateral communication

Challenges at pan-EU Level

- For the majority of MSs, providing informed technical feedback at this level can be challenging. It is a specialist area.
- As a strategic manager and data engineer, data scientist and software engineer specialising in information repositories, I was seconded into DoT.
- These topics necessarily sit at the interfaces between vehicles, electrical power and control software - and the technologies and standards used to bridge them. Therefore, they require coordination between the policy and regulatory bodies that control each respectively – coordination between DG Ener and DG Move, coordination between Energy and Transport departments, coordination across agencies. Who coordinates the coordination?

EU STF: Sub-group on governance and standards for communication exchange in the electromobility ecosystem

- “Activity 1 (2022): Mapping of the discussion concerning standards and protocols for communication exchange in the electromobility ecosystem
- Activity 2 (2023): Development of a governance structure and implementation strategy for the operation of a PKI in the EU
- Activity 3 (2024): Developing of high-level data uses cases between the energy and mobility sectors.
- Activity 4 (2024): Data exchange for EV charging use cases (smart and bidirectional charging).
- Activity 5 (2025): From market competition to user information issues in the electromobility ecosystem. Recommendations to ensure trust and transparency.”
- Note the original timelines.

PKI Infrastructure

- PKI Infrastructure allows actors in the emobility service chain to establish trust via the exchange of encrypted digital certificates.
- OCPP 2.0.1 leverages such infrastructure in its Transport Layer Security
- The EU has been setting up a Commission-based PKI Infrastructure and Governance structures, these will be housed at the EUs Joint Research Centre in Ispra, before being handed over to industry.
- Guidelines for market rules, certificates and governance have been published in July. Future work programme being set (just now). Will include cybersecurity/threat.
- ZEVI has been active in this subgroup since its inception.
- Along with Germany, we are the only Member States to have contributed to this subgroup (EU Sustainable Transport Forum Subgroup for e-Mobility PKI ecosystem.)

Bidirectional Charging

- Joint Report: Data exchange for demand-side flexibility and smart and bidirectional charging, May 2026
- This Joint Report brings together the recommendations of the Smart Energy Expert Group (SEEG), the Sustainable Transport Forum (STF), and the European Coalition of the Willing (CoW) on Bidirectional Charging on a common European framework for data exchange enabling demand-side flexibility and smart and bidirectional charging of electric vehicles.
- Work is rapidly progressing and we are participating in the working group on Regulatory Barriers (and their removal).

Open Letter to Alternative Fuels Infrastructure Committee

- Written by Ireland and The Netherlands to the EU Commission and the Alternative Fuels Infrastructure Committee in December 2025.
- Endorsed the adoption of the international standard, IEC63584, as a European, CENELEC, standard.
- There is a sense within the community of some resistance because of what is sometimes referred to as ‘governance’:
 - Open standards usually have open membership and all members can make changes.
 - Open standards usually are published under an open licence.
 - These are natural consequences of the tension between industry and open objectives.
- Necessity for standardisation dictates that barriers must nonetheless be surmounted.

Ireland's Strategy for Data Concerning EV Recharging Infrastructure

- Publication-ready, subject to dependencies on powers
- Dependency upon regulatory and legislative instruments for key incoming statutory powers in standards-setting, monitoring and compliance enforcement.
- Creates centralised digital repository of EV Recharging Infrastructure data (location, power, compatibility, price)
- Ingestion of OCPI/DATEXII data from all cooperating Charge Point Operators
- Publication of high-quality data:
 - Static or slow moving data: via CSV reports and dashboard
 - Dynamic or near-real-time data: via API

Thank you