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2 September 2024

Dear Convener,

Net Zero, Energy and Transport (NZET) Committee: Sustainable Energy Plans (SEPs) and the expansion of electric vehicle charging infrastructure

Thank you for your letter of 12 July regarding electric vehicle charging infrastructure and funding. Please find below a response to each of the queries raised.

Reasons for the apparent discrepancy between the £7.25m figure provided in the June 2023 letter to support the creation of SEPs and the £4.48m figure provided later

The letter of 19 June 2023 indicated that a total of £7.25m had been allocated to support the development of Electric Vehicle Public Charging Strategy and Expansion Plans, market engagement, procurement strategies, associated procurement documentation, contract management and enabling works.

The letter of 7 February 2024 indicated that a total of £4.48m had been allocated to support the development of Electric Vehicle Public Charging Strategy and Expansion Plans. The second figure relates specifically and solely to support the development of Electric Vehicle Public Charging Strategy and Expansion Plans.

Details of why the funding allocations originally anticipated in summer 2023, were updated to 2024 in the letter of 7 February?

The development of SEPs by local authorities and the formation of regional collaborations by local authorities has taken longer than anticipated. These collaborations, which were identified in the letter of 7 February, aim to make the best possible use of available resources through shared approaches to procurement and the delivery of public EV charging.

Detail of whether the funding allocations anticipated to local authorities in quarters 1, 2 and 3 of 2024 have been made (as per correspondence in February); a. Are funding allocations progressing at the pace intended?

Funding awards have been made to the North of Scotland consortium (Aberdeen, Aberdeenshire, Highland and Moray Councils) and Dundee in Q1 2024 as per correspondence of 7 February. Officials continue to work with local authorities to support applications and awards based on the timescales advised in the 7 February correspondence, and awards in subsequent quarters will be announced in due course.

What level of private finance is confirmed to be leveraged through each of the SEPs so far:

The level of private sector funding leveraged through each EVIF project can only be confirmed once each local authority or consortium has completed procurement. As each local authority completes this process, they will make this information available to Transport Scotland. The local authorities funded in Q1 2024 have commenced, or are about to commence, public procurement. Transport Scotland will in the near future publish a summary project pipeline. Individual procurement exercises may be available on the Public Contracts Scotland website depending on the approach selected by the local authority.

More detail on what the figure of £65m in partnership with the private sector refers to?

The reference to £65m in the letter of February 2024 relates to the public funding awarded by Scottish Ministers since 2011 to support development of the ChargePlace Scotland network.

Through the EV infrastructure fund local authorities will work in partnership with the private sector to invest £30m of public funding and at least a further £30m of additional private investment in public EV charging infrastructure.

This amounts to £60m of additional public and private sector investment in public EV charging infrastructure through the EV Infrastructure Fund, and we would hope that local authorities might secure even more private investment. Private sector investment will be secured through the public procurement of the services of commercial charge point operators to operate and invest in public EV charging in Scotland. The total amount of private investment secured will not be confirmed until all procurement exercises supported through the Fund have completed.

When will the route map be published for delivery of the 24,000 additional chargers and how will this interact with the Vision published last June?

It is my intention to publish a draft Implementation Plan by the end of the year. This will identify the key actions to be taken to deliver our Vision in response to the UK CCC recommendation.

How does this approach fit with the First Minister's view on the number of strategy documents and is there a plan to simplify the approach?

Publication of an Implementation Plan is a specific recommendation from the Climate Change Committee and will set out how we intend to deliver the outcomes and aims of the Vision.

Has the Scottish Government accepted the CCC's estimate that 30,000 public charging points may be required in Scotland? If so, is this in the light of particular developments or new information?

Through a combination of public and increasing private sector investment. Scotland saw 43% growth in public EV charging between June 2023 and June 2024 and the Scottish Government has identified a commitment to the expansion of the public EV charging network by approximately 24,000 additional charge points by 2030.

The CCC have recognised that the actual number of public charge points that will be required in Scotland in the future will be influenced by a range of factors, including Scotland's geography and meeting the needs of rural and island communities, rapidly evolving vehicle and charge point technologies and differing strategies and business models for delivering public EV charging. For example, 30 EVs in a domestic street could be charged periodically overnight using 10x low powered charge points located in on or off-street parking bays. The same number of EVs could alternatively be charged periodically over a 30 to 60 minute period by 2x high powered charging points located at a local community centre. Both are practical solutions but one provides more charge points than the other. Whilst our commitments to deliver 6,000 public charge points by 2026 and then approximately an additional 24,000 by 2030 suggest 30,000 public charge points may be required, these figures are approximate and what I am focused on is making sure that Scotland stays at the forefront of delivering the infrastructure we need all across the country to decarbonise vehicle use and cut transport emissions.

I trust this information is helpful for the Committee and I thank you for raising these points.

Yours sincerely,



FIONA HYSLOP
Cabinet Secretary for Transport