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Fleet decarbonisation action plan

TS & EST

Feb 25



Why Develop an Action Plan?

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



Project plan

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



Key challenges

1. High cost of electric vehicles

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

2. Zero emission van adoption

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

3. High cost of depot charging

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

Key challenges

4. Distribution network operator (DNO) delays

- Installation delays due to Distribution Network operator delays

5. Sharing depot charging infrastructure

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

6. Sharing of fleet vehicles

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

Key challenges

7. Depot insurance costs

- Additional costs to insurance premiums as number of electric vehicles increase.
- 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 oil (HVO).

9. Skills shortage for electric vehicle maintenance

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

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

