energy saving trust



Fleet decarbonisation action plan

TS & EST

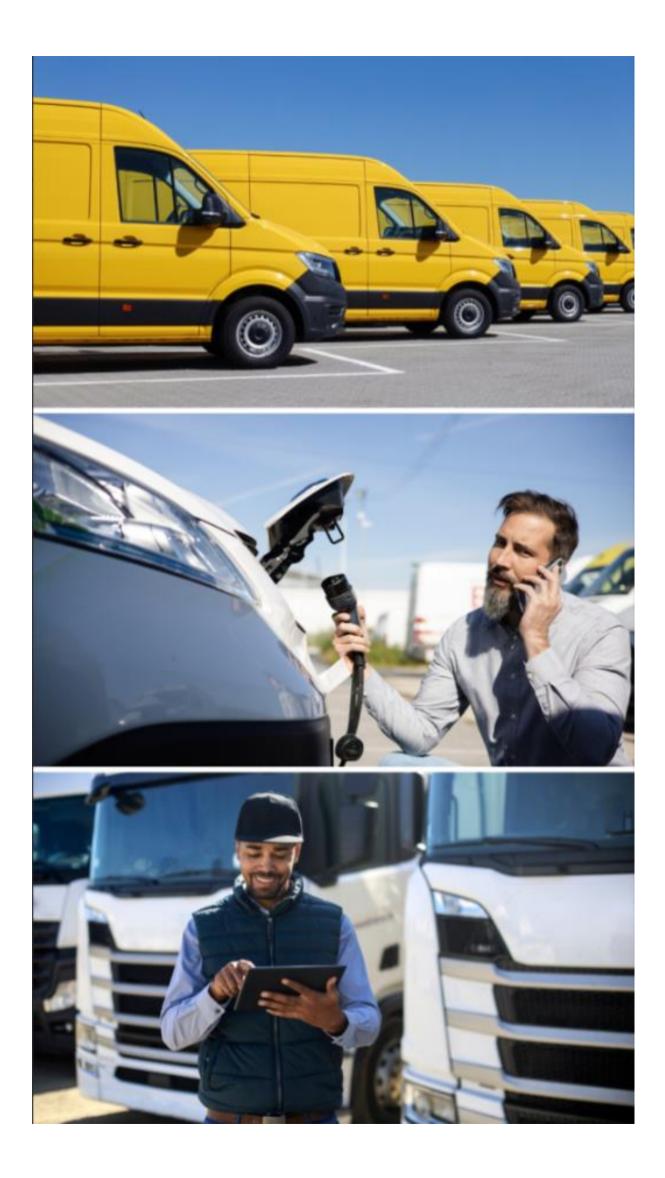
Feb 25

Why Develop an Action Plan?

- Net Zero by 2045 fleet emission reductions need to accelerate ullet
- Based on the latest survey results progress has slowed ullet
- Central TS/SG funding is not available in the same format as in the past ullet
- The value of collaboration and working across sectors is clear ullet
- Targets based on vehicle numbers alone are not effective or appropriate ullet
- To provide more clarity on expectations for public fleet decarbonisation \bullet To identify what actions can be taken to deliver against expectations ulletTo provide a reference point to support policy development and decision ullet
- making
- To involve the public sector in establishing what is possible and what is • needed to deliver that
- Platform for continued engagement and development •

Project background

- A plan 'that identifies key opportunities and actions that will enable the public sector to align efficient public spending with maximising fleet emission reductions and available technology.'
- Find ways of progressing public sector fleet decarbonisation with limited funding support from Government.
- Reframe public sector fleet decarbonisation targets and design them so that progress can be easily monitored.
- Aim is for the plan to be developed collaboratively.



Confidentia

Project plan

- Project timeframe: consult pre-summer, publish autumn. ullet
- Initial list of key challenges and actions drafted. ullet
- Create targeted working groups to explore key challenges ullet
 - Three working groups exploring two challenges each. Ο
 - Up to 10 stakeholders in each group.
 - Working groups to meet between April and June 2025. Ο
 - Working group findings to feed into final draft of FAP Ο



Key challenges

1. High cost of electric vehicles

- Lack of senior management buy in. ٠
- Available budget to transition to zero emission vehicles. •
- Additional costs to purchase/lease zero emission vehicles. ullet

2. Zero emission van adoption

- Range and technology limitations. ullet
- Dealing with vehicles that are taken home. \bullet

3. High cost of depot charging

- Insufficient capital for infrastructure needed for whole fleet. •
- High cost of grid upgrades \bullet

Key challenges

4. Distribution network operator (DNO) delays

Installation delays due to Distribution Network operator delays \bullet

5. Sharing depot charging infrastructure

- Safety risk of sharing depot chargers including non-employees moving \bullet around site.
- Grid capacity to accommodate other users. ullet

6. Sharing of fleet vehicles

- Insurance challenges ullet
- Lack of willingness to share between government departments, agencies and \bullet public bodies.
- Not being able to access other public sector vehicles easily. \bullet

Key challenges

7. Depot insurance costs

- Additional costs to insurance premiums as number of electric vehicles increase. ullet
- Increased premiums on building insurance due to depot charge points.

8. Clarity on alternative fuels

Lack of clarity from Scottish Government on the use of Hydrotreated Vegetable \bullet oil (HVO).

9. Skills shortage for electric vehicle maintenance

- Delays in vehicle maintenance for electric vehicles. ullet
- Lack of EV maintenance facilities in local garages. ullet
- Unable to recruit mechanics for EVs. \bullet

10. Chargeplace Scotland contract ending

Smaller public bodies struggling to procure a back-office system for charge • points.

Key asks

- Any feedback on our initial draft of the challenges and actions that should be included?
- Which challenges should we focus on?
- Thoughts on who should be included in each working group.
- Could the project make use of any existing working groups within APSE Scotland?



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Thank you

