

Net Zero Go: Insights from Scotland | Tariffs

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19th January 2023



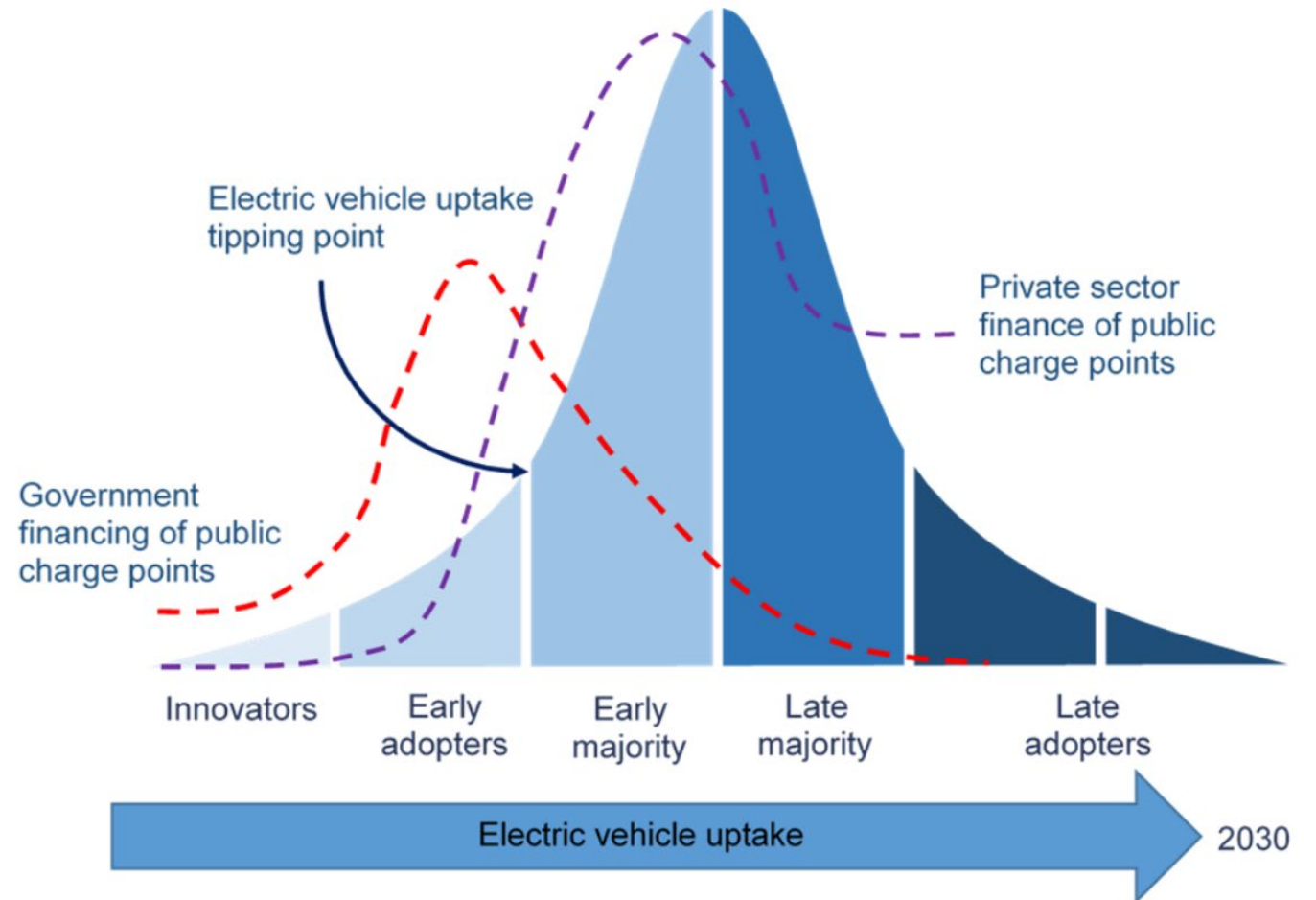
Public Delivery vs. Private Delivery

- Over **3,700** publicly-available EVCPs available across **2,100 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 (Q4 2022): **ZAP**  **MAP**[®]



Accelerating Commercial Investment



Correct as of 1 November 2022 - Summary excludes free or subsidised tariffs

Destination Charging Tariffs (7-22kW AC)

	Min (£ / kWh)	Max (£ / kWh)	Average (£ / kWh)	Average Cost for 30 kWh
Local Authorities	£0.15	£0.30	£0.22	£6.94
Private CPOs	£0.28	£0.75	£0.45	£13.59

Journey Charging Tariffs (50kW+ DC)

	Min (£ / kWh)	Max (£ / kWh)	Average (£ / kWh)	Average Cost for 30 kWh
Local Authorities	£0.15	£0.50	£0.29	£8.91
Private CPOs	£0.35	£0.85	£0.65	£19.55

7-22kW AC Tariffs - 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	21.4p	12.8p	✓ -6.2p	✓ -8.2p

50kW+ DC Tariffs - Pence per Mile

	Min (p / mile)	Max (p / mile)	Average (p / mile)	Petrol (diff)	Diesel (diff)
Local Authorities	4.3p	14.3p	8.3p	✓ -10.7p	✓ -12.7p
Private CPOs	10.0p	24.3p	18.6p	! -0.4p	! -2.4p

ICE Pence per Mile:
19.0p Petrol / 21.0p Diesel

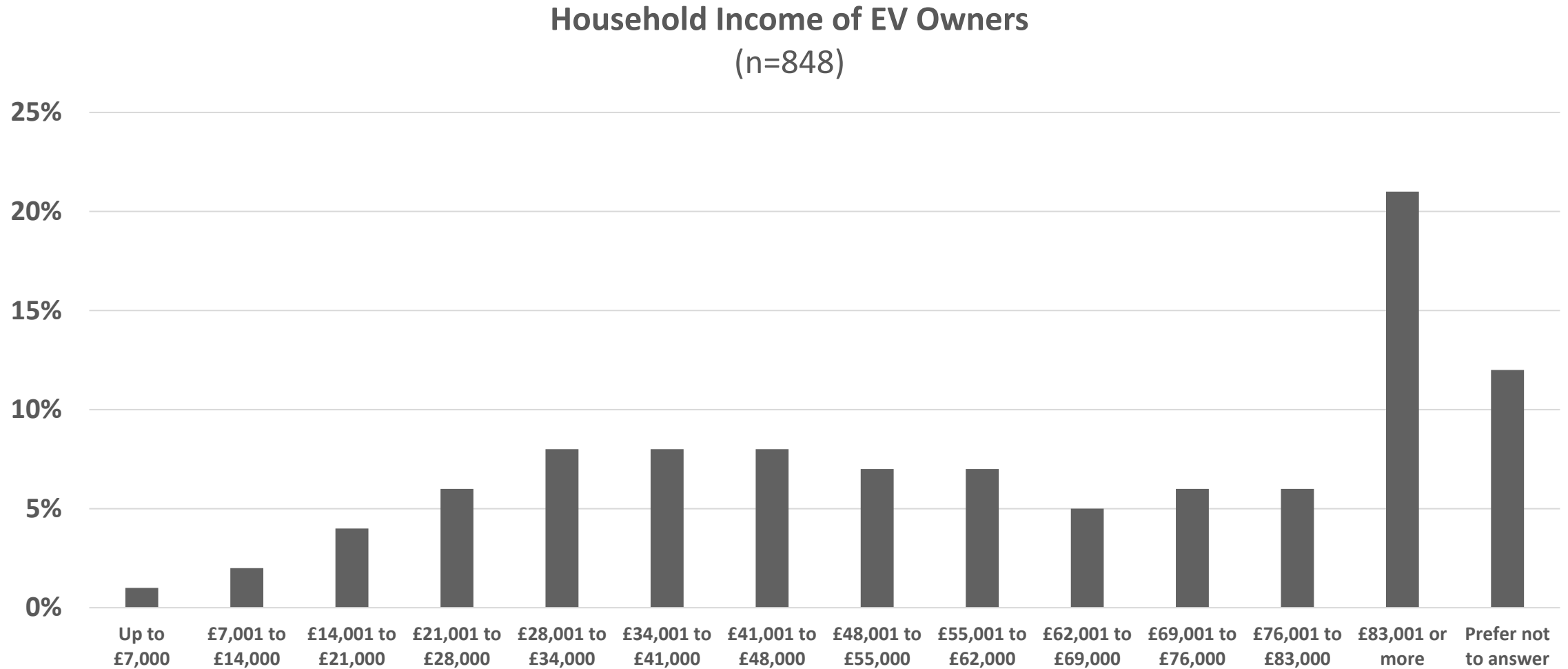
Other Effects of Zero & Sub-Market Rate Tariffs

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



New SFT Publication



45% of the CPS network is still free to use
– 370k free sessions last year, with lost revenue ~£2.5M. This will grow exponentially

Engagement with private sector has made clear this is a barrier

We can support a just transition and have fair and enabling tariffs.

A market rate should now be levied to expand and maintain a high-quality network across all of Scotland.

RECOMMENDATION 1:

CPS chargepoint owners (including local authorities) should levy tariffs that cover all direct and indirect costs (including asset replacement) which broadly align with the market rate tariff charged by private sector CPOs. They should also communicate clearly:

- to the CPO market their intended timetable for a transition to market rate tariffs in order to kickstart investment
- to EV drivers and local residents about the benefits of such a tariff to improve reliability and extend the network.

RECOMMENDATION 2:

Local authorities should recognise the benefits of delivering flexible and off-peak tariff structures in partnership with the private sector, thereby reducing inequality and the impact of increased tariffs on those that cannot charge at home.

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RECOMMENDATION 3:

Local authority chargepoint owners should consider governance structures (such as delegated powers) that would allow a rapid response in chargepoint tariffs to changing costs (especially energy costs) of running the service.



Ministerial Feedback

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.***

Agile Streets Case Study – An Opportunity

agile@streets

Agile Streets –
the future of
flexible charging



Partnering with private sector, deploying smart metering and flexible, off-peak tariffs to manage EV charging.

Significant benefits for those that can't charge at home – 36% savings on average.

Peak energy demand could be reduced by up to 240MW



Q&A

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