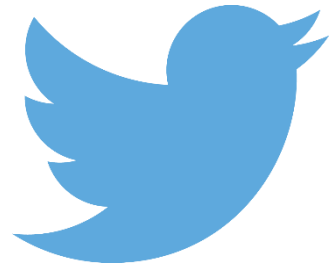




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**Scott Blyth**  
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**Scottish Secretary**  
**Transport and Mechanical Advisory Group**

**Belfast 2023**

[www.apse.org.uk](http://www.apse.org.uk)

<https://www.westlothian.gov.uk>

# Alternative Fuel Options



# A few examples of potential solutions

- Aberdeen City Council – Hydrogen vehicles and Infrastructure Development
- Dundee City Council - EV fleet transition and Infrastructure development
- Tayside Contracts for working in 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
- West Lothian Council – 44T articulated unit trials

# 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/>

# More Challenges

- Development of and Supply Chain of vehicles to meet our operational needs
- Cost of vehicles, challenging time for manufacturers delivering ZEV's
- LA's Procurement, 1 government rule but 32 LA interpretations.....
- Do our Services actually require to change our operations to utilise alternative fuel vehicle solutions
- Infrastructure – cost, supply and demand, grid availability

# 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 ?



# APSE Scotland sub-groups looked at?

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

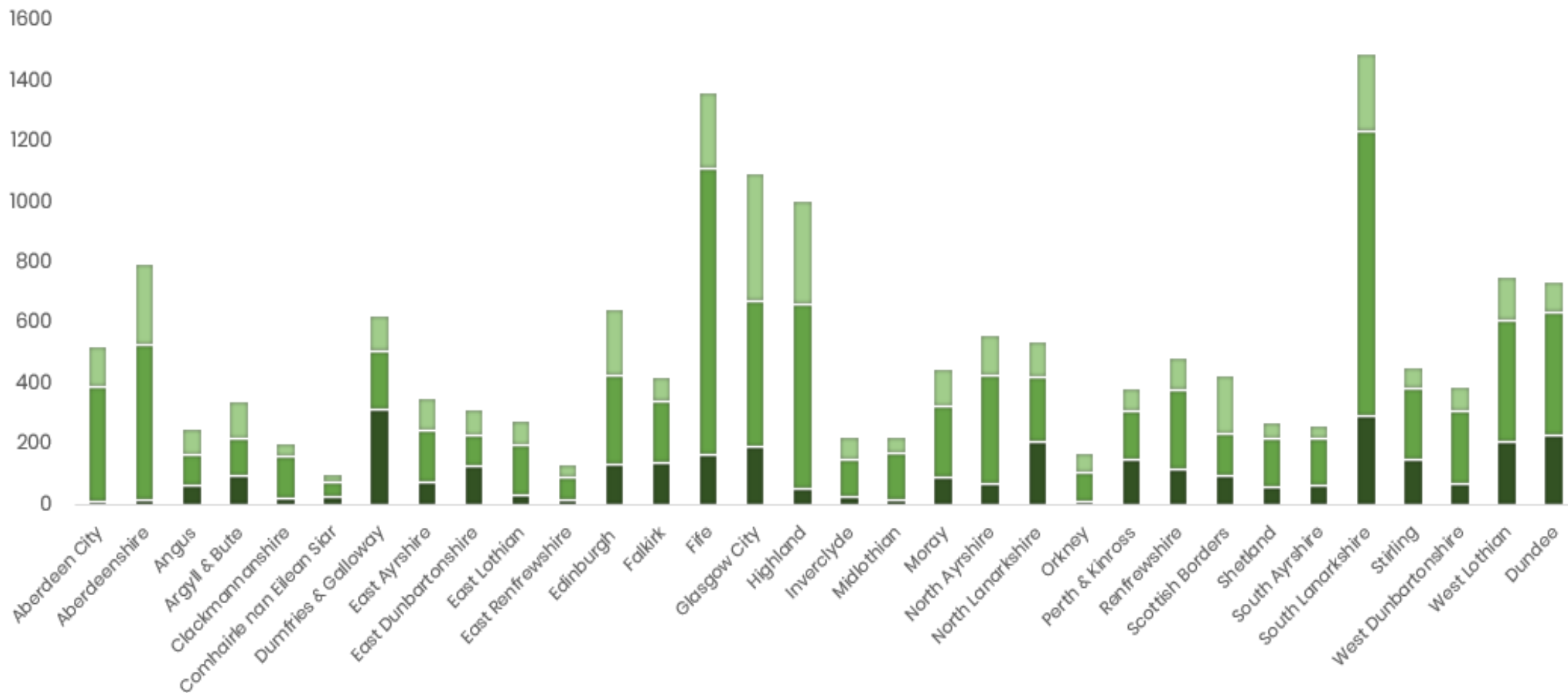




## Vehicle Results

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

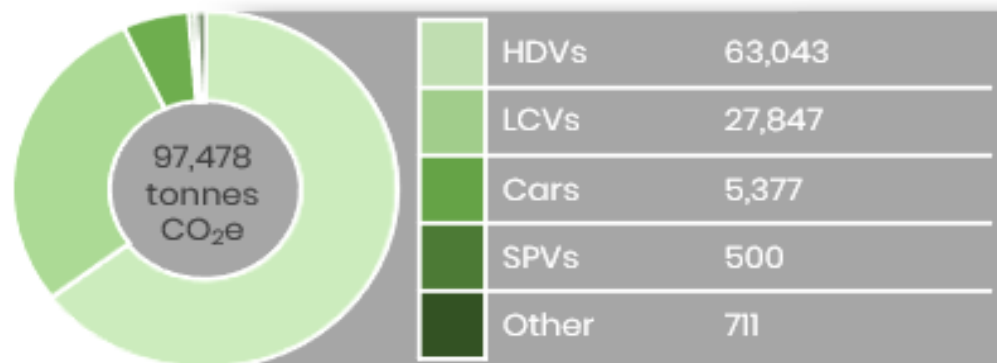
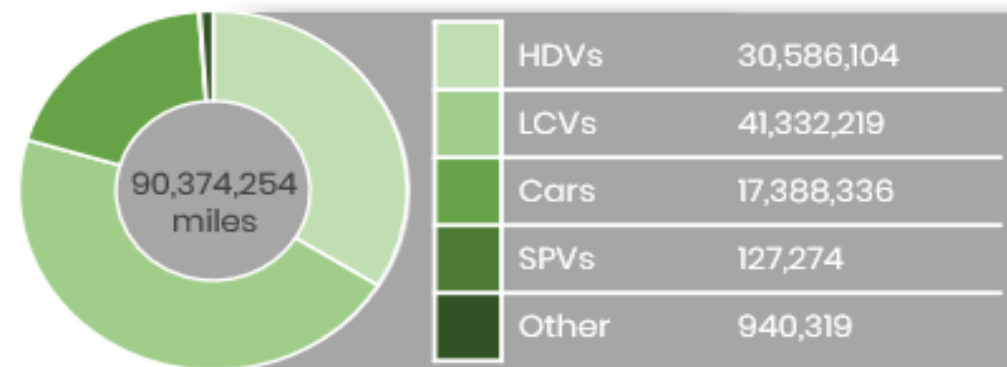
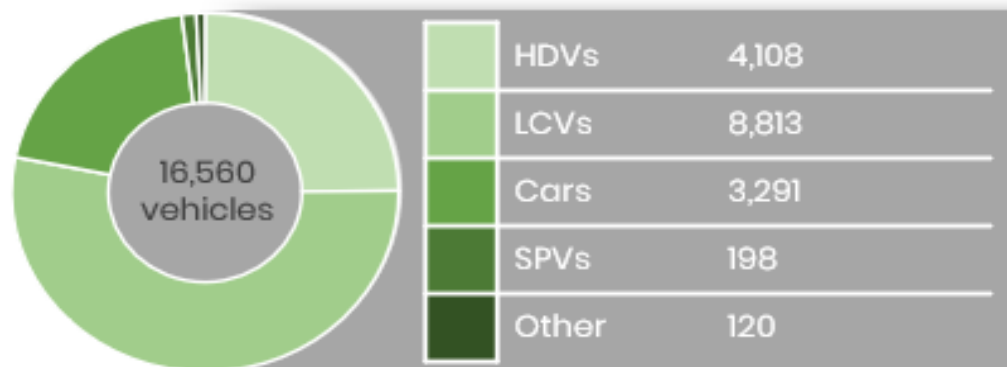




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## West Lothian Council





## 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 Curtailed or frozen

- 54% of those who responded said

**YES**

# Debates our Scottish group have.....

- Will you miss public sector fleet target dates?
- Biggest challenge – financial?, Procurement? Infrastructure?, Manufacturer options?, Service Change? Or all of these!
- Does your current structure allow for the development of EV infrastructure?
- Seizure of EV funding, what is the impact on your fleet numbers?
- What do you need to progress towards the current targets?







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# Thank you for listening



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