

Item:
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Report to Partnership Board Meeting 22nd August 2023

RESEARCH AND STRATEGY DELIVERY

Electric Vehicle Infrastructure Shared Service

PURPOSE OF REPORT

To update Members on regional activity by a project management shared service under the Electric Vehicle Infrastructure Fund (EVIF). The shared service covers Comhairle nan Eilean Siar, Moray Council, Orkney Islands Council and Shetland Islands Council.

OVERVIEW

In January 2022 Transport Scotland announced a restructure of their electric vehicle infrastructure funding model. Local Authorities are now required to leverage in private sector funding to enable delivery of infrastructure at the pace and scale required to meet demand and encourage further car users to switch to EV's to support the wider climate change objectives, collaborating regionally where possible.

The new proposed structure will allow Local Authorities to access £30 million worth of funding and aims to leverage in a further £30 million of private sector investment, bringing the total investment for Scotland to £60 million. The funding is aimed at identifying market failures to support local authorities in enabling a Just Transition.

Moray Council is joining Highland, Aberdeenshire and Aberdeen City Councils in their strategy, which aims to generate a revenue long term for further investment and utilises a hub and spoke approach to ensure charging in remote and rural areas is deployed as an essential spoke to the more commercially viable hubs.

Comhairle nan Eilean Siar, Orkney Islands Council and Shetland Islands Council are developing a combined Islands' EV infrastructure strategy and may then have further opportunity to collaborate with other Councils in the region.

UPDATE

Moray

Procurement dialogue cycles have begun and are proving very useful in terms of working through an agreement that is mutually beneficial to both the private partner and the Councils.

Comhairle nan Eilean Siar, Orkney Islands and Shetland Islands Councils

As presented at the last meeting, government funding for public EV Infrastructure has been agreed in principle for the Northern and Western Isles and Argyll and Bute combined on the basis of the following approach:

Phase one aims to replace any existing assets that are an ongoing risk for the Councils to operate. This includes assets that:

- Operate with OCPP 1.5, which is no longer maintained
- Will no longer function when 3G is switched off next year
- Any 50kW chargers that cannot be retrofitted with contactless payment
- Any charger that will be 10 years old by the end of the EVIF programme

Phase 2 – Further develop a network expansion plan that will attract private investment and reduce the requirement for subsidised Council resource. . Key factors in developing this plan will include:

- Alternative business models
- Aggregating public charging demand with other fleets and sectors
- Exploring opportunity in locally generated power
- Local maintenance

The application for this funding has been drafted and is with stakeholders for review.

Contactless Regulations

On 24th November, as per UK Public Charge Point Regulations, all existing 50kW chargers must have contactless payment, or the Charge Point Operator (charge Place Scotland) is fined.

Councils have retrofitted the chargers that they can, but across the HITRANS region, 41 chargers cannot be retrofitted, they need replacing at a cost of approximately £1,000,000. Unfortunately, due to the misalignment of Scottish Government funding programmes and UK wide regulations, there is no funding for this.

HITRANS have presented our situation to Transport Scotland as a region and emphasised the impact this has in rural and remote areas particularly, where alternative nearby charging is not often available. Transport Scotland have in turn taken this to UK government, but at present there is no regional flexibility on the regulations being applied.

This means Charge Place Scotland will automatically remove the non-complaint chargers from the public network as of 24th November. All should be replaced through the EVIF programme over the course of the next year and bought back to the public network, but any temporary loss of provision would be disappointing given against targets to decarbonise transport in general and EV adoption confidence throughout the region in particular.

RISK REGISTER

RTS Delivery

Impact – Positive

Comment – This work supports RTS objectives and the monitoring of their implementation.

Policy

Impact – Positive

Comment – This work supports the development of our Electric Vehicle Strategy Policy, particularly with regards to remote, rural and island provision.

Financial

Impact – Positive

Comment – Cost savings as a direct result of this shared service approach

Equality

Impact – Positive.

Comment – HITRANS support for improving electric vehicle infrastructure helps eliminate the barriers to decarbonised travel for all

RECOMMENDATION

Members are asked to note the report.

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Date: 24th October 2024