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ESC GC EG Certification

Report to the ESC GC
04 March 2026

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Heat Pump Workstream

HP WS progress

- **Update on the first draft of the verification procedure**
  - **19 February:** HP workstream meeting to finalised the comments received on the 1st draft of the verification procedure.
  - **Next steps:**
    - The experts from HP workstream have 3 weeks to review and send their final comments.
    - 20 March: Potential meeting to review the final comments

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Electric Vehicle Workstream

Agenda

- Progress Summary
- Status of the work, the Technical Annex and the EG report
- Technical Annex consultation and finalisation
- Interaction with the EC and ENTSO-e
- The Report
- Recommendations
- Implementation

Progress Summary

- The EG's EV workstream's focus has been on finalising the draft Technical Annex of the NC RfG 2.0 and writing the Expert Group's report for the March ESC GC.
- A consultation on the draft Technical Annex was launched on 20 January 2026 and closed on 06 February.
- Meetings were held with the European Commission on 30 January 2026 and 25 February 2026.
- A meeting was held with ENTSO-e on 03 February 2026
- The Expert Group's report was forwarded on 20 February (and 26 February) to the ESC GC for the 04 March 2026 meeting.

Current status

- As at 26 February 2026 there two open issues with ENTSO-e.
- The expectation is that these will be resolved in March. These are important points, but with minor effect on the overall drafting.
- It is the intention to update the draft Technical Annex and the ESC GC EG report and seek offline approval from the ESC as soon as possible.

The scope of the Technical Annex

The contents are:

1. General provisions (2 pages)
2. Certification governance (5 pages)
3. Function allocation between EVs and EVSE and common provisions (8 pages)
4. Certification modules (18 pages)

Sections 1 & 2, being legal context and governance, may need to be modified in cooperation with, or by, the Commission as part of finalising the NC RfG 2.0

Sections 3 and 4, which are the technical content, are expected to be largely unchanged from the final draft.

Technical Annex Consultation.

- Opened 20/02/26 and closed 06/02/26
- 17 respondents: associations, manufacturers and individuals.
- 210 comments overall; roughly split 50/50 technical and editorial.
- 91 of these are accepted, split 33/58 technical/editorial.

Technical Annex Comments

Section	Title	Comments	Accepted
1	General Provisions	11	2
2	Certification Governing Processes	64	19
3	Function Allocation & Common Requirements	52	24
4	Certification Modules	83	46

- Section 1 and 2 comments relate to legal and governance issues, and may be changed by the EC in the final implementation of the technical Annex in the NC RfG 2.0.
- Technical comments (as opposed to editorial) on sections 3 and 4:
  - Minor misunderstandings - explained in the WS's response;
  - Gaps in the underlying standards – now filled, where appropriate, in the technical Annex, and/or flagged to standards bodies;
  - Not material, or otherwise not appropriate, so not actioned, but explained in the WS's responses.

Meetings with the EC and with ENTSO-e -1

- Commission 30/01/26
  - The Commission was appreciative of the work on the draft Technical Annex.
  - They were less certain about how sections 1 and 2 should be incorporated – some parts might flow into the Recitals, or even into the main text of the NC RfG 2.0.
  - Sections 3 and 4 are less likely to be changed by the Commission, but they did wonder if there might be a legal avenue to enable an update to the Technical Annex once experience is gained without needing a legislative process to update the NC RfG 2.0. This could be challenging, however, if the requirements are to remain legally binding (ie a document under EU DSO Entity or ENTSO-E ownership would not have legally enforceable requirements) but Commission will give it further thought.
  - In terms of timings, and particularly the implications for EV certification within the homologation process, DG ENER had only just started to have the appropriate detailed discussions within the Commission, so had no update at that time.
  - The Commission confirmed the workstream majority view that combinations of new/old EV/EVSE and vice versa are not intended to be caught by the NC 2.0, but would give this further thought.

Meetings with the EC and with ENTSO-e - 2

- Commission 25/02/26
  - A short catch up in case the Technical Annex consultation had thrown up any important new issues – the Expert Group does not believe it did.
  - The start of a discussion about the legal implications of manufacturers being ready to certify EVs or EVSE in advance of the implementation deadlines in the NC RfG 2.0 and/or the implementation of the Technical Annex requirements in the whole vehicle type approval. To be continued.

- ENTSO-e 03/02/26
  - Remaining LFSM-U uncertainties largely agreed – but not yet quite closed down.

The Report

Timeline:

20/02	deadline for final workstream comments on the Technical Annex.
20/02	submit near final EG ESC report – but with explanation of the incomplete steps, and plan to close down with ESC engagement.
23/02	workstream meeting and ideal deadline for finalising tech Annex.
26/02	submit updated ESC report etc – highlighting any open points.
04/03	ESC GC

March/April 2026 – close down ESC report with appropriate ESC engagement.

Subsequently – briefing and training to be offered to all relevant stakeholders.

The Report Status

- The report has been written as a first part of an overall report which the EG will need to present to the ESC at the conclusion of all the EV and HP work, but is nevertheless aiming to be self contained for EVs/EVSE at this time.
- There are two issues to resolve fully with ENTSO-e: a LFSM timing detail and the use and definition of “minimum safe state of charge.”,
- The draft report contains near-final drafts of the Technical Annex and the legal text recommendations. However, the narrative of the report can essentially be taken as final.
- The ESC is therefore asked to allow for a sign off of the finalised report and Annexes by email or by on-line meeting, as soon as possible after 04 March, and certainly in a timescale to meet the Commission’s needs.

The contents of the report

1. Executive Summary
2. Background
3. Scope of the EG's work
4. The new Network Code requirements
5. EV/EVSE combinations and the implications of AC v DC
6. Relevant standards and their role
7. Grid Code interoperability
8. Certification
9. Report on discussions with ENTSO-e
10. Technical Annex Development
    1. Within the workstream
    2. Consultation
    3. Key consultation response topics
11. Implementation
12. Recommendations

Annexes

- Expert Group Workstream Members
- Terms of Reference
- Legal text recommendations
- The Technical Annex
- Recommendations for standards bodies
- Responses to the consultation

The report's recommendations

1. The Technical Annex

   To be adopted as an integral part of the NC RfG 2.0

2. NC RfG 2.0 legal text

   The minor amendments to the ACER draft version of December 2023, as agreed with ENTSO-e, should be implemented in NC RfG 2.0

3. Recommendations for international standards bodies

   A single definite suggestion to adapt future versions of standards to fully implement the NC RfG 2.0 for V2G EVs in V1G mode.

4. Future work of the EV Workstream

   Engage with stakeholders to brief them on the implications.

   Start work on a Technical Annex for NC DC 2.0.

5. Treatment of DC V2G EVSE and PPM combinations

   Recommend that the EC address this possible confusion.

Steps towards implementation

- It is to be expected that there may be some need to discuss the implications with the Commission.
- But pending any implications from the Commissions development work, the EV WS believes it should offer briefing sessions to stakeholders on the implications of the technical content (ie principally sections 3 & 4) of the Technical Annex. These could be run initially in late Spring 2026.
- It is likely that further briefings will be required in the future as the administrative arrangements for certification, and the incorporation in vehicle homologation become clearer.
- However, it will probably be useful for stakeholders to start to understand the technical requirements as soon as possible.

Further questions/discussion