

Electric Vehicle Infrastructure Fund (EVIF): Frequently Asked Questions

This document contains the most common questions asked about the Electric Vehicle Infrastructure Fund (EVIF). It is intended to be a live document and will be periodically updated to ensure it remains current and valid.

This FAQ was last reviewed on 01 June 2022.

Please note that many of the documents referenced in this FAQ are available on the [EVIF webpage](#). Links are provided to sources hosted elsewhere. For further information that may not have been answered here, please contact [Alastair Young](#) or [Matt Jackson](#).

What is the Electric Vehicle Infrastructure Fund (EVIF)?

The Electric Vehicle Infrastructure Fund (EVIF) aims to at least double Scotland's public electric vehicle charging network over the next four years in a way that is aligned with the Scottish Government's draft Vision. It will support local authorities to draw in private investment across Scotland and enable the implementation of a variety of public charge point owner/operator models. Importantly, the fund will be focused on expanding the public charging network in areas of the market where commercial investment on its own wouldn't be viable.

What is the draft Vision?

The draft Vision for Scotland's Public Electric Vehicle Charging Network published by the Scottish Government in January 2022, sets out the key areas underpinning the development of Scotland's public electric vehicle charging network. It seeks to build upon progress and lessons learned to date, so that as demand for EV charging increases, people and businesses have access to a well-designed and comprehensive network of publicly available charge points that meets the needs of everyone across Scotland. It provides the guiding principles underpinning the EVIF.

Who is managing EVIF?

EVIF is being jointly developed and managed by Transport Scotland and Scottish Futures Trust. Further information including contacts and recorded briefing sessions and presentations can be found on the Fund's webpage.

How much funding is available?

This fund aims to see £60m of investment in expanding public EV charging networks across Scotland, the fund anticipates delivery between 2022/23 and 2025/26. A total of £30m of Scottish Government funding is being made available for the fund with the intention of drawing in at least £30m from private sector through their investment in projects. Public funding will be directed at local authorities to enable them to implement a variety of potential public charge point owner/operator models involving private sector partners (i.e., private sector charge point installers and network operators) most likely through public procurement routes.

What is meant by owner/operator models?

These are models that mobilise private sector capital to either fund all the required works and services or to be used alongside public sector capital to enable investment in an expanded public charge point network where commercial activity on its own would not be viable. Examples of this include local authority site leasing and concession contracts.

The fund is taking a neutral position on who owns and operates charge points – and this is envisaged to be achieved through a variety of potential owner/operator models.

More information and advice on delivery models and procurement routes are available from the EVIF webpage.

Strategies and Infrastructure Expansion Plans - How will the funding be accessed?

The initial phase of EVIF is providing local authorities with funding to support the development of public electric vehicle charging Strategies and Infrastructure Expansion Plans by autumn 2022. The strategies and plans will help local authorities to identify future public charging needs, investment requirements and approaches to delivery. In doing so they will be geared at identifying opportunities for the private sector including in areas of the charging market where commercial investment on its own is unlikely to be viable. Scottish Futures Trust has developed a template document that local authorities should use for the basis of the Strategy and Expansion Plans.

This approach will help inform the level of public capital funding required from EVIF for the delivery phase of the programme; this funding will be provided to local authorities by Transport Scotland. Subsequently it is anticipated that local authorities will use public procurement routes to attract commercial partners.

Is there a preferred approach to the type of public charging infrastructure required?

No. The Strategy & Expansion Plan offers the opportunity to identify the most appropriate EV charging infrastructure to address needs, aligned with the aims and objectives of the draft Vision.

What are the timelines?

We anticipate local authorities to have completed their public electric vehicle charging Strategies and Infrastructure Expansion Plans by autumn 2022. The Procurement and capital delivery phases are likely to begin in 2023 but could be earlier.

How will a fair and equitable allocation of capital funding for projects be made?

The intention of the Strategy and Expansion Plans are to identify the public electric vehicle charge point requirements that the local authority intends to deliver, including the amount of public funding required from the Fund and that can be leveraged from private sector. The following approach has been agreed with COSLA:

- £140k available to all local authorities to support Strategy and Expansion Plan development as well as capital enabling activities, including £60K of this funding being available financial year 2022/23.
- £300k of capital funding will be made available to all local authorities (pending evidenced need in the Strategy and Expansion Plan) to ensure a minimum level of capital project funding over the four-year period to support new delivery models.
- Additional capital project funding from original £30m budget will be based on an assessment of the needs identified in the Strategies and Expansion Plans.

Will multi-year funding for capital projects of EVIF be provided?

Yes. Following the review and assessment of the proposed Strategy and Expansion, the intention will be to confirm the maximum capital funding that each local authority can access in each of the relevant financial years.

Can local authorities collaborate?

Yes, **and is strongly encouraged**. There may be economies of scale and benefits from pooling of resources including funding between local authorities in developing EV charging strategies and expansion plans as well as in the procurement and delivery phases of projects.

Is a separate fund available for upgrading grid connections?

No. However, it would be acceptable for local authorities to include actions to address local grid constraints to enable delivery of EVIF projects.

Is the provision of funding support conditional on local authorities implementing a tariff regime of the EV charge points they own and operate?

Yes. Local authorities will have an important role in continuing to create the conditions to attract private sector investment. The introduction of tariffs for the use of public charge points that are set at an appropriate level will be critical. These will need to recover whole life cost of owning, operating and replacing charge points and to enable business models that will be supported through the EVIF. The approach to tariffs should be identified as part of the Strategy and Expansion Plans.

Is the fund replacing the Local Authority Installation Programme (LAIP)?

Yes. EVIF will be replacing the LAIP scheme. Current projects being delivered through the scheme are unaffected.

Will Transport Scotland be providing a top up grant where local authorities have made a successful application to OZEV under the On-street Residential Charge Point Scheme (ORCS)?¹

Transport Scotland will no longer be providing a top up grant to the ORCS scheme. Where local authorities are now applying to OZEV for ORCS funding, they are encouraged to explore how that funding can be used as part of their overall expansion plan for EV charge points and be used to attract additional investment from the private sector.

Will support be available from Transport Scotland / Scottish Futures Trust?

Yes. Support will be available from both Transport Scotland and Scottish Futures Trust for the development of Strategies and Expansion Plans and identifying viable routes to market. As well as providing targeted support to local authorities, throughout the course of the programme workshops and events will be arranged to share learning and best practice.

How does the ChargePlace Scotland network align with EVIF?

EVIF is intended to enable local authorities to develop and deliver partnerships with the private sector where commercial investment on its own would be unviable. The Fund will be neutral on who owns and operates charge points, and we envisage this being achieved through a variety of owner/operator models. There is the potential to consider the adoption of existing ChargePlace Scotland charge points as part of new owner/operator models and for these to operate on an alternative back-office system to the ChargePlace Scotland network.

¹ <https://www.gov.uk/government/publications/grants-for-local-authorities-to-provide-residential-on-street-chargepoints/grants-to-provide-residential-on-street-chargepoints-for-plug-in-electric-vehicles-guidance-for-local-authorities>

A key consideration of new owner/operator models will be the consumer experience being offered, ensuring that members of the public and businesses alike are able to readily access charge points with minimal effort, including scope for drivers to seamlessly use other charging networks hassle-free.

[What is the future of ChargePlace Scotland \(CPS\) network?](#)

The current contract for the ChargePlace Scotland back-office operation will not be renewed beyond Spring 2025 at the very latest. No new funding is being made available to local authorities, other public bodies, or private sector organisations to install and own charge points on the ChargePlace Scotland network.