

SFT OUTCOMES

2023

Attracting investment into Scotland's EV charging network

PRIMARY OUTCOME

10

INFRASTRUCTURE-RELATED CARBON DIOXIDE EMISSIONS ARE REDUCED

SECONDARY

03

04

07

08

OUR CORPORATE PRIORITIES



NET ZERO



SUSTAINABLE PLACES



INCLUSIVE GROWTH

Scotland has set itself an ambitious target of reducing greenhouse gas emissions by 75% by 2030 and removing them all by 2045.

Working towards that goal, Scottish Government's policy is to phase out the need to buy new petrol and diesel vehicles by supporting the uptake of electric vehicles and the infrastructure needed to support that transition.



Since the early 2010s, electric vehicle (EV) chargepoints on Scottish Government's ChargePlace Scotland network were made free following grants made to public bodies, and at the time it was the right thing to do as it helped incentivise vehicle owners to change to new EVs.

However this culture persisted for too long. This meant there was not enough income from the chargepoints to maintain them and in recent years it also acted as a barrier for the crucial private sector investment that was needed to grow the overall EV charging network.

To help find a solution, our Net Zero Transport team carried out analysis and produced a [*report on tariffs for the use of chargepoints*](#) which set out in detail the implications of offering free or below cost charging and hence the benefits of moving towards a fair, sustainable and enabling tariff.

Alongside Transport Scotland, the team engaged extensively with local authorities to explain the recommendations of the report and make the case for the introduction of tariffs.

Since publication of the report, almost all local authorities and other hosts on the ChargePlace Scotland network have started to charge drivers for using chargepoints. Many public bodies have followed the report's recommendations and are experimenting with off-peak and flexible pricing, setting a tariff that's in line with the market rate that is both financially sustainable and fair, as well as putting in processes to ensure that they can respond to changing electricity costs in a timely manner.



Some local authorities have reported an initial decrease in utilisation and / or a change in behaviour at chargepoints - this reflects that the chargepoints are now being used appropriately and are more readily available for those that need to use it most. This should encourage more drivers to switch to EVs.

From the Net Zero Transport team's engagement with the private sector, it is becoming clear that the changing pricing landscape in Scotland is starting to have a positive impact on investment plans - with activity ramping-up in recent months.

At the launch of the Net Zero Transport team's report in November 2022, the then Minister for Transport Jenny Gilruth said: *"I welcome this report from the Scottish Futures Trust which will help inform our finalised vision for Scotland's public EV charging network. We made it clear in our draft vision statement that a shift towards a public charging network, largely financed and operated by the commercial sector, is necessary to grow the network at pace and improve the customer experience overall."*

"It's vital that the public charging network has tariffs which are fair, sustainable and are set at a rate which enables the private sector to invest right across the country in the long term."

Neil Swanson, Director, Electric Vehicle Association Scotland, said: *"The Electric Vehicle Association Scotland welcomes the Scottish Futures Trust Insight Report on tariffs. The need for tariffs applied over the ChargePlace Scotland network is something key to promote private investment in the development of this critical infrastructure."*