

Diary Dates

Volume 3 Issue 3

2019

[Biggar Science Festival](#)
[21st September 2019](#)

[EverythingEV Live Scotland](#)
[10-11 Sept 2019](#)
[Edinburgh](#)

[Transport Scotland Q3 Meeting](#)

[Napier EV Event](#)
[9th October 2019](#)

[Bo'ness Charger Launch](#). Date TBA

Inside:

[Membership Packs](#) 2

[In the beginning.](#) 2

[HES Events](#) 2

[EV Technician Training](#) 3

[Tariff Guidance](#) 4

[Gairloch Highland Gathering](#)

EVA SCOTLAND NEWS

Our next meeting with Transport Scotland should be scheduled soon, if you have anything you think we should raise, please submit it [here](#).

Our Tariff Guidance paper is available for Local Authorities and post hosts. Read more on the back page.

Recent meetings and events attended:

- Developing Scotland's National Transport Strategy - investment, connectivity and wellbeing seminar, Glasgow
- Evolution Glasgow
- Global EV Drivers Webinar
- HITRANS, Inverness
- TACTRANS, Dundee
- EV Event Grampian Museum of Transport, Alford
- EV Festival British Transport Museum
- Ohme Launch, London

Make your EVA Local

Have you thought about forming a local EVA Scotland group? You'll need one Full Member as a point of contact. Get in touch via: membership@eva.scot.

We'll generate a space for you on the website, and any member will be able to link in to your group from their profile. To keep it simple, we think sections will initially cover council areas, but it is really up to you.

If you have anything you want published or promoted in the newsletter, then just send it in. For the AGM each year we'd want you to produce report back on your activities.

Fully Charged Dundee

At the recent Fully Charged recording, Elinor Chalmers awarded an Honorary Membership to Bobby Llewellyn.

Great to see so many members along.

Check out for the episode on [Youtube!](#)



NEW WEBSITE LIVE

The new website is live and expanding.

We are continuing to bring in new content; stories, news, policy, events and reviews coming along. As our members, we need to know what you would like

to see. Maybe you have an article you could to write and share with the EV world. Let us know what you think [here](#).

We are still working to bring the forums inside the website, so you will be

able to join discussions under just the one sign on. The old forums won't disappear immediately, we'll freeze them for reference for wee while.

Welcome to EVA Scotland

EVA Scotland's ambition is to be the voice of the electric vehicle movement all over Scotland, supporting the electrification of all forms of transport.

EVA Scotland's ambition is to be the voice of the electric vehicle movement throughout Scotland, supporting the electrification of all forms of transport.

About

Switched On Scotland
Phase Two:
An Action Plan For
Growth

Policy

Learn

Membership Welcome Pack



EVA Scotland has quarterly meetings with Transport Scotland and ChargePlace Scotland. These meetings offer two way communication and are chaired by EVA Scotland. Policy and developments are the main topics, but broad issues of network performance are always discussed. We are always looking at what members are saying on the forums, Facebook and Twitter. **The next meeting is early October.** Full Members can raise issues [here](#), we will also monitor Facebook.

Tell us more about your EV life on our [forums](#) and the [Facebook](#) group

Membership packs are being sent out to new Full Members once we receive payment. If you think you should have received one, please [contact](#) us.

In the pack are a charging disc, an etiquette guide, flyers and stickers. The charging disc is intended to be placed on the dashboard while you are charging to let others know when you are expecting to return to your vehicle. The text service that EVA Scotland provide allows waiting drivers to request an urgent charge. It will of course be entirely up to you how you react, but if you can, please send a response. Set up your

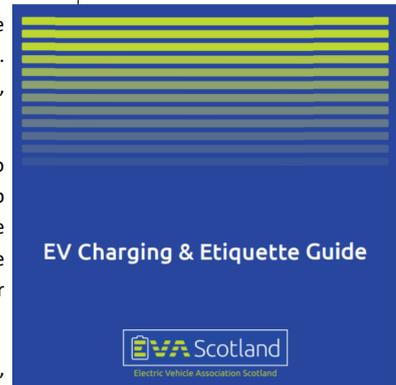
shortcode from the [website](#).

The flyers are for members to recruit EV drivers to the Association, please offer them to drivers at chargers, or place them under wipers if it's dry. If you need more flyers, please just [ask](#).

The small sticker is ideal to place in the windscreen, to stop you being left a flyer, the larger one to display in the rear window to let other drivers know to look for us.

The more members we have,

the greater our influence with the bodies responsible for EV infrastructure.



Meeting Skills Requirements for Mass EV Ownership

The Scottish Government has committed to phasing out the need for petrol and diesel vans and cars by 2032, as part of its plan to tackle the climate emergency. To support this, it is important that the conditions are created to allow consumers to make convenient and affordable low carbon transport decisions, including EV ownership.

EV ownership has been rising in Scotland: according to the latest figures, there are currently over 11,300 ultra-low emissions vehicles (ULEVs) registered in Scotland. This is 20% higher, per head, than the rest of the UK. This growth has been supported by Transport Scotland initiatives such as the Low Carbon Transport Loan, which has, so far, provided in excess of £40M of financing to support the purchase of nearly 1,500 vehicles; and the [ChargePlace Scotland](#) Network, which has grown from 55 charge points in 2013 to now over 1,000, including over 200 50kW rapid chargers.

To support continuing growth of EV ownership, it will be important to ensure that the necessary skills are in place,

particularly to ensure that EV owners can get their vehicles repaired and maintained in an accessible and affordable way. Increased EV ownership also opens up another segment of the market, which businesses may be able to benefit from. To enable this, Transport Scotland is working with the automotive industry and Scottish colleges, through the Energy Skills Partnership (ESP), to deliver EV training to garages and their staff across Scotland.

Available training includes:

- Training to level 2-3 Institute of Motor Industry (IMI) at six colleges across Scotland.
- Online modules for Scottish Motor Trade Association members, via our unique VLE (Virtual Learning Environment) this is operated in partnership with the Institute of the Motor Industry.

Training courses at the colleges are of varying length, but basic training can be undertaken in 2 days at some colleges. Pricing also varies depending on the college, but courses can cost as little as £280.

Electric Vehicle skills continue to be a priority for ESP and Scotland's College sector aimed at supporting independent garages.

SMTA members have access to over 200 online modules for an annual fee of just £100.00 plus VAT, this allows the learn-

The HES Calendar: check for future events [here](#).



er to complete each module at a pace relevant to their particular needs from their workplace or home, on completion they can then print a certificate to prove their experience. This certificate can also then be used to confirm their continuing profession development and be recorded on the IMI's Professional Register. A significant number of these modules are focused on alternative fuelled vehicles and drive trains.

For more information on training opportunities available to you through colleges, please contact info@esp-scotland.ac.uk. For SMTA members interested in taking advantage of EV training modules, please contact 0131 331 5510.

Scottish colleges are hosting open evenings, beginning in October, for local businesses who may be interested in taking advantage of EV training opportunities. Upcoming events are posted [here](#).

(Additional dates to be confirmed in Aberdeen, Clydebank, Dumfries, Dundee, Edinburgh, Galashiels, Greenock, Inverness, Kilmarnock, Paisley and Perth.)



councils and individuals to identify the best sites, concentrating in the first instance on central hubs in their largest towns, with at least one Journey (Rapid) charger and one slower Destination charger. Most hubs have the space and electrical capacity to upgrade or add additional units as required. The Council was also keen to ensure that, where possible, the new infrastructure

Destination chargers to Journey chargers where required. Tariffs for electricity will shortly be introduced, with the price for Journey chargers set to encourage commercial operators to enter the area, while a lower cost will be set at the slower chargepoints so as not to penalise people without private driveways. Ryan says, "We see our role as being to stimulate initial demand, to give EV drivers confidence that the facilities are out there, are accessible, are operational and are expanding, and to provide chargepoints in areas where they would be less commercially viable. We expect higher power Journey chargers to be increasingly provided by commercial operators in the longer term, and wish to create an environment where this can happen as quickly and smoothly as possible."

East Lothian Council's Cabinet member for the Environment, Councillor Norman Hampshire, said, "We are committed to supporting sustainable and active travel throughout East Lothian. We are keen to ensure that the main chargepoints are located in hub areas where people can easily access bike hire and bus services, all within walking distance of our town centres."

Now that a comprehensive and reliable charging network has been established, East Lothian Council is developing a far-reaching public awareness campaign, under distinctive Electric East Lothian branding. They are confident now that the 'range anxiety' argument has been addressed with chargepoints more widely available, residents of the county will quickly embrace the electric revolution.

Up-to-date information on East Lothian Council plans is available at www.eastlothian.gov.uk/electriceastlothian.

To give feedback or discuss opportunities you can contact the team at EVcharging@eastlothian.gov.uk

East Lothian has transformed its network of EV chargepoints over the last two years led by a new team in Road Services.

In 2017, most of the aging infrastructure was either obsolete or difficult to maintain with no one department having responsibility for the network as a whole. Interest from Street Lighting Officer Ryan Robertson soon developed into a full-time role as he took on the funding applications and contracts to rationalise the existing infrastructure and install new chargepoints at over 30 sites.

Ryan says, "Our first priority was to ensure our network was working, accessible and reliable, and this involved replacing nearly all of the old estate and setting up a single new maintenance contract with a supplier with a local Scottish presence and a track record of providing good service."

East Lothian Council has taken full advantage of all the funding opportunities available from Transport Scotland, the Energy Saving Trust, and the UK's Office for Low Emission and to provide over 40 new charging units this year. They liaised extensively with community

did not reduce the supply of parking bays or green space, and this has generally been achieved. They were also determined that every community, no matter how rural, was able to access a convenient chargepoint.

Ryan has been supported by Senior Transport Planning officer, Morag Haddow who explains, "Identifying chargepoint locations was often difficult, particularly in our smaller conservation areas, with features such as narrow footways and protected views where there were planning concerns relating to intrusive modern infrastructure. After extensive discussion, we settled on suitably discreet, all-black units. On the other hand, securing a suitable grid connection was only an issue in a couple of places, whereas we had anticipated that this would be primary constraint."

Meanwhile, in house, East Lothian Council is expanding its fleet of electric pool vehicles, and exploring options for replacing heavy plant such as the refuse collection vehicles with electric versions. They also have an electric minibus which provides home-to-school transport, and contract electric taxis for other work.

Looking forward over the next two years, the council is concentrating on providing Destination chargepoints in residential areas where off-street parking is not available, at expanding provision at long-stay car parks, and adding or upgrading town centre





Electric Vehicle Association Scotland
 EVA Scotland is a Community Interest
 Company, number SC569460

info@eva.scot
[@eva_scotland](https://www.facebook.com/groups/evascotland)
<https://www.facebook.com/groups/evascotland>

Membership Fee:

The Membership fee is currently £15 a year.
 Direct Debit mandates with GoCardless will be
 collected in line with members [renewal dates](#).

In future issues:

What would you like to see in?

Let us know [here](#).

Our Aims:

- ⇒ To represent the interests of EV users in Scotland.
- ⇒ To promote EV use in Scotland.
- ⇒ To be a collective voice to work with all Stakeholders to pro-actively identify and highlight the specific issues of ownership and driving EV's in Scotland and related infrastructure.

What we do:

- ⇒ We represent EV drivers at Government level. Bringing issues from not only our forums, but from other complementary groups in the EV world.

Late News:

GAIRLOCH: BUSIER

We made the journey up to Big Sands again for the [Highland Gathering](#), with a 30kWh Leaf, 40kWh eNV200 and were joined on the day by a Tesla Model S from the [Edinburgh store](#). Also on the EVA Scotland stand were [Dryburgh Cycles](#) of Dingwall, with 12 ebikes



for people to try. Although the weather wasn't up to the standard of 2018, the event was even better. Well done the Gathering Organisers. With everything from the local off road club getting stuck in the mud, a classic car rally, Western Trick riding and all the usual activities, the event was rounded off with a sold out performance by Peat'n' Diesel in the barn. The level of interest in EVs was even higher than last year, with a constant stream of enquiries. On the ebike side, the interest was phenomenal, always good to see the smiles and hear the noise as people reconnect with the joy of cycling. Really encouraging to hear from a few locally awaiting delivery of new EVs. With an eVolt Rapid at the Community Hall in Gairloch, exploring nearby is easy. [Inverewe Gardens](#) alone are worth the trip!

TARIFF GUIDANCE

We have published our guidance document for post hosts on tariffs.

The Association takes the position that tariffs should be applied consistently across all posts. To this end we promote a per kWh structure, allowing simple price transparency between posts and networks, easily compared to the price of energy used at home.

To manage the length of time a user can spend plugged in to the charger, a per minute overstay fee, charged at £1 per minute after the maximum period that the host permits, with a ten minute grace window to allow for small delays and holdups. We recommend that the overstay fee be limited to the value of a local Penalty Charge Notice.

In line with the opinion [here](#) and [here](#), we recommend tiered pricing, a minimum fee and advise against any form of connection fee.

With many options existing for tariffs, we have considered our position carefully against the context of broader

Scottish Government policies. Our position on per minute pricing is set out below.

"Per minute has significant issues and conflicts with Scottish Government policies on social inclusion and equality. Broadly, it will penalise the poorest in society most, while offering advantage to the most affluent. The growth of Time of Use/ Demand Side Response options on Rapid units is significantly more readily approached by pricing in the per kWh model. It generally simplifies price transparency, something key in helping users understand the merits of any options they may be offered, especially related to the not dissimilar offers they are already beginning to receive for home energy use. With most commercial networks in the UK offering per kWh pricing, maintaining direct comparability between pricing structures is key in helping users make informed choices. There is a very strong possibility that legislation will force this issue in the medium term, so creating disparity may also incur future costs."

The paper is not yet available on the website, but anyone wishing to have a copy to supply to a local council or private post host can ask for one [here](#).