



north wales economic ambition board  
bwrdd uchelgais economaidd gogledd cymru

**INFORMATION REPORT TO TRANSPORT DELIVERY SUB-GROUP**

**7 DECEMBER 2020**

**Title:** *North Wales Public Sector Fleet Reviews*  
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**1. Purpose of the Report**

This information report provides an update on current work across the region exploring how the public sector fleet can be transitioned to an ultra low emission fleet.

**2. Decision Sought**

No decision sought

**3 Background and Relevant Considerations**

This report provides a summary of ongoing activity across the region to support local authorities and other public sector bodies to accelerate the transition from petrol and diesel vehicle fleets to ultra-low emission vehicles (ULEV). Within Prosperity for All: A Low Carbon Wales, the Welsh Government has set ambitious targets for the decarbonisation of the public sector fleet. A key ambition is:

*Proposal 4 - All new cars and light goods vehicles in the Public Sector fleet are ultra-low emission by 2025 and where practicably possible, all heavy goods vehicles are ultra-low emission by 2030.*

The Welsh Government Energy Service has been commissioned to support reviews across North Wales and the South West of Wales. Further funding has been secured to support reviews across the remaining parts of Wales (pilot reviews were undertaken in the Gwent region during 2019-20).

Seven public sector bodies in North Wales are participating in the current round of reviews. These include all six local authorities and Betsi Cadwaladr University Health Board. Pan-Wales organisations are also being supported e.g. Natural Resources Wales, Welsh Ambulance Services Trust etc.

The reviews will look at fleet vehicles including cars (owned, leased, hired etc), light commercial, heavy commercial, minibuses and grey fleet. A concurrent project underway through the Welsh Government Resource Efficiency and Circular Economy team is exploring the potential to trial electric refuse collection vehicles (RCV) across Wales. Several local authorities have already participated in this RCV project. Both the RCV and the public sector fleet review teams are in communication to ensure synergies are identified.

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The public sector fleet reviews will explore the Whole Life Cost of purchasing an ultra-low emission vehicle. The higher upfront capital cost can be a barrier to uptake but taking a whole life cost approach can support the decision-making process. Work undertaken in the Gwent region, showed typical fuel cost saving of 75% over the life of vehicles when moving from petrol and diesel to battery electric. There are also estimated maintenance savings associated with this transition.

### **Current status of work**

All six local authorities have engaged well in the project and a significant amount of data has been supplied for analysis. Once all data has been provided, analysis of the data will take place before a draft report of findings and a debrief session with each local authority takes place to disseminate key findings and recommendations.

<i>Local Authority</i>	<i>Project Initiation</i>	<i>Full Data Received</i>	<i>Report Issued</i>	<i>Debrief to Project Sponsor / team</i>
Anglesey	Yes	Yes	TBC	Jan/Feb 2021
Conwy	Yes	Pending	TBC	Jan/Feb 2021
Denbighshire	Yes	Yes	TBC	Jan/Feb 2021
Gwynedd	Yes	Pending	TBC	Jan/Feb 2021
Flintshire	Yes	Yes	TBC	Jan/Feb 2021
Wrexham	Yes	Pending	TBC	Jan/Feb 2021

### **Hydrogen**

Whilst the immediate short-term opportunities are likely to focus on battery electric vehicles, there are also alternatives such as biomethane and hydrogen. In the context of North Wales, there has been growing interest in the potential role of hydrogen within the region. It will be important for the output from all six local authorities fleet reviews to be considered alongside local and regional aspirations around the hydrogen economy. Officers from the North Wales Economic Ambition Board are aware of this project.

### **Forward look**

Once all reviews are complete, it would be prudent to consider potential collaborative opportunities for either fleet procurement and/or charging infrastructure provision. The current market for battery electric vehicles is growing significantly with more and more cars coming onto the market annually, many with ranges in excess of 200 miles per single charge. Market intelligence also suggests a full range of medium and large battery electric vans from all the large Original Equipment Manufacturers (OEMs) coming to the market as well as a full range of HGVs from DAF, Scania and Volvo/Renault by the end of 2021..

### **Presentation to Transport Sub-Group**

Once all reviews are concluded a high level summary of findings from across the region can be presented to the Sub-Group if members feel this would be beneficial.