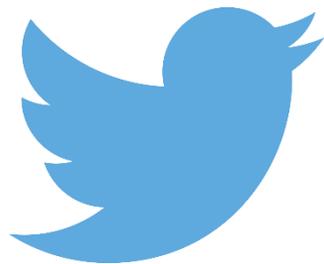




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# Alternative Fuel Options



# Some Examples of Solutions

- Aberdeen City Council – Hydrogen vehicles and Infrastructure Development
- Dundee City Council - EV fleet transition and Infrastructure development
- Tayside Contracts in working Angus Council – Hydrogen RCV's
- East Lothian Council - EV commercial vehicle swap battery solution
- Edinburgh City Council, Dundee City Council and Glasgow City Council– Electric RCV's
- All Authorities procuring car and light van EV options

# National Objectives

## ***Transport Scotland - Mission Zero for Transport***

By 2030 we will phase out the need to buy new petrol and diesel cars and vans. We will complete this phase out in our public sector fleet by 2025, by developing new financing and delivery models for public charging infrastructure. We continue to engage with industry to identify opportunities to attract private sector investment.

<https://www.transport.gov.scot/our-approach/mission-zero-for-transport/>



# Current Challenges

- Development of vehicles to meet our operational needs
- Cost of vehicles, challenges to manufacturers for delivering ZEV's
- Procurement
- Changing the way our Services operate to utilise alternative fuel vehicle solutions
- Infrastructure – cost, supply and demand, site/location Restrictions



# ZEV Mandate – Source - Fleet News

26/04/2023

Concerns have been raised that the Government's zero emission vehicle (ZEV) mandate could further squeeze the supply of new diesel vans coming to the UK.

[Ministers published proposals in March](#), which would force manufacturers to sell a certain proportion of electric vehicles (EVs) in the lead up to 2030.

In 2024, the target would be 22% for cars and 10% for vans, with the proportion of zero emission vehicles increasing year-on-year before reaching 80% and 70%, respectively, by 2030 and 100% by 2035.

Discussing the Government's plans on [Fleet News at 10](#), Duncan Webb, Fleet Director at the AA, was fearful that as manufacturers try to hit the zero-emission targets it could "distort" market behaviour in the short term, especially where vans are concerned.



# What the APSE Scotland sub-group ask for?

Total numbers of Petrol/Diesel and Zero Emission

- Cars
- Minibuses
- Buses
- Light Commercial Vehicle
- Heavy Commercial Vehicles
- Sweepers
- Specialist Vehicles
- Small Handheld Plant & Equipment within Roads, Grounds and Construction



## Vehicle Results

Vehicle Categories	Diesel/Petrol (No. in Fleet)	Zero Emission (No. in Fleet)
Cars	1,793	1,054
Minibuses	764	14
Buses	307	11
Light Commercial Vehicles	6,135	512
Heavy Commercial Vehicles	2,322	4
Sweepers	211	2
Specialist Vehicles	910	4
Total	12,442	1,601

\* Figures based on 20 returns (63%) as at 1 June 2023



## Handheld Plant Numbers

Small handheld plant or equipment within:	Diesel/Petrol (No. in Fleet)	Zero Emission (No. in Fleet)
Construction	227	691
Grounds	4,758	521
Roads	702	48
Total	5,687	1,260

\* Figures based on 20 returns (63%)



## Total Estimated Scottish Local Authority Fleet Size

Vehicles	Diesel/Petrol	Zero Emission
	19,907	2,561 (13%)
Handheld plant & equipment	Diesel/Petrol	Battery
	9,099	2,016 (22%)

\* 63% responded to request for information



What we need to achieve in numbers!			Estimated Capital Cost £
By 2025	Cars to Zero Emission	2,869	£71,725,000
From 2025	Light Commercial Vehicles to Zero Emission	10,887	£435,480,000
From 2030	Heavy Commercial Vehicles to Zero Emission	3,715	£1,671,750,000
??	Sweepers & Specialist Vehicles	1,793	£215,160,000+
??	Handheld Plant & Equipment	9,099	£7,279,360

Note: Current Zero Emission vehicles in service that are due replacement not included.



Considering the investment required to achieve the targets, the sub-group also asked:

Has your Fleet Replacement Budget been Cut?

- 54% of those who responded said yes.

# Questions to the Scottish LA fleet managers

- Do you feel you will miss the SG public sector fleet target dates?
- What's your biggest challenge – financial?, Procurement? Infrastructure?, Manufacturer options?, Service Change? Or all of these!
- Does your current structure allow for the development of EV infrastructure?
- Due to a reduction in EV funding, what is the impact on your fleet numbers?
- What do you need to progress towards the current targets?





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