SCOTTISH FUTURES TRUST

Local Authority EV Tariff Workshop

EDF Burness Paull East Lothian Council ChargePlace Scotland electric vehicle charging

27th October 2022

Please note that presentations will be recorded and shared with all invitees once the workshop has ended

Segment	Speakers	Allocated Time	Time
Welcome & Scene Setting	**Matt Jackson** *Scottish Futures Trust*	10 mins	14:00 to 14:10
ELCs approach to setting market-rate tariffs	**Ryan Robertson** *East Lothian Council*	20 mins	14:10 to 14:30
Energy-related cost headings to consider for EV charging	**Mark MacLennan** *EDF*	20 mins	14:30 to 14:50
Q&A Session 1		*Up to 15 mins*	*14:50 to 15:05*
Legal considerations for local authority public EV charging	**Richard Lockhart & Jamie Dickson** *Burness Paull*	20 mins	15:05 to 15:25
Practicalities and communications when setting a tariff	**Stephen Trayner** *ChargePlace Scotland*	20 mins	15:25 to 15:40
Q&A Session 2 ***Closing Remarks***		*Up to 15 mins*	*15:45 to 16:00*

Mute your microphone unless you're speaking

Make full use of the chat function to ask questions during presentations

If you can, turn your camera on when engaging in the Q&A

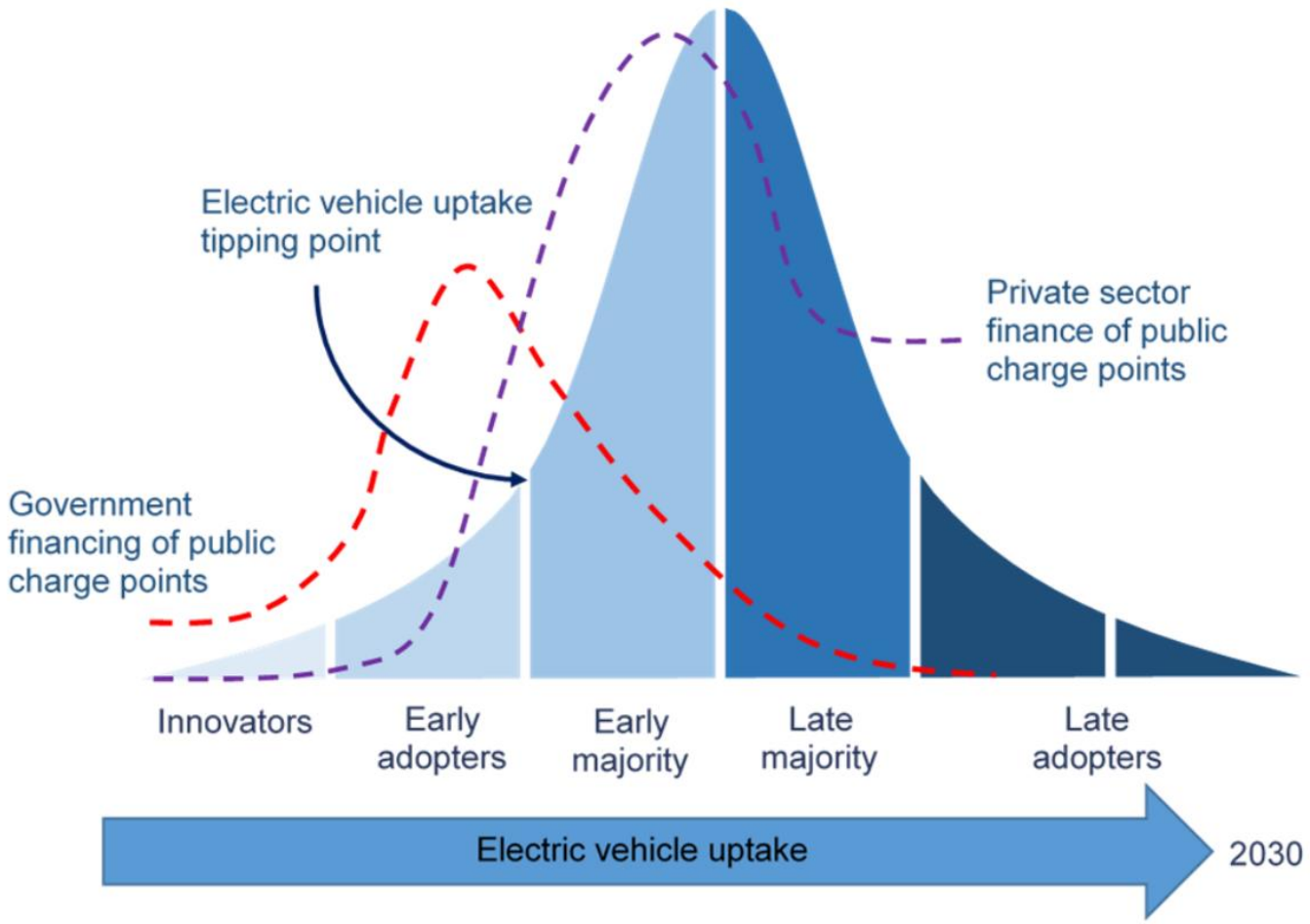
Raise your "virtual" hand to engage in the Q&A

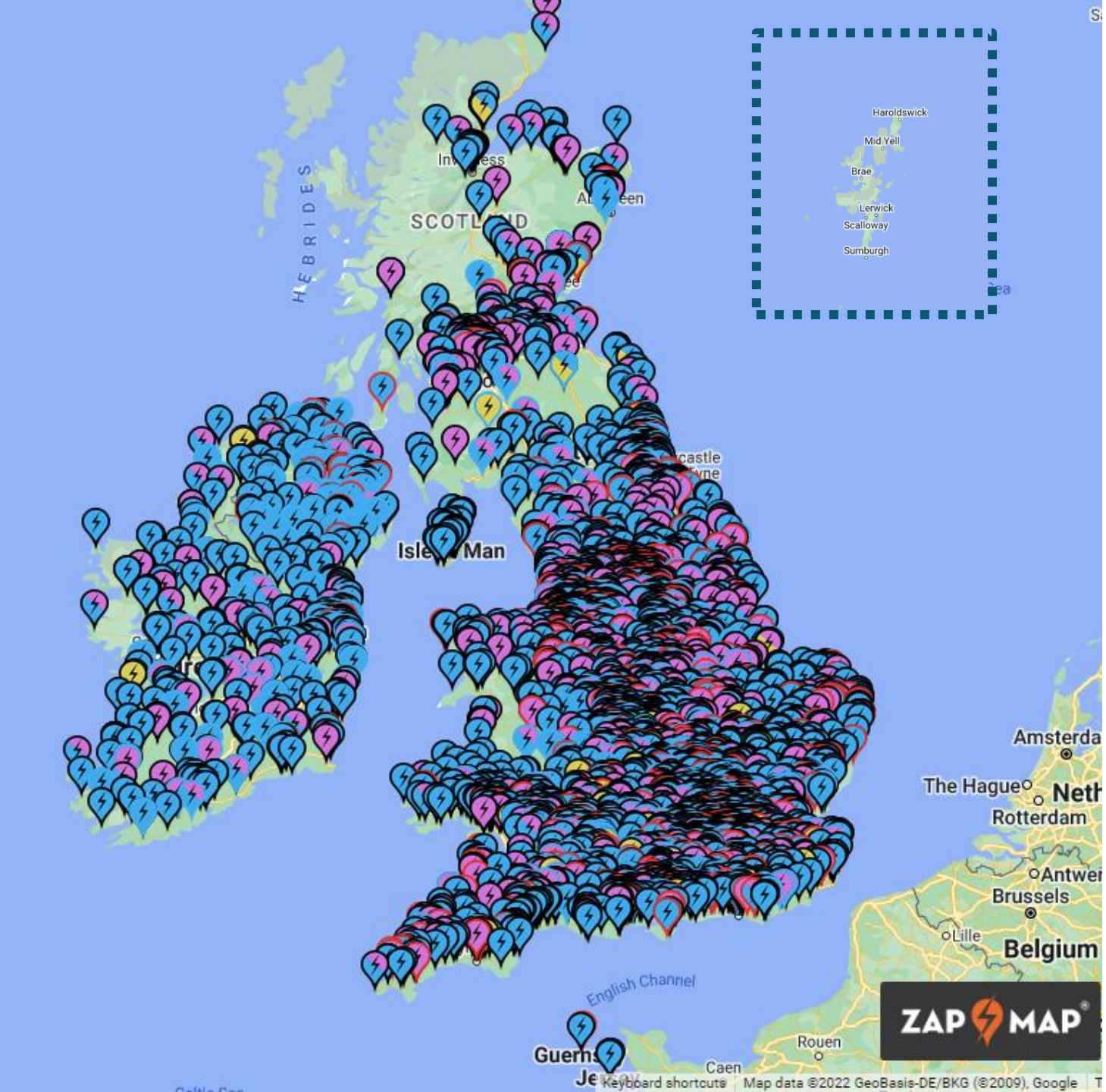
Public Delivery vs. Private Delivery

- Over **3,200** publicly-available EVCPs available across **1,900 locations**
- Public sector procured and funded EVCPs account for about **two-thirds of all provision in Scotland**
- Between local authorities, **private provision ranges from none at all to 50%**

Sources (Q3 2022): ZAP MAP® TRANSPORT SCOTLAND CÒMHDHAIL ALBA

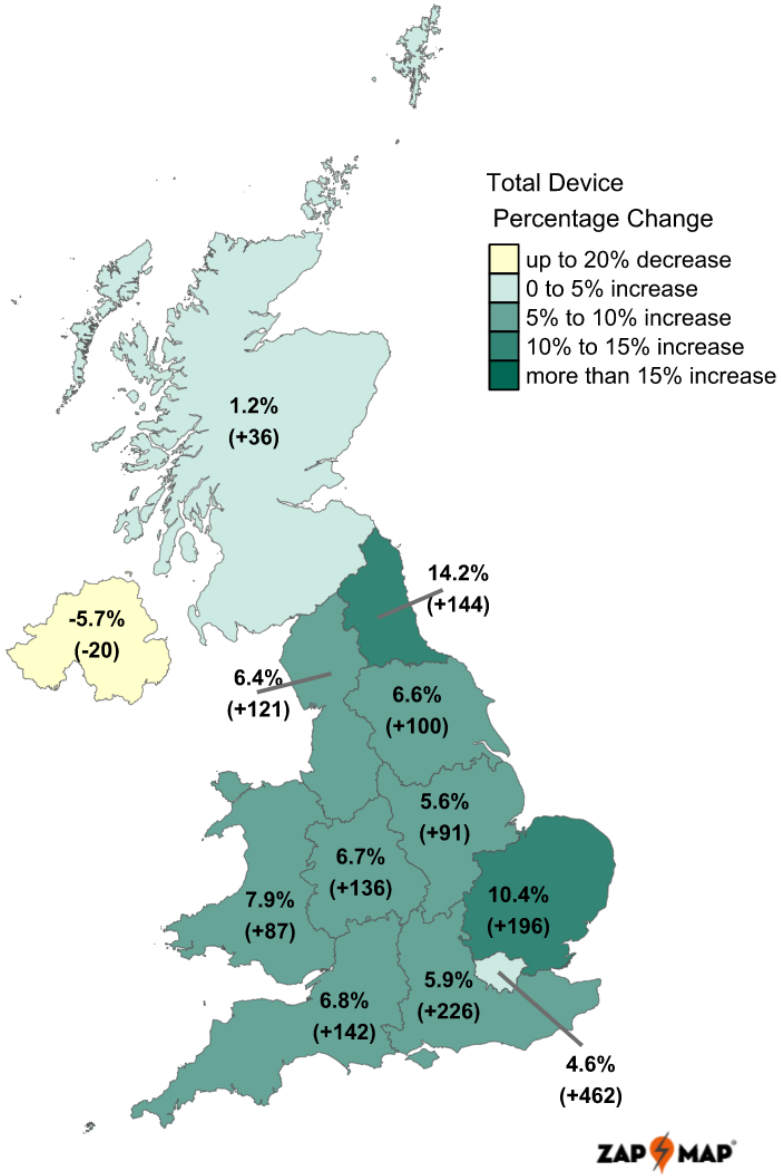
Accelerating Commercial Investment





Private CPO Provision in the UK & Ireland

CPOs are holding back in Scotland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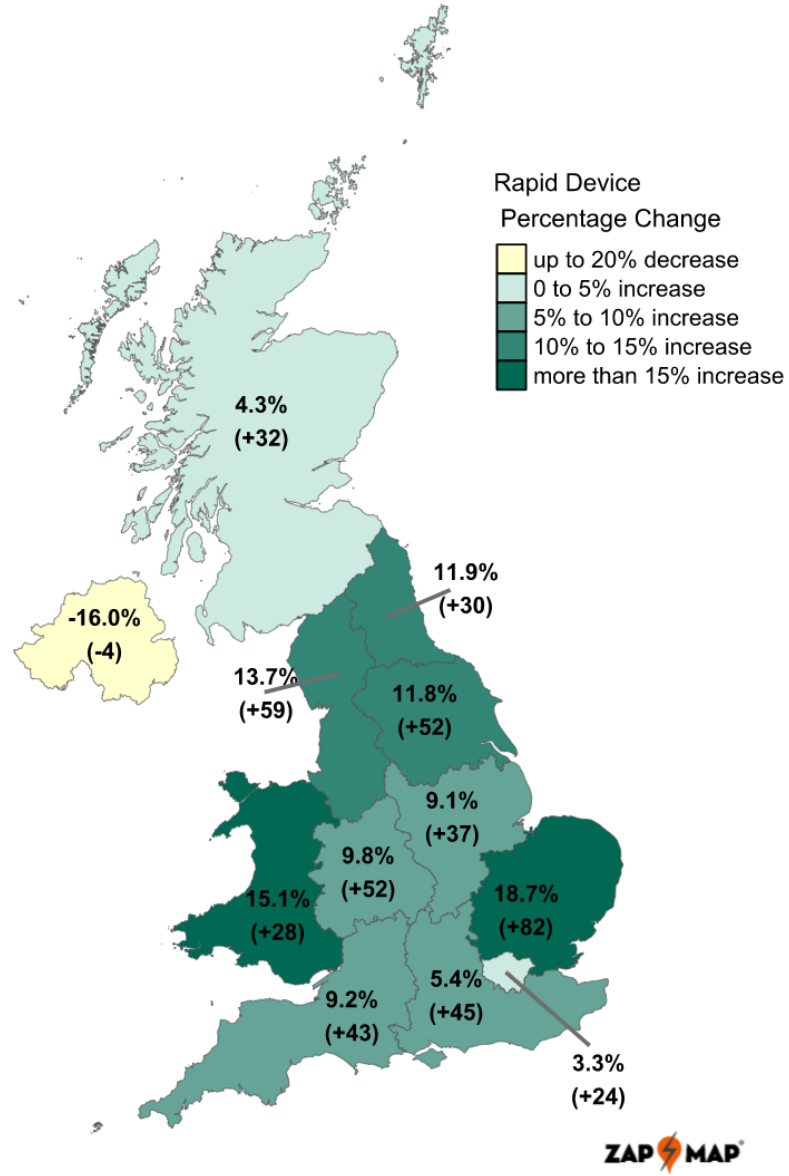
ZAP MAP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(+82)
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ZAP MAP

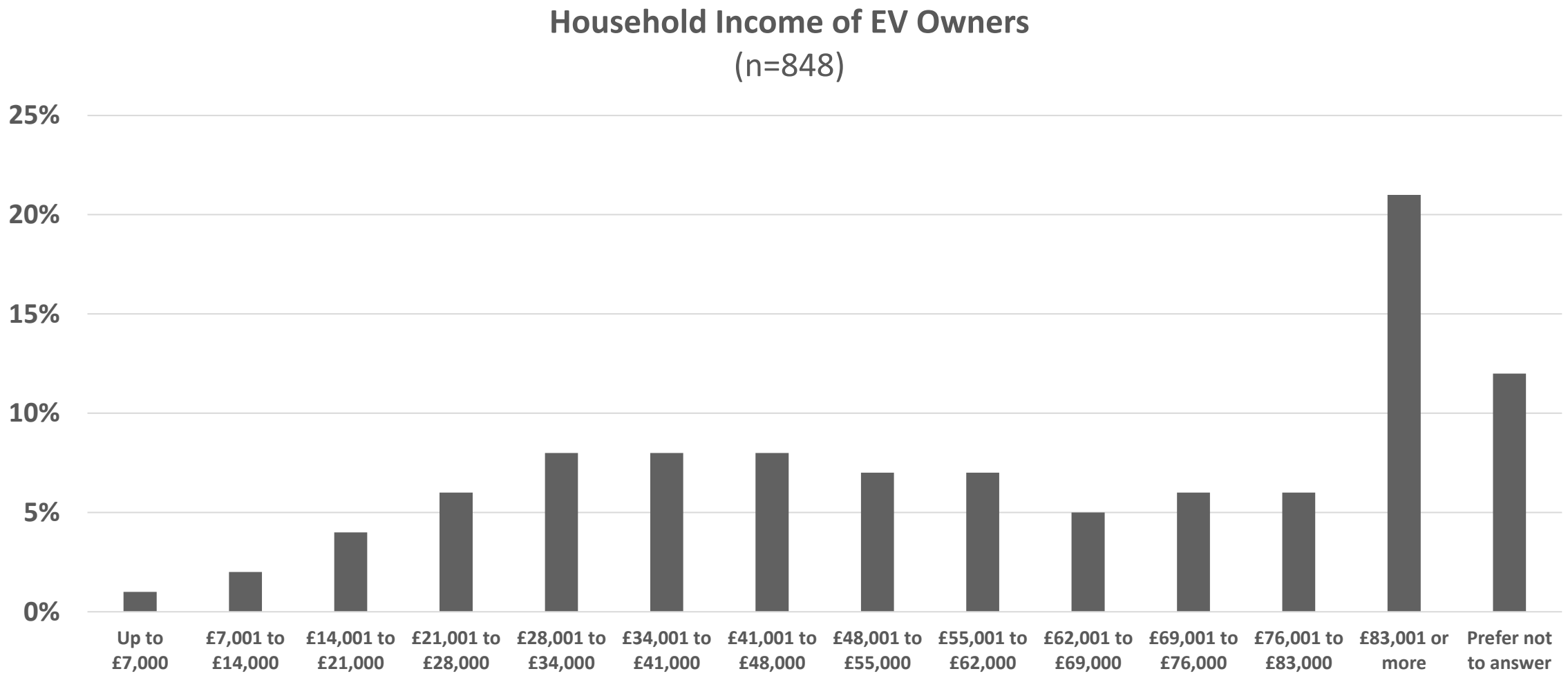
Other Effects of Zero & Sub-Commercial Tariffs

For those local authorities that have not levied a tariff, **an estimated £2.5M of revenue was forgone in 2021**. As utilisation continues to grow and electricity costs increase, **this lost revenue will surge**.

Low tariffs primarily benefit those that do not need subsidised – those with driveways at home and/or on high incomes.

Use of the existing network is not optimised – chargepoints are at times occupied by local drivers with home chargers, blocking others who urgently need a charge.

EV Deployment Dominated by Above Average Income Households



AC Charging Tariffs

	Tariff Count	Min (£ / kWh)	Max (£ / kWh)	Average (£ / kWh)	Std. Dev. (£ / kWh)	Average Cost for 30 kWh
Local Authorities	24	£0.15	£0.30	£0.22	£0.05	£6.94
Private CPOs	11	£0.28	£0.55	£0.42	£0.09	£12.90
All	35	**£0.15**	**£0.55**	**£0.29**	**£0.11**	**£8.82**

DC Charging Tariffs

	Tariff Count	Min (£ / kWh)	Max (£ / kWh)	Average (£ / kWh)	Std. Dev. (£ / kWh)	Average Cost for 30 kWh
Local Authorities	20	£0.15	£0.50	£0.29	£0.08	£8.91
Private CPOs	6	£0.45	£0.79	£0.59	£0.13	£17.65
All	39	**£0.15**	**£1.00**	**£0.45**	**£0.21**	**£13.73**

Correct as of 24 October 2022 - Summary excludes free or subsidised tariffs

AC Charging - Pence per Mile

	Min (p / mile)	Max (p / mile)	Average (p / mile)	Petrol (diff)	Diesel (diff)
Local Authorities	4.3p	8.6p	6.4p	-12.6p	-14.6p
Private CPOs	8.0p	15.7p	12.1p	-6.9p	-8.9p
All	**4.3p**	**15.7p**	**8.2p**	**-10.8p**	**-12.79**

DC Charging - Pence per Mile

	Min (£ / kWh)	Max (£ / kWh)	Average (£ / kWh)	Petrol (£ / kWh)	Diesel (£ / kWh)
Local Authorities	4.3p	14.3p	8.3p	-10.7p	-12.7p
Private CPOs	12.9p	22.6p	16.8p	-2.2p	-4.2p
All	**4.3p**	**28.6p**	**13.0p**	**-6.0p**	**-8.0p**

ICE Pence per Mile:

19.0p Petrol / 21.0p Diesel

Points to consider for today's Workshop

Introduction of reasonable tariffs broadly comparable with the Market Rate can bring many benefits. Greater private investment. More income to cover EVCP costs. More efficient use of the network.

It is crucial to cover all known cost headings when developing a tariff, and to account for unforeseen events.

In receiving EVIF funding, **local authorities should be prepared to move towards reasonable and sustainable tariffs for all existing and proposed EVCPs.**

Tariffs should be communicated clearly and transparently, and any subsidised tariff could be targeted to those whose need is greatest.