

# EG on Certification

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# Progress since the last ESC GC

- The EG has now met three times since the last ESC GC, with the last meeting being on 26 August.
- Both the EV/EVSE and the HP workstreams have continued to meet, formally 8 times for EV/EVSE and 6 times for HP.
- Both workstreams have continued to develop the technical input to technical annexes which may be incorporated within the NC RFG 2.0 and NC DC 2.0, as well as respond to discussions with the Commission.
- Three discussions between the Expert Group (ie both workstreams) and the Commission have taken place on 03 and 15 July and also on 15 September.
- The EV/EVSE workstream received a request from ENTSO-e in mid July to jointly review some aspects of LFSM-UC. A meeting to discuss the requirements is pending.
- Two new EV/EVSE workstream members have joined – one representing CENELEC and one representing Tesla. A further request has been received from ChargeUp Europe has been received, with the presumption it will be agreed to help ensure all key stakeholders are well informed and supportive of the positions the workstream develops

# EV workstream progress

- Technical Annex
  - A first complete draft is nearing completion – target completion before Christmas.
  - Its main content is the split of functions between the EV and EVSE, and a series of compliance modules which are based on EN 50549-10 but updated for the RfG 2.0 requirements.
  - It also includes the high level requirements for the compliance scheme – but not yet recognizing the homologation or CE possibilities.
- Certification
  - The workstream has made a significant review of the detailed implications of using the CE and homologation routes to certification - as is to be expected there are lots of important points of detail to be examined.
  - Stakeholders have concluded that for the fixed EVSE, the existing national compliance schemes should be used to certify the EVSE – not least because of the need to include the national grid code requirements which are additional to those of NC RfG 2.0.
  - At the time of writing the workstream is waiting for input from ACEA – ie to ensure the workstream's position has appropriate stakeholder agreement and backing.
  - The workstream has yet to consider the NC DC 2.0 implications in detail.

# HP workstream progress

- Technical Annex
  - Work continues on the draft, concentrating on the test methods necessary for a certification scheme.
  - The workstream is continuing to develop alternative thoughts on how LFSM-UC can be implemented by disconnexion at random frequencies, and tested, for further discussion with ENTSO-e
- Certification discussions with the Commission
  - The workstream is working on the draft of the detail for accommodating the NC DC 2.0 requirements into the CE marking regulations.
  - These will need further detailed discussion with the Commission in due course.

# Discussions with the Commission - 1

- The chairs and vice chairs of the Expert Group and its workstreams met the Commission on 03 July and on 15 July.
- It included Commission officers from DG ENER and DG MOVE and also DG GROW at the 15 July meeting.
- At the 03 July meeting the Commission suggested that their internal thinking, although not finalised, was that the homologation and CE marking routes were attractive routes to certification.
- The 15 July discussion recognized the complexity of including the compliance requirements within the homologation rules and the ecodesign (ie CE marking) regulations for HPs and for EVSE.
- The Commission confirmed that they would welcome technical input from the EG in the form of draft technical annexes to the NC RfG 2.0 and NC DC 2.0 – and that they would particularly welcome input which was widely shared and agreed between stakeholders.



# Discussions with the Commission - 2

- At the 15/07 meeting there was a discussion on the relative timelines of the existing NC 2.0 approach versus an approach using homologation and CE marking.
- The EG agreed that, using its knowledge, the EG (or its workstreams) would sketch out how NC 2.0 compliance could work within the homologation and CE marking processes. This would include how it would be applied to new EV/HP designs, and how it would apply to existing models – and what the transition arrangements might be.
- At the 15/09 meeting, the EV WS explained its view that EVSEs should be certified using the existing compliance process, but was still exploring the issues associated with vehicle homologation for the EV certification.
- The Commission invited representatives from the EV WS to present their work, and implications to the Commission's Motor Vehicle Working Group on 02 October 2025.
- For heat pumps there remains a question about the alignment of the scope of the NC DC 2.0 with the ecodesign scope, and the timing of the introduction of the requirements between the two sets of regulations. These would be discussed further in bilateral meetings with the Commission.