

EIR Document 1

From: ScotZEB2

Sent: Thursday, July 20, 2023 11:42 AM

To: ScotZEB2 <ScotZEB2@est.org.uk>

Subject: ScotZEB2 Application Form

Good Morning,

Thank you for expressing your interest in the ScotZEB Challenge Fund (Phase II). We are thrilled to see your enthusiasm and commitment to driving zero-emission buses and coaches in Scotland.

We are pleased to provide you with the necessary application materials to proceed with your submission. Please be aware that we send the application materials to all interested parties, even though the application form should only be completed by the consortium lead. This approach allows everyone involved to have visibility into the application process and be aware of the information being submitted.

Attached to this email, you will find the following essential documents:

- **Application Document:** This comprehensive form will guide you through the application process, capturing all the relevant details about your project and consortium.
- **Application Guidance:** To assist you in completing the application document, we have included a detailed guidance document. It provides valuable instructions, tips, and examples to ensure a well-prepared and competitive submission.
- **Financial Spreadsheet:** This spreadsheet template is a crucial component of your application. It will help you outline the financial aspects and forecasting of your project.

We understand that applying for the ScotZEB Challenge Fund requires effort and collaboration. Moving forward, we will be sending out a business introduction email to all interested parties, who agreed to share their contacts with others. This email will include a list of contacts who have expressed their interest in collaborating with others for a ScotZEB2 application. We strongly encourage you to reach out to these contacts individually to explore potential collaborators who can bring complementary skills and knowledge to your project. Forming strong partnerships and **collaborations is key to the success of your projects**. If you have not received such a mail in a week from now, you have likely opted out of this process. Please contact us in case you change your mind.

We wish you all the best with your application. If you have any questions or need further assistance, please don't hesitate to reach out to our support team via this email address. We are here to help you navigate the process and ensure a smooth application experience.

Once again, we appreciate your interest in the ScotZEB Challenge Fund (Phase II). Together, we can make a significant impact on the journey toward net zero in Scotland.

We look forward to receiving your application and the exciting possibilities it holds.

Thank you and best regards,

[Redacted 11(2)]

Assistant Programme Manager, Scottish Transport

Energy Saving Trust

Reception +44 (0)131 555 7900

energysavingtrust.org.uk

EIR Document 2 (attached to Document 1) (Current as of 20 July 2023)

ScotZEB 2 – 2023/24

Guidance

Overview

1. There is a global climate emergency, and we all have a part to play in tackling it. Buses and coaches are currently one of the most climate-friendly transport choices people can make and as we work to encourage more people to leave the car at home, it is important that buses and coaches maintain that position.
2. The Scottish Government wants to help by supporting the bus and coach operators, manufacturers, financiers and the energy sector work together to make the market for zero emission vehicles and infrastructure self-sustaining, such that the sector can continue to decarbonise at pace without the need for further taxpayer support after this round of funding.
3. Therefore, the Challenge for applicants is to make the biggest possible impact in creating a self-sustaining zero-emission bus and coach market while requiring the smallest possible subsidy per-bus and per element of infrastructure.
4. Alternative methods of delivering zero emission buses and coaches were explored by the Bus Decarbonisation Taskforce and are set out in the [Bus Financing Information and Ideas Pack](#).

Eligibility

Eligible Bodies

5. Bids from consortiums comprised of bodies from the following categories are eligible:
 - Financiers
 - Manufacturers of zero emission buses and coaches
 - [Charge Point Operators \(CPOs\)](#)
 - Energy companies
 - Bus and coach [Passenger Service Vehicle \(PSV\) Operators](#) in Scotland

- Scottish local authorities and Regional Transport Partnerships
- Community Transport Organisations based in Scotland, holding a Section 19 and/or Section 22 community transport permit and providing Transport to health and social care and other community transport services
- Other organisations relevant to decarbonising buses and coaches in Scotland.
- Other road transport operators wishing to share infrastructure, e.g. HGVs, vans (these must be in addition to at least 2 SME bus/ coach operators and will not receive the vehicle element of funding)

6. Only consortium bids will be considered.

7. Consortia do **not** need to include all of the above.

8. Consortia **do** need to include:

at least 1 company providing private finance,

and

at least 2 SME bus or coach operators, and/or 2 community transport operators.

9. The lead applicant will be the sole body which directly receives grant funding.

10. Operators/subsidiaries under the same ownership/parent group will be considered as one company for the purposes of ScotZEB2.

11. An SME is defined as having total staff headcount lower than 250 employees and either turnover being under €50 million per annum, or a balance sheet total value less than €43 million.

12. Applications should clearly state which organisation is the leading applicant, and how the other participants will work together in the event of a successful application.

Eligible Costs

Vehicles

13. For the purposes of this Fund, an eligible vehicle is a bus or coach which has only a zero emission powertrain.

14. Heating systems for the saloon and drivers' cab heating must also be Net-Zero compliant.

15. Our support for the purchase of new buses and coaches will be, where appropriate, conditional on space being available for bike transport in addition to wheelchair and buggy space. Where operators are seeking vehicles without this provision, a credible, robust case which clearly demonstrates why such provision is inappropriate should be set out.

16. Applications will only be accepted for new zero-emission buses or coaches, or to support the repowering of an already owned diesel vehicle to zero-emission compliance. Eligible costs within the subsidy cap include modification to provide wheelchair accessible space in vehicle classes which are not subject to PSVAR 2000 Regulations.

17. The vehicles acquired through this scheme must be operated in Scotland by a PSV operator or provide a community transport service under a Section 19 or Section 22 permit for a minimum of 7 consecutive years.

Infrastructure

18. Transport Scotland will contribute funding towards the capital expenditure incurred as a result of the purchase and installation of zero emission vehicle charging or refuelling infrastructure.

19. The eligible expenditure includes (but is not limited to):
 - i. cost of charging unit or refuelling station
 - ii. electrical or other power components
 - iii. civil engineering works related to electrical charging units or hydrogen refuelling installations
 - iv. hydrogen storage tanks and dispensers
 - v. labour costs (for installation)
 - vi. hardware costs
 - vii. capital costs of developing associated software systems
 - viii. the capitalised cost of surveys at the point of the infrastructure procurement

20. It is also expected that bidders will adopt or deploy innovative solutions that may help to reduce the upfront and / or overall cost of installing these upgrades including, but not limited to: charging-as-a-service, or infrastructure-as-a-service, smart charging, opportunity charging, energy storage, community energy generation etc.

21. Applications are encouraged to take a “whole transport system” view to infrastructure investment and look beyond the bus and coach sector when considering those who could benefit, or be impacted, by the installation of charging or refuelling infrastructure.

- Public bodies e.g., NHS Scotland, Further Education bodies and their delivery partners for fleet charging
- Heavy Goods Vehicle, and van operators
- Distribution hubs, air and sea ports
- Emergency Services
- Network Rail and other railway bodies.

Ineligible Costs

22. The following assets are a non-exhaustive list of costs which are ineligible for funding under the Challenge Fund.
 - Vehicles which could not be used to provide Passenger transport for hire or reward, or community transport services.
 - Limousines, taxis and private hire cars (PHCs)
 - Costs associated with projects and asset purchases already underway prior to making the ScotZEB2 application and / or that has already benefitted from previous rounds of SULEB or ScotZEB support.
 - Costs for infrastructure that will not directly be used to charge or refuel buses and/or coaches.

- Buses or coaches which are not fully zero-emission at the tailpipe.
- Installation of parking, laybys, bus terminus loops, mobility hubs and other bus or coach related charging or refuelling infrastructure that is not directly utilised by zero emission vehicles.

Other Requirements

23. [Fair Work First](#) is the Scottish Government's flagship policy for driving high quality and fair work across the labour market in Scotland by applying fair work criteria to grants, other funding and contracts being awarded by and across the public sector, where it is relevant to do so.

The [Fair Work First guidance](#) outlines our Fair Work First approach and exemplifies the seven Fair Work First criteria in practice. The default position is that all grant recipients awarded a public sector grant on or after 1 July 2023 will be required to pay at least the real Living Wage and provide appropriate channels for effective workers' voice as a minimum standard while the other five criteria are encouraged.

- The **lead applicant** must pay at least the real Living Wage to all UK-based staff aged 16 and over, including apprentices, who are directly employed by the lead applicant; and any UK-based workers who are not directly employed by the lead applicant but are directly engaged in delivering the grant-funded activity, whether they be sub-contractors or agency staff, must also be paid at least the real Living Wage
- The **consortium members** must also pay at least the Real Living Wage to any workers directly engaged in delivering the grant funded activity
- All members of the application are asked to make a commitment/assurance that they will adopt the other aspects of FWF as far as possible specifically:
 - investment in workforce development;
 - no inappropriate use of zero hours contracts;
 - action to tackle the gender pay gap and create a more diverse and inclusive workplace;
 - offer flexible and family friendly working practices for all workers from day one of employment; and,
 - oppose the use of fire and rehire practice.
- Good practice examples of each of the Fair Work First criteria are set out on the [FWF Guidance](#), and details and acceptable forms of evidence for the real Living Wage and effective voice conditionality are provided in [Annex B](#) of the guidance
- The **lead applicant** is responsible for ensuring all members of the consortia meet the condition to pay at least the real Living Wage to workers involved in the delivery of the grant funded activity in their bid.
- **Organisations who are accessing grant funding** are asked by the Scottish Government to include a short statement on their own website highlighting their commitment to advancing the Fair Work First criteria, including the real Living Wage and effective voice conditions. More information on verification statements is available in the [FWF Guidance](#).

Assessment

24. Applications will be assessed by a panel of experts.

25. The panel will award marks of zero to ten against each criterion.
26. Each mark out of ten will then be weighted according to the percentages allocated to their criteria to give a final mark.
27. The amount of subsidy required as a proportion of the whole project will be ranked relative to other applications (the lowest subsidy required per-bus with infrastructure receiving the highest rank) for the Financial criteria.
28. Applications which request a subsidy per-bus higher than the caps will receive a score of zero for the Financial criteria. (See section 40).
29. Transport Scotland may curtail bids in the event of the value of valid Applications to the fund exceeding the budget allocation. When this occurs, awards will be made first to those scoring higher overall marks in the evaluation.
30. All information provided in bids will be kept in confidence and not shared outside government and its agencies and used only for the purposes of evaluating the performance and value of ScotZEB2 and for no other purpose.
31. Bids will be assessed in line with the following criteria:

Market Transformation (20%)

Applications will be scored according to the strength of the evidence that zero emission buses and coaches can continue to be rolled out beyond this Challenge Fund without subsidy. Therefore, applicants should set out how such a transition takes place following this subsidy round.

No specific new business model is prescribed or preferred, and more than one business model may be successful however, the model(s) proposed must meet the aims of the Challenge Fund in that there is strong evidence shown that the model will be 'market transforming'. Applicants are strongly encouraged to think creatively and to consider a wider range of approaches to decarbonisation.

Applicants should set out how their financing arrangements will work in future (i.e. beyond this subsidy round) giving as much detail as possible as to expected key terms including the time period for repayment, pricing of debt and equity capital structure, ownership and leasing arrangements and hence the expected future cost to operators of accessing zero emission vehicles.

Financial (40%)

To substantiate their bid, applicants should set out detailed terms on how vehicles and infrastructure will be financed (for this subsidy round) including the time period for repayment, the pricing of debt and equity, capital structure, ownership and leasing arrangements. Bidders must make clear how the subsidy being applied for will be deployed within the financing structure. Applications should also set out details of

the participating operators, how many vehicles they have in each capacity class (how many 9+ seaters, 60+ seaters etc.), and how many within these capacity classes are zero emissions.

Bids requesting less funding than the allowed maximum for their class will receive a higher score than those bids requesting the full amount. Each bid will be ranked relative to their percentage saved against the allowable maximum per-bus plus the highest infrastructure grant being bid (excluding the grant for non-contestable works), with the highest percentage saving receiving a score of 10 and a zero mark being allocated for no savings. All other bids will receive a score relative to their position from the highest and zero savings, with the midpoint being a score of 5.

Where assets (either the whole vehicle or elements (e.g., battery) thereof) are owned and financed by a third party and leased/made available to operators, bids should set out clearly both the discounted rate (enabled by ScotZEB2 funding), and the undiscounted rate that would otherwise be payable by operators, and the basis for calculating the discount.

Vehicles

Applications will be assessed based on the subsidy per-vehicle within its class (at least 9 passenger seats (but less than 32), at least 32 passenger seats, at least 45 passenger seats but less than 60) and, at least 60 passenger seats).

Infrastructure

Applicants must explain how many buses and/or coaches the infrastructure sought will be expected to support and by what dates, in terms of numbers of chargers, their respective capacities, and the maximum number of vehicles which can be charged at a time.

Applications will be assessed based on the subsidy requested on a per-vehicle basis, inclusive of all infrastructure costs, except non-contestable electricity network enhancements. These are costs with a fixed, regulated market price such as reinforcement and connection works provided by the Distribution Network Operator.

The bidder should fully justify the value for money of infrastructure sought. They should indicate why the chosen infrastructure has been selected as the most appropriate. Applications should set out if/how the infrastructure will assist other sectors (e.g., vans, HGVs, etc.) to decarbonise. Bids that incorporate the benefits of the infrastructure being used by other vehicles/modes will score higher.

Deliverability (30%)

Applications which are supported with firm evidence of commitment from all members of the consortium will be scored more highly. For example, a heads of

terms of agreement between operators and financiers, as well as other suppliers / stakeholders within the consortium, would be evaluated favourably. By contrast, applications which provide only vague or high-level statements of support will receive lower scores.

Applications should clearly set out how the project will be delivered, which parties and named persons will own and manage risks, and clearly set out reporting arrangements between participants in addition to their reporting arrangements to Transport Scotland.

Applications should clearly set out their risk tolerance, mitigation measures, project timescales, cost control, financial forecasting, and contingency plans to be scored highly.

Wider Community and Decarbonisation Benefit (10%)

Bids should make clear what wider benefits will be delivered as part of the implementation of the project, which could include job creation, making assets (particularly infrastructure) available to a wider number of users and / or transport modes.

Bids which make assets (vehicles or infrastructure) available to be used by Community Transport Operators, or SME operators will be evaluated favourably, this should be set out separately as higher subsidy may be justified due to the nature of their business or community transport service, and this should be clearly separated to aid assessment.

Where this infrastructure is to be provided ahead of need – such as for HGVs, public sector bodies, or for additional zero emission buses which are planned for the future, over and above what is included in the current bid – applicants should provide evidence of how this need will be realised, such as publishing information of the charger/s availability, pricing, and capacity through the appropriate channels, and should provide evidence of their engagement, Memoranda of Understanding, Agreements in Principle etc. with hauliers/fleet operators and/or manufacturers who intend to make use of this infrastructure for commercial use or trials in the near future, particularly where this openness assists with repaying this investment.

If a fleet or site is to be decarbonised in stages beyond the scope of ScotZEB 2, bidders should set this out clearly and how duplicative non-contestable civil works to complete their fleet transition at the relevant location have been avoided, with supporting evidence from the Distribution Network Operator and other appropriate bodies on how future capital savings will have been achieved.

How much funding is available, and when?

32. The value of awards offered will correspond to the level of impact bids offer, between £0 up to a maximum of £58 million. Drawdown will be available in financial years (1 April – 31 March) 2023/24, 2024/25, and 2025/26.
33. Responsibility for estimating and subsequently controlling all costs within the agreed grant allocation lies entirely with the applicants.
34. Applicants must evidence robust management of risk in relation to their proposed activity and will be accountable for related mitigation costs, factoring this into their application from the outset.
35. Successful applicants will submit their planned drawdown for that financial year, each financial year, after receiving approval in principle for the total project cost. Funding allocations will be reviewed on an annual basis to ensure effective financial management.
36. The responsibility for accurate financial forecasting and project management to avoid slippage across financial years is critical, and lies solely on the applicant, as the transfer of budget from one financial year to another is unlikely to be supported.
37. Grant claims will only be accepted once an order contractually committing to the purchase of a bus and/or supporting infrastructure has been made and evidence of expenditure has been submitted. Grant payments will be released no sooner than one month prior to invoice payment due dates.
38. Vehicles grant-aided under individual awards from this phase of ScotZEB should be delivered within that financial year agreed.

Subsidy Caps

39. The favourable terms of the grant may constitute a public subsidy in terms of the law, regulations, rules and guidance applying in the UK and/or the UK's international obligations in relation to public subsidies ("the Public Subsidies Rules"). The grant is being provided in accordance with the UK subsidy control regime, as set out in, without limitation, the Subsidy Control Act 2022 and any other applicable law, statutory guidance, code of practice, judgment of a relevant court of law and international commitments on subsidy control arising from, amongst others, World Trade Organisation Membership, the UK-EU Trade and Cooperation Agreement, and international treaties and agreements to which the United Kingdom is a party, as amended or modified from time to time.
40. Your organisation must be eligible to receive the grant in accordance with the Value Thresholds as set out below, and we may be required to withhold payment of, or reclaim all or any part of the grant from you, to the extent necessary to ensure that the grant, either on its own or when taken together with any other financial assistance given or to be given to you by us or any third party, complies with the Public Subsidies Rules.
41. Up to £58 million total funding is available for this phase of the ScotZEB2 Challenge Fund. The Scottish Government is not committed to awarding the full budget available and will

only award funds to bids that meet the criteria. The subsidy provided per-bus will be no more than the Value Thresholds.

Value Thresholds

- £50,000 for a diesel bus or coach to be repowered with a zero-emission drive train.
- £60,000 for a zero-emission bus or coach capable of carrying 9 or more passengers, including at least one wheelchair accessible space
- £105,000 for an accessible zero emission bus or coach with a total capacity for 32 or more passengers.
- £135,000 for an accessible battery-electric zero emission bus or coach with at least 45 seats
- £135,000 for zero emission bus or coach with a total capacity for 60 or more passengers
- For infrastructure subsidy will be no more than 70% of the total capital costs for electric charging, or hydrogen refuelling infrastructure.

Enquiries

42. If you have any questions about this guidance or application process, please email Energy Savings Trust at ScotZEB2@est.org.uk.

END OF DOCUMENT

EIR Document 3 (attached to Document 1)

Attached separately.

EIR Document 4 (attached to Document 1)

ScotZEB 2 – 2023/24

Application Form

1. [Disclaimer](#)

Applicants should be aware that, as the ScotZEB 2 Grant Fund is a developing programme, the application process will be reviewed as the programme evolves and therefore may be subject to change. The Scottish Ministers and Transport Scotland reserve the right to amend the published guidance during the period of the programme.

Energy Saving Trust and/or Transport Scotland reserves the right to reject an application where:

- an application is submitted late, is completed incorrectly, is materially incomplete or fails to meet any submission requirements which have been notified to the applicants; and/or
- the applicant (including any partners) is guilty of a material misrepresentation or false statement in relation to its application and/or the application process.

Energy Saving Trust and/or Transport Scotland reserve the right at any time:

- not to consider applications other than those submitted in accordance with the requirements of the application process;
- to issue amendments or modifications to the application documents during the application process;
- to require an applicant (including any partners) to clarify their application in writing and/or provide additional information (failure to respond adequately may result in an application being rejected);
- alter the timetable of any aspect of the application process;
- to not award any grant funding under ScotZEB 2 – 2023/24; and/or
- to cancel the application process at any time.

Any costs or expenses incurred by an applicant (including any partners) or any other person participating in the application process will not be reimbursed by Energy Saving Trust and/or Transport Scotland. Energy Saving Trust, Transport Scotland and/or any of their representatives or advisors will not be liable in any way to any applicant (including any partners) or any other person for any costs, expenses or losses incurred by any applicant (including any partners) or any other person in connection with this application process.

2. Background

Transport Scotland have set up ScotZEB 2 to support innovative business models designed around the characteristics and opportunities presented by zero-emission buses and associated charging or refuelling infrastructure. Bidders are required to put in place arrangements with partners or collaborators, to minimise the level of subsidy being requested.

Phase 2 of ScotZEB is designed to provide capital funding to forward-thinking companies to disrupt the bus and coach market and help make zero-emission vehicles the default choice for all bus, coach, and community transport operators from now on.

ScotZEB 2 also seeks to facilitate the transition of other road fleets, through use of shared infrastructure between multiple users, supporting these sectors to invest in transitioning their fleets to zero emissions. They have appointed EST to administer this programme.

3. About This Document

This document serves as an application form for ScotZEB 2, there is guidance provided throughout the document to aid you in its completion.

This document is one of three that you will need in order to complete your application.

1. ScotZEB 2 – 2023/24 Application Form (*this document*)
2. ScotZEB 2 – 2023/24 Financial Spreadsheet
3. ScotZEB 2 – 2023/24 Guidance for Applicants

Notes and guidance for applicants can be found on the [EST website](#).

For any support during the application process, please contact EST at ScotZEB2@est.org.uk.

4. Self-assessment Checklist

You must complete the self-assessment checklist provided below before proceeding. If you answer 'NO' to any of the questions in this section of the application form, you may be ineligible for ScotZEB 2 funding and therefore we may not be able to consider your application.

YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	Our organisation has a UK bank account, annual accounts (approved by its management committee or board) and control over all income and expenditure.
<input type="checkbox"/>	<input type="checkbox"/>	We have read the ScotZEB 2 – 2023/24 Guidance for Applicants and the strategic aims and eligibility criteria of the programme.
<input type="checkbox"/>	<input type="checkbox"/>	We understand that the ScotZEB 2 fund will provide grant funding of up to £58 million, and that applicants are required to identify and provide evidence of primary costs in their application.
<input type="checkbox"/>	<input type="checkbox"/>	We understand and will comply with the ScotZEB 2 – 2023/24 monitoring and reporting requirements and commit to providing data as part of a Monitoring and Evaluation Plan.
<input type="checkbox"/>	<input type="checkbox"/>	We have read and understood the Subsidy Control rules in section 11.3.
<input type="checkbox"/>	<input type="checkbox"/>	We declare that all vehicles will be zero-emissions and we will provide the supporting evidence of a Manufacturer's declaration.
<input type="checkbox"/>	<input type="checkbox"/>	We commit to operating within the Fair Work First framework. Please be advised that more information can be found in our ScotZEB2 Guidance Document and the official Fair Work First Guidance Document .

<input type="checkbox"/>	<input type="checkbox"/>	We can deliver our project by 31 March 2026.
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Please ensure that you have provided:

YES	NO	
<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> Completed ScotZEB 2 – 2023/24 Application Form Completed 2023/24 Financial Spreadsheet Detailed financial terms of all financing parties (see section 6) Consortium participation statements (see section 7) Risk management register (see section 9) Dated quote(s) from any relevant contractors and/or supplier(s) identified in the application form. Required supplementary evidence (see section 10) Any further supplementary information (limit 10 pages).

5. Applicant details

Please complete the below section with relevant details about your organisation.

5.1 Applicant details	
Registered name:	
Legal status:	
UK company/charity/ public body or other registration no.:	
VAT Registration Number (if applicable):	
Is your organisation able to reclaim VAT?	
Establishment date:	
Organisation has UK Bank account, published accounts and control over income and expenditure?	
Address of registered office:	
5.2 Correspondence Details	
Email will be the primary method of contact used so please ensure that the email address is entered correctly and remains active during the application process.	
5.3 Lead Contact	
Name:	

Position:	
Contact Number:	
Email Address:	
5.4 Secondary Contact	
Name:	
Position:	
Contact Number:	
Email Address:	

6. Project Details

6.1 Vision and Scope of Project
<p>This section should be formatted up to 1500 words of free text. The information provided should include a detailed description of the proposed project(s). The applicant should include information as to what impact their proposal will have on the bus and coach owner-operator market, including SMEs, community transport providers and infrastructure. You should clearly describe the role of collaboration as part of the success of the proposed project(s). Any impact on green jobs and CO₂ savings should also be detailed in this section.</p>
6.2 Market Transformation
<p>This section should be formatted up to 1500 words of free text. In this section, applicants should detail how their proposed collaborative business model will change and impact the bus market in the long term. Applications will be scored according to the strength of the evidence that zero emission buses and coaches can continue to be rolled out beyond this Challenge Fund without subsidy. Explain the role of private capital in delivering this change. Please refer to the Guidance for more information.</p>

6.3 Financial

This section should be formatted as up to 1500 words of free text. In this section, applicants should explain the role, and profile of private capital in delivering this change. The proposal should set out how the subsidy requested will be used to deliver transformative change, and how can the project(s) be accelerated or maintained without subsidy in the future? And the profile of spend on each type of vehicle, and each type of infrastructure, and where these assets will be brought into use. Applicants must set out detailed terms on how vehicles and infrastructure will be financed. Please refer to the Guidance for more information.

6.4 Wider Community and Decarbonisation Benefit

This section should be formatted as up to 1500 words of free text. In this section, applicants should explain how the proposal creates new green jobs, enables SME bus and coach operators and community transport operators to decarbonise their fleets into the future. Your proposal should also set out how your work aligns with the Fair Work First framework and how charging infrastructure would be made available to other road users, e.g., HGVs, and vans - where applicable. Refer to the Guidance for more information.

7. Details of Consortium

7.1 Consortium Members

This section must include a clear list of **all** consortium members, where the relationships between the lead applicant to each member, and the relationships between all other members are clearly explained. The function and significance of each consortium member to the project's vision and success must be explored. The role of SMEs and CTOs in the consortium and the benefits provided to them clearly explored in this section.

7.2 Required Partnership Documents

Please ensure you have included with your application consortium participation statements – this can include Memoranda of understanding, Agreements in principle, subscriber agreements, contracts and/or other written assurances.

Letters of support, Memorandums of Understanding, Agreements in Principle, Heads of Terms etc., relating to infrastructure sharing agreements, joint purchasing agreements, fleet sharing arrangements, etc. must be submitted alongside this application. Failure to evidence agreements will result in a low score.

7.3 Additional Interested Parties

Applications are encouraged to take a “whole transport system” view to infrastructure investment and look beyond the bus and coach sector when considering those who could benefit, or be impacted, by the installation of charging or refuelling infrastructure.

In this section you should include written evidence from interested bodies in utilising shared infrastructure e.g., Memorandum of Understanding or Agreements in Principle as evidence that their application contributes towards decarbonising the whole transport system. Examples of such bodies include.

- Public bodies such as NHS Scotland and its delivery partners
- Universities and Colleges
- Hauliers and Heavy Goods Vehicle operators
- Van fleet operators
- Distribution centres
- Emergency Services
- Air and seaports
- Network Rail and other railway bodies.

8. Details of Subsidy Request

In this section, you should provide details of the level of subsidy being requested, the justification for this request and any relevant forecasting.

8.1 Subsidy Details

Subsidy Amount Required:	
Total Value of the Project, including Capital Structure.	Please identify the sources of all funding and financing being used in the course of the proposed project.

8.2 Subsidy Justification and Forecasting

This section should include:

1. Number, type, and location of any buses proposed to be brought into service;

2. Proposed delivery dates for the buses outlined above;
3. Number/location/scale of infrastructure installations or improvements; – including number of chargers at specific locations (note dual-headed chargers should be counted as 2 chargers, not 1);
4. Delivery timeline/schedule for completion of infrastructure works;
5. Level of subsidy required for further market transformation (buses, infrastructure) in future years?
6. Counterfactual explaining the time, cost, and scale impact of not receiving requested level of subsidy, the value for money of the bid should be clear;
7. Details of financial arrangements between collaborators, including levels of subsidy per consortium member.
8. The details of the terms of any financing agreement between the financing body of the consortium and other members must be shared. This includes duration of any loans, margins charged from any one member of the consortium to another, any additional terms associated with the financing agreement. Transport Scotland will accept separate documents attached to detail this, including graphics where applicable.

8.3 Required Financial Documents

Please complete the separate financial plan provided, this must be submitted alongside the application documents. Applications that do not have this documentation, will not be considered.

9. Project Management

In this section, you should provide further details of your bid particularly relating to Project Management, Risk Mitigation and Planning.

9.1 Required Project Management Documents

Please attach copies of the following to your application:

1. Comprehensive risk register, for full project timeline. *(This should include but is not limited to setting out the risk ownership, impact, probability, mitigations in place, and confidence in these mitigations (including risk toleration)).*
2. Gantt chart (or any other project timeline documents).

9.2 Named Project Leads

Name of lead Project Manager from Lead Applicant:	
List of consortium members with named lead officers or project managers	

where possible/appropriate:	
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9.3 Ongoing Project Discussions

All successful applicants will be required to partake in ongoing Project Boards with EST to ensure compliance with proposed bid timelines and forecasts. By ticking the below box, applicants acknowledge and accept this requirement.
<input type="checkbox"/>

9.4 Background Checks

The Lead Applicant and all Consortium members will be required to undergo thorough background checks. By ticking the below box, applicants acknowledge and accept this requirement.
<input type="checkbox"/>

10. Evidence Requirements

This section outlines additional evidence that is required to supplement your application, please provide all that is relevant to the parties in your consortium.

10.1	Lead Applicant
	<ul style="list-style-type: none">• Please provide a Governance statement – setting out the ownership and usage of assets between parties within the consortium.
10.2	Transport Operators
	<ul style="list-style-type: none">• Any Transport Operators should provide a signed declaration that they hold a current, valid PSV licence to provide Passenger Transport Services in Scotland;• Any Community transport provider should evidence their valid Section 19 and/or Section 22 community transport permit.• Evidence of any arrangements with the vehicle owner and infrastructure owner, including lease rates, terms and conditions.
10.3	Infrastructure Providers
	<ul style="list-style-type: none">• Please provide quotes detailing the specifications and costs for infrastructure and precise locations of infrastructure, the numbers of chargers, and the maximum number of buses/coaches which can be recharged/refuelled at each site.• Details of the financial arrangements for each site between the infrastructure provider and the operators and/or vehicle lessors. This should clearly state the ownership of infrastructure assets, usage agreements and charges and the capital structure of the investment.

10.4 Vehicle Providers/Owners

- Please provide quotes from the manufacturer(s) detailing the specifications and costs for the ZEBs, or in the case of vehicle repowers, quotes for component parts and fitting.
- As part of the specification, evidence of provision for onboard cycling or buggy spaces should be provided, or a credible rationale for this not being provided over and above the statutory accessible space. Please provide confirmation of the arrangements between the vehicle owner and operator, the capital structure, length of lease, terms of renewal, lease rates and terms & conditions.
- Applicants will need to declare that all buses and coaches supported are fully zero emissions and have or will have zero-carbon and LEZ compliant onboard heating systems and provide supporting evidence from the manufacturer or supplier.

10.5 Financiers

- Please provide the names, details and track record of all financiers that form part of the consortium.
- Please provide detailed financial terms for any debt and / or equity to be used as part of the project and delivery of vehicles, parts of vehicles (e.g. batteries) and infrastructure.

10.6 Other Participants

- If a non PSV transport operator is involved in your consortium, please provide a memorandum of understanding, agreement in principle or other written evidence of use of shared/open infrastructure.
- If a trade body is involved in your consortium, please provide the number of organisations represented and an indication of the scale of assets which are affected by participation.

11. Supplementary Information

11.1 Application Assessment

Assessment of applications will be based on the answers that are provided in the application form.

Supplementary documents may be used to expand or illustrate your answers which are provided, however, please be aware that these documents will not be assessed independently. **You may submit a maximum of 10 additional pages as supplementary information.**

11.2 Credit Check

All lead applicants will be subjected to a financial check once they have submitted an application. The company number provided in section 5.1 will be used for the purposes of requesting the credit check. Annual accounts covering the last three years, a business plan or a bank reference may also be required before applications are approved.

In order to complete your application process, EST may make searches about you at credit reference agencies who will supply EST with information about the conduct of any accounts you hold, as well as information from the Electoral Register or Companies House. The agencies will record details of the search whether or not this application proceeds. This could affect your ability to get credit elsewhere within a short period.

EST may use credit-scoring methods to assess this application and to verify your identity. Credit searches and other information which is provided to us and/or the credit reference agencies, about you and those with whom you are linked financially may be used by EST and other companies if credit decisions are made about you. This information may also be used for debt tracing and the investigation and prevention of fraud and money laundering as well as the management of your account. Information held about you by the credit reference agencies may already be linked to records relating to others if you have previously made a joint application.

To ensure that applicants have the financial capacity to deliver services over the 7-year monitoring period, Energy Savings Trust will conduct a financial standing evaluation on behalf of Transport Scotland. This may include an assessment of the financial information available on the applicant.

If applicants fail the evaluation a parent company guarantee, or other support may be sought. Where this is not forthcoming, we may be unable to make an offer of grant.

11.3 Subsidy Rules

The favourable terms of the grant may constitute a public subsidy in terms of the law, regulations, rules, and guidance applying in the UK and/or the UK's international obligations in relation to public subsidies ("the Public Subsidies Rules"). The grant is being provided in accordance with the UK subsidy control regime, as set out in, without limitation, the Subsidy Control Act 2022 and any other applicable law, statutory guidance, code of practice, judgment of a relevant court of law and international commitments on subsidy control arising from, amongst others, World Trade Organisation Membership, the UK-EU Trade and Cooperation Agreement, and international treaties and agreements to which the United Kingdom is a party, as amended or modified from time to time.

Your organisation must be eligible to receive the grant in accordance with the Value Thresholds as set out below, and we may be required to withhold payment of, or reclaim all or any part of the grant from you, to the extent necessary to ensure that the grant, either on its own or when taken together with any other financial assistance given or to be given to you by us or any third party, complies with the Public Subsidies Rules.

Value Thresholds

- £50,000 for a diesel bus or coach to be repowered with a zero emission drive train.
- £60,000 for a zero emission bus or coach capable of carrying 9 or more passengers, including at least one wheelchair accessible space. £105,000 for an accessible zero emission bus or coach with a total capacity for 32 or more passengers.
- £135,000 for an accessible battery-electric zero emission bus or coach with at least 45 seats.
- £135,000 for zero emission bus or coach with a total capacity for 60 or more passengers.
- For infrastructure subsidy will be no more than 70% of the total capital costs for electric charging, or hydrogen refuelling infrastructure.

For each item of public subsidies please provide details of the identity of the funder and the value of public subsidy received.

11.4 Data Protection

Data Protection Act 2018

This section asks you to confirm your acceptance of the standard data protection terms and conditions applicable to applicants.

Applicants should read the detail of the fair processing notice and data protection statement included within the application. For additional information about how we use personal data, including your rights, please see Energy Saving Trust's privacy policy (<http://www.energysavingtrust.org.uk/privacy>).

How we will use your information:

Transport Scotland is the data controller in respect of any personal data that you provide when you complete ScotZEB 2 – 2023/24 application forms. EST is Transport Scotland's appointed agents for the purposes of administering the scheme, and they will process the data on Transport Scotland's behalf.

This information is necessary for the performance of a contract.

We will use the information you provide to assess your application and carry out subsequent monitoring, including site visits, of successful projects under ScotZEB 2 – 2023/24. Some information will be shared with other Government Departments, their agencies, and appointed agents to enable the detection of fraudulent applications to the ScotZEB 2 – 2023/24 and other grants schemes.

Transport Scotland may be required to release information, including personal data and commercial information, on request under the Environmental Information Regulations 2004 or the Freedom of Information Act 2000. However, Transport Scotland will not permit any unwarranted breach of confidentiality, nor will we act in contravention of our obligations under the Data Protection Act 2018.

What non-personal information will Scottish Government make publicly available?

- Details of applications.
- During the assessment stage, the number of applications received will be disclosed on request.
- Details of grant-funded projects.

It is important to the aims of the scheme that the grant-funded projects should act as encouragement for others. Once the applications have been assessed, summary details of the successful projects will be published and disseminated widely, including being published on a dedicated webpage and in press releases. Summary details may include:

- The name of the project.
- The names of the organisations, community groups etc who are members of the project.
- Location of the project.
- Expected benefits.
- Grants allocated to the project under ScotZEB 2 – 2023/24.
- Brief description of the project, including any key technical features (as supplied by applicants).

A final report (as specified in the Guidance Notes) which describes the benefits and performance of the equipment purchased, any difficulties encountered, lessons learned, and associated data may be published in full. Interim reports may also be published.

By ticking the below box, applicants acknowledge that they have read and understood this data protection statement.

12. Declaration

By signing this section, you confirm that all information provided in this application form is accurate. This section should be signed by the Named Lead Applicant.

12.1 Application Authorisation

Signed _____

For and on behalf of _____

Position _____

Date _____

13. Submitting Your Application

13.1 Contact and Timeframe

The completed application form, and additional attachments must be submitted electronically as a word document to ScotZEB2@est.org.uk.

Lead applicants must submit evidence on behalf of all members of the consortium.

*Application can be submitted at any point up until **midnight on Friday 15th September 2023**, but will close early if the funding is fully allocated.*

We aim to notify you regarding the outcome of your application by 15 December 2023. Please note incomplete applications or those missing any necessary information will take longer to process.

If you have any questions regarding your application or would like to discuss any issues before submitting an application, please email ScotZEB2@est.org.uk.

13.2 Document Checklist

Document	Enclosed
ScotZEB 2 Application Form (signed)	<input type="checkbox"/>
Financial Spreadsheet	<input type="checkbox"/>
Detailed financial terms of all financing parties	<input type="checkbox"/>
Consortium participation statements	<input type="checkbox"/>
Risk Register	<input type="checkbox"/>
Dated quote(s) from any relevant contractors and/or supplier(s) identified in the application form.	<input type="checkbox"/>
Required supplementary evidence	<input type="checkbox"/>
Any further supplementary information (limit 10 pages)	<input type="checkbox"/>

We collect your personal data for the purposes of your application and this Agreement in order to process and administer the [grant / loan]. This requires us to conduct various checks in relation to anti-money laundering and fraud prevention, identity verification, credit checks, confirmation of payee and such other checks we may require from time to time for the legitimate interests of our business or to comply with our legal obligations. For more information on what personal data we collect about you, how we use it and what your rights are, please see our privacy policy at www.energysavingtrust.org.uk/privacy, or write to dataprotectionofficer@est.org.uk.

By submitting your application and entering into this Agreement, you also acknowledge and agree that we may make searches at fraud prevention agencies who will supply us with your personal data. We may also share your personal data with financial and other organisations involved in fraud prevention to protect ourselves and others from theft and fraud. If you give us false or inaccurate information and we suspect fraud, we will record this. We and other third parties may use this information if decisions are made about you or others at your address(es) on credit or credit-related services or motor, household, credit, life or any other insurance facilities. It may also be used for tracing and claims assessment.

END OF FORM

EIR Document 5

From: ScotZEB2 <ScotZEB2@est.org.uk>

Sent: Thursday, July 20, 2023 11:58 AM

To: ScotZEB2 <ScotZEB2@est.org.uk>

Subject: Weekly update: ScotZEB2: Business Introductions

Good morning,

We hope you already had the chance to reach out to a few of the contacts we sent over last week to form consortiums that can put forward a successful bid for the ScotZEB2 funding.

We've got a few new interested parties which details we'd like to share with you to increase your chances of finding suitable collaborators:

Lead Applicant Contacts:

Organisation Name	Organisation Type	Contact Name	Contact Email
Strathclyde Partnership for Transport	Regional Transport Authority	[Redacted 11(2)]	[Redacted 11(2)]@spt.co.uk

Contacts Interested in Joining a Lead Applicant:

Organisation Name	Organisation Type	Contact Name	Contact Email
Strathclyde Partnership for Transport	Regional Transport Authority	[Redacted 11(2)]	[Redacted 11(2)]@spt.co.uk
Wilson's of Rhu Ltd	Bus & Coach Operator	[Redacted 11(2)]	info@wilsonsofrhu.co.uk

Please find a list of the other potential collaborators below.

[Redacted 11(2)]

[Redacted 11(2)]

Project Manager

Energy Saving Trust

Reception +44 (0)20 7222 0101

energysavingtrust.org.uk

From: ScotZEB2

Sent: Friday, June 9, 2023 2:59 PM

To: ScotZEB2 <ScotZEB2@est.org.uk>

Subject: ScotZEB2: Business Introductions

Good Afternoon,

As the application window for the ScotZEB2 funding opportunity closes in September, we want to provide you with an introduction to other potential collaborators and emphasise the importance of forming consortiums for a successful bid as soon as possible.

While the following bodies are eligible, your consortium does not need to include all of the below:

- Financiers
- Manufacturers of zero emission buses and coaches
- [Charge Point Operators \(CPOs\)](#)
- Energy companies
- Bus and coach [Passenger Service Vehicle \(PSV\) Operators](#) in Scotland
- Scottish local authorities and Regional Transport Partnerships
- Community Transport Organisations based in Scotland, holding a Section 19 and/or Section 22 community transport permit and providing Transport to health and social care and other community transport services
- Other organisations relevant to decarbonising buses and coaches in Scotland.
- Other road transport operators wishing to share infrastructure, e.g. HGVs, vans (these must be in addition to at least 2 SME bus/ coach operators and will not receive the vehicle element of funding)

However, as stated in the guidance document, your consortium needs to include at least 1 company providing **private finance**, and **2** companies being categorised as either **SME bus or coach operators**, and/or **community transport operators**.

To facilitate networking and collaboration, we have compiled two lists of contacts based on the preferences provided during registration. The first list consists of lead applicants, while the second list comprises individuals who are interested in joining a lead applicant's project. Please review the lists below:

Lead Applicant Contacts:

Organisation Name	Organisation Type	Contact Name	Contact Email
Aberdeen City Council	Local Authority	[Redacted 11(2)]	[Redacted 11(2)]@aberdeencity.gov.uk
Coast To Coast Travel Ltd	Coach Operator	[Redacted 11(2)]	info@coachtravel.co
Dumfries & Galloway Council	Sustainable Travel	[Redacted 11(2)]	[Redacted 11(2)]@dumgal.gov.uk
Electron Garage Limited	Reuse and Re powering existing vehicles such as Black Cabs, Buses and Vans to full electric.	[Redacted 11(2)]	info@electrongarage.co.uk
Ember Core Ltd	Emissions Reduction	[Redacted 11(2)]	[Redacted 11(2)]@ember.to
Equipmake	Electric Drivetrain Manufacturer for the Repower of Bus and Coach	[Redacted 11(2)]	[Redacted 11(2)]@equipmake.co.uk
Explore Lismore	Island tours, taxi service and community transport on the Isle of Lismore	[Redacted 11(2)]	bookings@explorelismore.co.uk
Firstbus Scotland	Bus Operator	[Redacted 11(2)]	[Redacted 11(2)]@firstbus.co.uk
Kenneth baker trading as Bakers Coaches	Coach operator	[Redacted 11(2)]	[Redacted 11(2)]@hotmail.co.uk
Kleanbus Limited	Repower provider	[Redacted 11(2)]	[Redacted 11(2)]@kleanbus.com
Lothian Buses	Public transport operator	[Redacted 11(2)]	[Redacted 11(2)]@lothianbuses.co.uk
Macquarie Fleete	Long-term financing and turnkey solution	[Redacted 11(2)]	[Redacted 11(2)]@fleete.com
Magnetic Systems Technology Limited	27110 - Manufacture of electric motors, generators and transformers. 27900 -	[Redacted 11(2)]	

	Manufacture of other electrical equipment. 72190 - Other research and experimental development on natural sciences and engineering		[Redacted 11(2)]@magtec.co.uk
McGill's	McGill's	[Redacted 11(2)]	[Redacted 11(2)]@mcgillsbuses.co.uk
MYtown MYcommunity Ltd	Decarbonisation of public transport and last mile delivery	[Redacted 11(2)]	[Redacted 11(2)]@scran4theclan.com
Rock Road	Financier	[Redacted 11(2)]	[Redacted 11(2)]@rockinfrastructure.com
Shuttle Buses Limited	SME bus & coach operator	[Redacted 11(2)]	[Redacted 11(2)]@shuttlebuses.co.uk
Stagecoach Bluebird/Stagecoach North Scotland	Operation of local and interurban bus services	[Redacted 11(2)]	[Redacted 11(2)]@stagecoachbus.com
The City of Edinburgh Council	Scottish Local Government Authority	[Redacted 11(2)]	[Redacted 11(2)]@edinburgh.gov.uk
VEV	Commercial fleet decarbonisation including financing, power provision, chargers, solar, battery, smart charging platform, vehicle procurement and electrification consultancy	[Redacted 11(2)]	[Redacted 11(2)]@vitol.com
Zenobe	Making fleet electrification affordable and accessible	[Redacted 11(2)]	[Redacted 11(2)]@zenobe.com

Contacts Interested in Joining a Lead Applicant:

Organisation Name	Organisation Type	Contact Name	Contact Email
Aberdeen City Council	Local Authority	[Redacted 11(2)]	[Redacted 11(2)]@aberdeencity.gov.uk
Asset Alliance Group	Asset Finance & Leasing - specialising in the bus & coach industry	[Redacted 11(2)]	[Redacted 11(2)]@assetalliancegroup.co.uk
Blumarbl	Coach charging network	[Redacted 11(2)]	[Redacted 11(2)]@blumarbl.com

Caetano UK Limited	UK Importer, Sales & Service for CaetanoBus	[Redacted 11(2)]	[Redacted 11(2)]@caetano.co.uk
Coalfield Community Transport SCIO	Coalfield Community Transport SCIO	[Redacted 11(2)]	[Redacted 11(2)]@yellowbuses.org.uk
Coast To Coast Travel Ltd	Coach Operator	[Redacted 11(2)]	info@coachtravel.co
East Lothian Council	Local Authority	[Redacted 11(2)]	[Redacted 11(2)]@eastlothian.gov.uk
Electron Garage Limited	Reuse and Repowering existing vehicles such as Black Cabs, Buses and Vans to full electric.	[Redacted 11(2)]	[Redacted 11(2)]@electrongarage.co.uk
Ember Core Ltd	Emissions Reduction	[Redacted 11(2)]	[Redacted 11(2)]@ember.to
Equipmake	Electric Drivetrain Manufacturer for the Repower of Bus and Coach	[Redacted 11(2)]	[Redacted 11(2)]@equipmake.co.uk
Equipmake	Electric Drivetrain Manufacturer for the Repower of Bus and Coach	[Redacted 11(2)]	[Redacted 11(2)]@equipmake.co.uk
Explore Lismore	Island tours, taxi service and community transport on the Isle of Lismore	[Redacted 11(2)]	bookings@explorelismore.co.uk
Firstbus Scotland	Bus Operator	[Redacted 11(2)]	[Redacted 11(2)]@firstbus.co.uk
Firstbus Scotland	Bus Operator	[Redacted 11(2)]	[Redacted 11(2)]@firstbus.co.uk
Glenfarg Community Transport Group	Community Transport, Home to School Transport, Service Bus (55 Glenfarg-Kinross). Operate old 16 seat minibuses, looking to replace with modern accessible buses (consider one sixe up to future proof)	[Redacted 11(2)]	[Redacted 11(2)]@hotmail.com
Green Cat Hydrogen	Hydrogen Developer	[Redacted 11(2)]	[Redacted 11(2)]@gchydrogen.co.uk
Hairy haggis tours ltd	Bus and coach service	[Redacted 11(2)]	[Redacted 11(2)]@hairyhaggisgroup.com

Handicabs (Lothian) Limited trading as HcL	Handicabs (Lothian) Limited trading as HcL	[Redacted 11(2)]	[Redacted 11(2)]@handicabs.org.uk
Kleanbus Limited	Repower provider	[Redacted 11(2)]	[Redacted 11(2)]@kleanbus.com
Letham4All SCIO	Community Anchor Organisation	[Redacted 11(2)]	[Redacted 11(2)]@letham4all.org.uk
Lothian Buses	Public transport operator	[Redacted 11(2)]	[Redacted 11(2)]@lothianbuses.co.uk
MacPhails Coaches Ltd	Coach hire	[Redacted 11(2)]	[Redacted 11(2)]@aol.com
Macquarie Fleete	Long-term financing and turnkey solution	[Redacted 11(2)]	[Redacted 11(2)]@fleete.com
Magnetic Systems Technology Limited	27110 - Manufacture of electric motors, generators and transformers. 27900 - Manufacture of other electrical equipment. 72190 - Other research and experimental development on natural sciences and engineering	[Redacted 11(2)]	[Redacted 11(2)]@magtec.co.uk
Magnetic Systems Technology Limited	27110 - Manufacture of electric motors, generators and transformers. 27900 - Manufacture of other electrical equipment. 72190 - Other research and experimental development on natural sciences and engineering	[Redacted 11(2)]	[Redacted 11(2)]@magtec.co.uk
Maynes Coaches	Coach Operator	[Redacted 11(2)]	[Redacted 11(2)]@maynes.co.uk
Mellor Bus	Bus Manufacturer local authority to include welfare transport and school pupil	[Redacted 11(2)]	[Redacted 11(2)]@mellorbus.com
Midlothian Council	Public Service Operator	[Redacted 11(2)]	[Redacted 11(2)]@midlothian.gov.uk
Millport Motors Ltd.	Public Service Operator	[Redacted 11(2)]	[Redacted 11(2)]@yahoo.co.uk

Mitsui & Co Europe Plc	investment & trading conglomerate - mobility, infrastructure, energy solutions	[Redacted 11(2)]	[Redacted 11(2)]@mitsui.com
MYtown MYcommunity Ltd	Decarbonisation of public transport and last mile delivery	[Redacted 11(2)]	[Redacted 11(2)]@scan4theclan.com
NEoT Green Mobility	e-Mobility-as-a-service and financing solutions	[Redacted 11(2)]	[Redacted 11(2)]@neotcapital.com
North Area Transport Association	Community Transport	[Redacted 11(2)]	info@natatransport.co.uk
Order of Malta Dial a journey	Community transport	[Redacted 11(2)]	[Redacted 11(2)]@dial-a-journey.org
Pelican	Pelican	[Redacted 11(2)]	[Redacted 11(2)]@pelican-eng.co.uk
RADIO CITY ASSOCIATION	Community Transport Provider	[Redacted 11(2)]	hello@radiocityassociation.co.uk
Rock Road	Financier	[Redacted 11(2)]	[Redacted 11(2)]@rockinfrastructure.com
Ross Prentice	PSV Operator	[Redacted 11(2)]	[Redacted 11(2)]@prentice.info
RPS Group plc	Consulting and Advisory services in sectors such as EV fleets, EV Chargers, Energy Storage, Utility Infrastructure, Planning & Permitting, Environment, Strategy, Business Plan Development, Procurement Advisory, Design & Engineering, Digital, amongst many other services.	[Redacted 11(2)]	[Redacted 11(2)]@rpsgroup.com
RPS Group plc	Consulting and Advisory services in sectors such as EV fleets, EV Chargers, Energy Storage, Utility Infrastructure, Planning & Permitting, Environment, Strategy, Business Plan Development,	[Redacted 11(2)]	[Redacted 11(2)]@rpsgroup.com

Procurement
Advisory, Design &
Engineering,
Digital, amongst
many other
services.

Shuttle Buses Limited	SME bus & coach operator	[Redacted 11(2)]	[Redacted 11(2)]@shuttlebuses.co.uk
South Ayrshire Community Transport	South Ayrshire Community Transport	[Redacted 11(2)]	[Redacted 11(2)]@sacommunitytransport.org
South Lochaber Community Company	South Lochaber Community Company provides an essential service for several local communities including Kinlochleven, Glencoe, Duror, Ballachulish and North Ballachulish and our main goals are to provide, or assist in providing, means of transport which will be available to the community and members of the public at large with the object of improving the conditions of the life of the community, to advance community development, including urban or rural regeneration, to advance the education of the Community about its environment, culture, heritage and/or history and to advance environmental protection or improvement including preservation, and conservation of the natural environment, the promotion of sustainable development, the maintenance,	[Redacted 11(2)]	southlochabercommunitycompany@gmail.com

	improvement or provision of environmental amenities for the community and/or the preservation of buildings or sites of architectural, historic or other importance to the community.		
SSE Energy Solutions	Infrastructure investment	[Redacted 11(2)]	[Redacted 11(2)]@sse.com
St Madoes and Kinfauns Parish Church	Community transport organisation - health related journeys	[Redacted 11(2)]	[Redacted 11(2)]@madochcentre.com
SWARCO Smart Charging Ltd	EV Charging Solutions	[Redacted 11(2)]	[Redacted 11(2)]@swarco.com
The City of Edinburgh Council	Scottish Local Government Authority	[Redacted 11(2)]	[Redacted 11(2)]@edinburgh.gov.uk
The City of Edinburgh Council	Scottish Local Government Authority	[Redacted 11(2)]	[Redacted 11(2)]@edinburgh.gov.uk
The Laurandy Centre	To provide day care to frail, older adults in the community.	[Redacted 11(2)]	[Redacted 11(2)]@laurandycentre.org.uk
UK Infrastructure Bank	Banking & Investments	[Redacted 11(2)]	[Redacted 11(2)]@ukib.org.uk
Urban Foresight	Consultancy	[Redacted 11(2)]	[Redacted 11(2)]@urbanforesight.org
VEV	Commercial fleet decarbonisation including financing, power provision, chargers, solar, battery, smart charging platform, vehicle procurement and electrification consultancy	[Redacted 11(2)]	[Redacted 11(2)]@vitol.com
Wrightbus	Manufacturer	[Redacted 11(2)]	[Redacted 11(2)]@wrightbus.com
Zenobe	Making fleet electrification affordable and accessible	[Redacted 11(2)]	[Redacted 11(2)]@zenobe.com
Zeti Limited	FinTech platform helping companies obtain financing to transition to ZEVs	[Redacted 11(2)]	[Redacted 11(2)]@zeti.co.uk

We strongly encourage you to reach out to potential collaborators in a timely manner and explore the formation of consortiums. Collaborative efforts are a necessity for submitting a successful bid for the ScotZEB2 funding. We believe that by pooling together diverse expertise and resources, we can achieve remarkable progress in the development of zero-emission buildings.

To support your collaboration efforts, we will provide regular updates with new contact details of interested parties for the ScotZEB2 initiative, if available. These updates will be sent to all registered participants to ensure everyone has access to the latest networking opportunities. In case any of your details are not correct, please let us know and we'll include the changes in the new update.

Please be advised that you are under no obligation to communicate or work with any of the introduced parties. Transport Scotland nor Energy Saving Trust have a stake in any resulting discussions. This is for the sole purpose of establishing a basis for conversation, with the express consent of both parties in accordance with data protection laws. You can find our full privacy policy [here](#).

If you have any questions, concerns, or require further information, please do not hesitate to contact us. We are here to assist you throughout the application process and facilitate fruitful collaborations.

Thank you once again for your interest in ScotZEB2. We look forward to witnessing the transformative impact of your contributions to zero-emission buses and coaches in Scotland.

Kind regards,

[Redacted 11(2)]

Project Manager

Energy Saving Trust

Reception +44 (0)20 7222 0101

energysavingtrust.org.uk

EIR Document 6

From: ScotZEB2 <ScotZEB2@est.org.uk>

Sent: Friday, July 28, 2023 9:21 AM

To: ScotZEB2 <ScotZEB2@est.org.uk>

Subject: Weekly update: ScotZEB2: Business Introductions

Good Morning,

We hope you already had the chance to reach out to a few of the contacts we sent over last week to form consortiums that can put forward a successful bid for the ScotZEB2 funding. As a reminder, the deadline for bids to be submitted is 15th September 2023.

We did not receive contact from any new interested parties this week, but please find a list of all current potential collaborators below.

Kind Regards

[Redacted 11(2)]

Assistant Programme Manager, Scottish Transport
Energy Saving Trust
Reception +44 (0)131 555 7900
energysavingtrust.org.uk

From: ScotZEB2

Sent: Friday, June 9, 2023 2:59 PM

To: ScotZEB2 <ScotZEB2@est.org.uk>

Subject: ScotZEB2: Business Introductions

Good Afternoon,

As the application window for the ScotZEB2 funding opportunity closes in September, we want to provide you with an introduction to other potential collaborators and emphasise the importance of forming consortiums for a successful bid as soon as possible.

While the following bodies are eligible, your consortium does not need to include all of the below:

- Financiers
- Manufacturers of zero emission buses and coaches
- [Charge Point Operators \(CPOs\)](#)
- Energy companies
- Bus and coach [Passenger Service Vehicle \(PSV\) Operators](#) in Scotland
- Scottish local authorities and Regional Transport Partnerships
- Community Transport Organisations based in Scotland, holding a Section 19 and/or Section 22 community transport permit and providing Transport to health and social care and other community transport services
- Other organisations relevant to decarbonising buses and coaches in Scotland.
- Other road transport operators wishing to share infrastructure, e.g. HGVs, vans (these must be in addition to at least 2 SME bus/ coach operators and will not receive the vehicle element of funding)

However, as stated in the guidance document, your consortium needs to include at least 1 company providing **private finance**, and **2** companies being categorised as either **SME bus or coach operators**, and/or **community transport operators**.

To facilitate networking and collaboration, we have compiled two lists of contacts based on the preferences provided during registration. The first list consists of lead applicants, while the second list comprises individuals who are interested in joining a lead applicant's project. Please review the lists below:

Lead Applicant Contacts:

Organisation Name	Organisation Type	Contact Name	Contact Email
Aberdeen City Council	Local Authority	[Redacted 11(2)]	[Redacted 11(2)]@aberdeencity.gov.uk
Coast To Coast Travel Ltd	Coach Operator	[Redacted 11(2)]	info@coachtravel.co
Dumfries & Galloway Council	Sustainable Travel	[Redacted 11(2)]	[Redacted 11(2)]@dumgal.gov.uk
Electron Garage Limited	Reuse and Repowering existing vehicles such as Black Cabs, Buses and Vans to full electric.	[Redacted 11(2)]	info@electrongarage.co.uk
Ember Core Ltd	Emissions Reduction	[Redacted 11(2)]	[Redacted 11(2)]@ember.to
Equipmake	Electric Drivetrain Manufacturer for the Repower of Bus and Coach	[Redacted 11(2)]	[Redacted 11(2)]@equipmake.co.uk
Explore Lismore	Island tours, taxi service and community transport on the Isle of Lismore	[Redacted 11(2)]	bookings@explorelismore.co.uk
Firstbus Scotland	Bus Operator	[Redacted 11(2)]	[Redacted 11(2)]@firstbus.co.uk
Kenneth baker trading as Bakers Coaches	Coach operator	[Redacted 11(2)]	[Redacted 11(2)]@hotmail.co.uk
Kleanbus Limited	Repower provider	[Redacted 11(2)]	[Redacted 11(2)]@kleanbus.com
Lothian Buses	Public transport operator	[Redacted 11(2)]	[Redacted 11(2)]@lothianbuses.co.uk
Macquarie Fleete	Long-term financing and turnkey solution	[Redacted 11(2)]	[Redacted 11(2)]@fleete.com
Magnetic Systems Technology Limited	27110 - Manufacture of electric motors,	[Redacted 11(2)]	

	generators and transformers. 27900 - Manufacture of other electrical equipment. 72190 - Other research and experimental development on natural sciences and engineering	[Redacted 11(2)]	[Redacted 11(2)]@magtec.co.uk
McGill's	McGill's	[Redacted 11(2)]	[Redacted 11(2)]@mcgillsbuses.co.uk
MYtown MYcommunity Ltd	Decarbonisation of public transport and last mile delivery	[Redacted 11(2)]	[Redacted 11(2)]@scrans4theclan.com
Rock Road	Financier	[Redacted 11(2)]	[Redacted 11(2)]@rockinfrastructure.com
Shuttle Buses Limited	SME bus & coach operator	[Redacted 11(2)]	[Redacted 11(2)]@shuttlebuses.co.uk
Stagecoach Bluebird/Stagecoach North Scotland	Operation of local and interurban bus services	[Redacted 11(2)]	[Redacted 11(2)]@stagecoachbuses.com
Strathclyde Partnership for Transport	Regional Transport Authority	[Redacted 11(2)]	[Redacted 11(2)]@dpt.co.uk
The City of Edinburgh Council	Scottish Local Government Authority	[Redacted 11(2)]	[Redacted 11(2)]@edinburgh.gov.uk
VEV	Commercial fleet decarbonisation including financing, power provision, chargers, solar, battery, smart charging platform, vehicle procurement and electrification consultancy	[Redacted 11(2)]	[Redacted 11(2)]@vitol.com
Zenobe	Making fleet electrification affordable and accessible	[Redacted 11(2)]	[Redacted 11(2)]@zenobe.com

Contacts Interested in Joining a Lead Applicant:

Organisation Name	Organisation Type	Contact Name	Contact Email
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Aberdeen City Council	Local Authority	[Redacted 11(2)]	[Redacted 11(2)]@aberdeencity.gov.uk
Asset Alliance Group	Asset Finance & Leasing - specialising in the bus & coach industry	[Redacted 11(2)]	[Redacted 11(2)]@assetalliancegroup.co.uk
Blumarbl	Coach charging network	[Redacted 11(2)]	[Redacted 11(2)]@blumarbl.com
Caetano UK Limited	UK Importer, Sales & Service for CaetanoBus	[Redacted 11(2)]	[Redacted 11(2)]@caetano.co.uk
Coalfield Community Transport SCIO	Coalfield Community Transport SCIO	[Redacted 11(2)]	[Redacted 11(2)]@yellowbuses.org.uk
Coast To Coast Travel Ltd	Coach Operator	[Redacted 11(2)]	info@coachtravel.co
East Lothian Council	Local Authority	[Redacted 11(2)]	[Redacted 11(2)]@eastlothian.gov.uk
Electron Garage Limited	Reuse and Repowering existing vehicles such as Black Cabs, Buses and Vans to full electric.	[Redacted 11(2)]	info@electrongarage.co.uk
Ember Core Ltd	Emissions Reduction	[Redacted 11(2)]	[Redacted 11(2)]@ember.to
Equipmake	Electric Drivetrain Manufacturer for the Repower of Bus and Coach	[Redacted 11(2)]	[Redacted 11(2)]@equipmake.co.uk
Equipmake	Electric Drivetrain Manufacturer for the Repower of Bus and Coach	[Redacted 11(2)]	[Redacted 11(2)]@equipmake.co.uk
Explore Lismore	Island tours, taxi service and community transport on the Isle of Lismore	[Redacted 11(2)]	bookings@explorelismore.co.uk
Firstbus Scotland	Bus Operator	[Redacted 11(2)]	[Redacted 11(2)]@firstbus.co.uk
Firstbus Scotland	Bus Operator	[Redacted 11(2)]	[Redacted 11(2)]@firstbus.co.uk
Glenfarg Community Transport Group	Community Transport, Home to School Transport, Service Bus (55 Glenfarg-Kinross). Operate old 16 seat minibuses, looking to replace with	[Redacted 11(2)]	[Redacted 11(2)]@hotmail.com

	modern accessible buses (consider one sixe up to future proof)		
Green Cat Hydrogen	Hydrogen Developer	[Redacted 11(2)]	[Redacted 11(2)]@gchydrogen.co.uk
Hairy haggis tours ltd	Bus and coach service	[Redacted 11(2)]	[Redacted 11(2)]@hairyhaggisgroup.com
Handicabs (Lothian) Limited trading as HcL	Handicabs (Lothian) Limited trading as HcL	[Redacted 11(2)]	[Redacted 11(2)]@handicabs.org.uk
Kleanbus Limited	Repower provider	[Redacted 11(2)]	[Redacted 11(2)]@kleanbus.com
Letham4All SCIO	Community Anchor Organisation	[Redacted 11(2)]	[Redacted 11(2)]@letham4all.org.uk
Lothian Buses	Public transport operator	[Redacted 11(2)]	[Redacted 11(2)]@lothianbuses.co.uk
MacPhails Coaches Ltd	Coach hire	[Redacted 11(2)]	[Redacted 11(2)]@aol.com
Macquarie Fleete	Long-term financing and turnkey solution	[Redacted 11(2)]	[Redacted 11(2)]@fleete.com
	27110 - Manufacture of electric motors, generators and transformers. 27900 - Manufacture of other electrical equipment. 72190 - Other research and experimental		
Magnetic Systems Technology Limited	development on natural sciences and engineering	[Redacted 11(2)]	[Redacted 11(2)]@magtec.co.uk
	27110 - Manufacture of electric motors, generators and transformers. 27900 - Manufacture of other electrical equipment. 72190 - Other research and experimental		
Magnetic Systems Technology Limited	development on natural sciences and engineering	[Redacted 11(2)]	[Redacted 11(2)]@magtec.co.uk
		[Redacted 11(2)]	
Maynes Coaches	Coach Operator		[Redacted 11(2)]@maynes.co.uk
		[Redacted 11(2)]	
Mellor Bus	Bus Manufacturer		[Redacted 11(2)]@mellorbus.com

Midlothian Council	local authority to include welfare transport and school pupil	[Redacted 11(2)]	[Redacted 11(2)]@midlothian.gov.uk
Millport Motors Ltd.	Public Service Operator	[Redacted 11(2)]	[Redacted 11(2)]@yahoo.co.uk
Mitsui & Co Europe Plc	investment & trading conglomerate - mobility, infrastructure, energy solutions	[Redacted 11(2)]	[Redacted 11(2)]@mitsui.com
MYtown MYcommunity Ltd	Decarbonisation of public transport and last mile delivery	[Redacted 11(2)]	[Redacted 11(2)]@scrans4theclan.com
NEoT Green Mobility	e-Mobility-as-a-service and financing solutions	[Redacted 11(2)]	[Redacted 11(2)]@neotcapital.com
North Area Transport Association	Community Transport	[Redacted 11(2)]	info@natatransport.co.uk
Order of Malta Dial a journey	Community transport	[Redacted 11(2)]	[Redacted 11(2)]@dial-a-journey.org
Pelican	Pelican	[Redacted 11(2)]	[Redacted 11(2)]@pelican-eng.co.uk
RADIO CITY ASSOCIATION	Community Transport Provider	[Redacted 11(2)]	hello@radiocityassociation.co.uk
Rock Road	Financier	[Redacted 11(2)]	[Redacted 11(2)]@rockinfrastructure.com
Ross Prentice	PSV Operator	[Redacted 11(2)]	[Redacted 11(2)]@prentice.info
RPS Group plc	Consulting and Advisory services in sectors such as EV fleets, EV Chargers, Energy Storage, Utility Infrastructure, Planning & Permitting, Environment, Strategy, Business Plan Development, Procurement Advisory, Design & Engineering, Digital, amongst many other services.	[Redacted 11(2)]	[Redacted 11(2)]@rpsgroup.com
RPS Group plc	Consulting and Advisory services in sectors such as EV fleets, EV Chargers, Energy Storage, Utility Infrastructure,	[Redacted 11(2)]	[Redacted 11(2)]@rpsgroup.com

Planning & Permitting, Environment, Strategy, Business Plan Development, Procurement Advisory, Design & Engineering, Digital, amongst many other services.

Shuttle Buses Limited	SME bus & coach operator	[Redacted 11(2)]	[Redacted 11(2)]@shuttlebuses.co.uk
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South Ayrshire Community Transport	South Ayrshire Community Transport	[Redacted 11(2)]	[Redacted 11(2)]@sacommunitytransport.org
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South Lochaber Community Company	<p>South Lochaber Community Company provides an essential service for several local communities including Kinlochleven, Glencoe, Duror, Ballachulish and North Ballachulish and our main goals are to provide, or assist in providing, means of transport which will be available to the community and members of the public at large with the object of improving the conditions of the life of the community, to advance community development, including urban or rural regeneration, to advance the education of the Community about its environment, culture, heritage and/or history and to advance environmental protection or improvement including preservation, and conservation of the natural environment, the promotion of sustainable development, the</p>	[Redacted 11(2)]	southlochabercommunitycompany@gmail.com
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	maintenance, improvement or provision of environmental amenities for the community and/or the preservation of buildings or sites of architectural, historic or other importance to the community.		
SSE Energy Solutions	Infrastructure investment	[Redacted 11(2)]	[Redacted 11(2)]@sse.com
St Madoes and Kinfauns Parish Church	Community transport organisation - health related journeys	[Redacted 11(2)]	[Redacted 11(2)]@madochcentre.com
Strathclyde Partnership for Transport	Regional Transport Authority	[Redacted 11(2)]	[Redacted 11(2)]@dpt.co.uk
SWARCO Smart Charging Ltd	EV Charging Solutions	[Redacted 11(2)]	[Redacted 11(2)]@swarco.com
The City of Edinburgh Council	Scottish Local Government Authority	[Redacted 11(2)]	[Redacted 11(2)]@edinburgh.gov.uk
The City of Edinburgh Council	Scottish Local Government Authority	[Redacted 11(2)]	[Redacted 11(2)]@edinburgh.gov.uk
The Laurandy Centre	To provide day care to frail, older adults in the community.	[Redacted 11(2)]	[Redacted 11(2)]@laurandycentre.org.uk
UK Infrastructure Bank	Banking & Investments	[Redacted 11(2)]	[Redacted 11(2)]@ukib.org.uk
Urban Foresight	Consultancy	[Redacted 11(2)]	[Redacted 11(2)]@urbanforesight.org
VEV	Commercial fleet decarbonisation including financing, power provision, chargers, solar, battery, smart charging platform, vehicle procurement and electrification consultancy	[Redacted 11(2)]	[Redacted 11(2)]@vitol.com
Wrightbus	Manufacturer	[Redacted 11(2)]	[Redacted 11(2)]@wrightbus.com
Zenobe	Making fleet electrification affordable and accessible	[Redacted 11(2)]	[Redacted 11(2)]@zenobe.com
Zeti Limited	FinTech platform helping companies	[Redacted 11(2)]	

obtain financing to
transition to ZEVs

[Redacted 11(2)]@zeti.co.uk

We strongly encourage you to reach out to potential collaborators in a timely manner and explore the formation of consortiums. Collaborative efforts are a necessity for submitting a successful bid for the ScotZEB2 funding. We believe that by pooling together diverse expertise and resources, we can achieve remarkable progress in the development of zero-emission buildings.

To support your collaboration efforts, we will provide regular updates with new contact details of interested parties for the ScotZEB2 initiative, if available. These updates will be sent to all registered participants to ensure everyone has access to the latest networking opportunities. In case any of your details are not correct, please let us know and we'll include the changes in the new update.

Please be advised that you are under no obligation to communicate or work with any of the introduced parties. Transport Scotland nor Energy Saving Trust have a stake in any resulting discussions. This is for the sole purpose of establishing a basis for conversation, with the express consent of both parties in accordance with data protection laws. You can find our full privacy policy [here](#).

If you have any questions, concerns, or require further information, please do not hesitate to contact us. We are here to assist you throughout the application process and facilitate fruitful collaborations.

Thank you once again for your interest in ScotZEB2. We look forward to witnessing the transformative impact of your contributions to zero-emission buses and coaches in Scotland.

Kind regards,

[Redacted 11(2)]

Project Manager

Energy Saving Trust

Reception +44 (0)20 7222 0101

energysavingtrust.org.uk

EIR Document 7

From: ScotZEB2 <ScotZEB2@est.org.uk>

Sent: Friday, August 4, 2023 9:23 AM

To: ScotZEB2 <ScotZEB2@est.org.uk>

Subject: Weekly update: ScotZEB2: Business Introductions

Good morning,

We hope you already had the chance to reach out to a few of the contacts we sent over last week to form consortiums that can put forward a successful bid for the ScotZEB2 funding.

We've got a few new interested parties which details we'd like to share with you to increase your chances of finding suitable collaborators:

Lead Applicant Contacts:

There were no new potential lead applicants registered this week.

Contacts Interested in Joining a Lead Applicant:

Organisation Name	Organisation Type	Contact Name	Contact Email
NHS Greater Glasgow and Clyde	Health Board	[Redacted 11(2)]	[Redacted 11(2)]@ggc.scot.nhs.uk

Please find a list of the other potential collaborators below.

Kind Regards

[Redacted 11(2)]

Assistant Programme Manager, Scottish Transport

Energy Saving Trust

Reception +44 (0)131 555 7900

energysavingtrust.org.uk

EIR Document 8

From: [Redacted 11 (2)]<redacted@spt.co.uk>

Sent: Wednesday, August 9, 2023 3:25 PM

To: ScotZEB2 <ScotZEB2@est.org.uk>

Cc: [Redacted 11 (2)]<redacted@spt.co.uk>

Subject: Potential SPT ScotZEB2 Bid

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good afternoon,

Strathclyde Partnership for Transport (SPT) is the Regional Transport Authority for the west of Scotland, representing twelve Local Authorities in the Strathclyde region.

We are considering submitting a ScotZeb2 bid, and wanted to explore with you whether our intended approach would be acceptable.

SPT let contracts for the provision of socially necessary bus services where these are not provided by the commercial bus market. These are let by competitive tender, via SPT's Dynamic Purchasing System (DPS) and operated by bus operators on SPT's behalf. Some of these contracts are operated by the operators' own vehicles, and some with an SPT-owned vehicle, leased to the operator. SPT currently have a fleet of around 50 diesel vehicles leased to bus operators in this way, ranging from Mercedes Sprinter minibuses, Optare Solo midibuses, and larger Wright Streetlite single deckers.

By way of example, the below link shows SPT's network of supported services and which operators currently provide these services on SPT's behalf via the tendering regime.

<https://www.spt.co.uk/travel-with-spt/bus/bus-timetables/>

A number of these contracts fall due for renewal over the next year or two and these would form the basis of our intended bid, taking into consideration which of these would be suitable for operation by zero emission buses, by dint of range/mileage, topography, length of operating day, suitability of the operators' premises for installation of charging infrastructure etc.

A significant part of SPT's contract renewals in the next year involves the entire bus operation on the island of Arran, consisting of twelve vehicles. An additional c30 vehicles may be bid for to cover other contracts due for renewal elsewhere across the SPT area, the precise number TBC depending on availability of SPT capital funding.

If SPT's ScotZeb2 bid was successful, it would be our intention to match fund the balance of the cost of each vehicle and infrastructure with SPT's own capital funding. We intend to specify within the tender renewal documentation that these services will be operated by zero emission vehicles, and if our ScotZeb2 bid is successful, lease the vehicles to the operator to provide these services.

SPT also support the Community Transport sector, a small number of which provide bus services for SPT as well as more traditional Community Transport type activities.

Accordingly, SPT intends to include a small number of vehicles for Community Transport (C/T) operators within the bid.

Therefore, in respect of the consortium requirements, SPT would be both the lead applicant and the financier. C/T operators would be included, and bus operators meeting the SME requirement would be included within the bid, by way of whoever is the successful bidder from SPT's DPS at each tendering exercise. It is not possible to predict which bidder will be successful at the current time due to the requirement to run a transparent and best value tendering exercise, compliant with Public Sector procurement requirements, for each renewal.

Accordingly, in respect of the evidence requirement of consortium partners, at this stage it would be impossible for SPT to provide any MOUs, HoTs etc from any named bus operator, as this may prejudice a transparent public sector tendering exercise, as the successful bidder will not be known until the conclusion of a tendering process. However we hope that the fact that SPT is a public sector body, with statutory responsibility for providing socially necessary bus services in the SPT area, would offer sufficient reassurance to EST & Transport Scotland in this respect.

Would you be able to confirm that the broad approach indicated above would be acceptable, subject to detail? Alternatively, if it would be beneficial to have a discussion via Teams, let me know some potential dates and I can send an invitation.

Yours sincerely,

[Redacted 11 (2)]

Bus Development Manager
Strathclyde Partnership for Transport
131 St Vincent St

Glasgow
G2 5HF
Mob: [Redacted 11 (2)]

EIR Document 9

From: ScotZEB2 <ScotZEB2@est.org.uk>
Sent: Friday, August 11, 2023 8:51 AM
To: ScotZEB2 <ScotZEB2@est.org.uk>
Subject: Weekly update: ScotZEB2: Business Introductions

Good morning,

We hope you already had the chance to reach out to a few of the contacts we sent over last week to form consortiums that can put forward a successful bid for the ScotZEB2 funding.

We've got a few new interested parties which details we'd like to share with you to increase your chances of finding suitable collaborators:

Lead Applicant Contacts:

No new Lead Applicants this week.

Contacts Interested in Joining a Lead Applicant:

Organisation Name	Organisation Type	Contact Name	Contact Email
Element 2	Hydrogen refueling, infrastructure and supply	[Redacted 11 (2)]	[Redacted 11(2)]@element-2.co.uk

Please find a list of the other potential collaborators below.

[Redacted 11 (2)]
Assistant Programme Manager, Scottish Transport
Energy Saving Trust
Reception +44 (0)131 555 7900
energysavingtrust.org.uk

EIR Document 10

From: ScotZEB2 <ScotZEB2@est.org.uk>
Sent: Friday, August 11, 2023 3:39 PM
To: [Redacted 11 (2)] <redacted@spt.co.uk>
Cc: [Redacted 11 (2)] <redacted@spt.co.uk>
Subject: RE: Potential SPT ScotZEB2 Bid

Good Afternoon,

Thank you for your email.

No specific new business model is prescribed or preferred, and more than one business model may be successful however, the model(s) proposed must meet the aims of the Challenge Fund in that there is strong evidence shown that the model will be 'market transforming'. Applications that approach the wider decarbonisation of the bus sector and other road users into the future, without ongoing need for government subsidy will be scored more favourably in the assessment. Applications that only request funding for the lead applicant or show no collaborative element between members of the consortium, will be scored poorly. It is essential for all consortium members to work together in order to create a commercially viable market for zero-emission vehicles and infrastructure.

As the fund is for consortiums rather than funding for a single body, it is important that the assessors are able to fully understand your bid so a fixed proposal is recommended. The bid must be calculated and forecasted to the specific members of the consortium as applications which are supported with firm evidence of commitment from all members of the consortium will be scored more highly. Whilst we understand that due to the tendering process this may be challenging, consortia do need to include at least 1 company providing private finance and at least 2 SME bus or coach operators, and/or 2 community transport operators. Applications which provide only vague or high-level statements of support will receive lower scores and where a consortium is able to provide a heads of terms of agreement between operators and financiers, as well as other suppliers / stakeholders within the consortium, the bid would be evaluated favourably.

Once the grant has been offered, changes to consortia may be possible but applicants would be subject to a change control process and are not guaranteed to be successful. The following changes will be permitted in most circumstances;

- Addition of operators based in Scotland
- Addition of participants whose main role is supplying land for infrastructure to be used by ZEBs (as stated in the Guidance, hotels, airports etc.), or vehicles which intend to use buses' shared infrastructure (HGVs, vans)

Please note, additions will not be entitled to additional grant funding.

However, bids which make assets such as vehicles or infrastructure available to be used by Community Transport Operators, or SME operators will be evaluated favourably, this should be set out separately as higher subsidy may be justified due to the nature of their business or community transport service, and this should be clearly separated to aid assessment. Bids should make clear what wider benefits will be delivered as part of the implementation of the project.

If you do want to discuss anything further with the ScotZEB2 team and Transport Scotland, our next drop in session is on 22nd August.

Kind Regards

[Redacted 11 (2)]

Assistant Programme Manager, Scottish Transport
Energy Saving Trust
Reception +44 (0)131 555 7900
energysavingtrust.org.uk

EIR Document 11

From: ScotZEB2 <ScotZEB2@est.org.uk>
Sent: Friday, August 18, 2023 9:12 AM
To: ScotZEB2 <ScotZEB2@est.org.uk>
Subject: Weekly update: ScotZEB2: Business Introductions

Good Morning,

We hope you already had the chance to reach out to a few of the contacts we sent over last week to form consortiums that can put forward a successful bid for the ScotZEB2 funding.

We've got a few new interested parties which details we'd like to share with you to increase your chances of finding suitable collaborators:

Lead Applicant Contacts:

Organisation Name	Organisation Type	Contact Name	Contact Email
City of Edinburgh Council	Fleet Management - Transition to Electric	[Redacted 11 (2)]	[Redacted 11 (2)]@edinburgh.gov.uk

Contacts Interested in Joining a Lead Applicant:

There were no new parties interested in joining a Lead Applicant this week.

Please find a list of the other potential collaborators below.

[Redacted 11 (2)]

Project Manager

Energy Saving Trust

Reception +44 (0)20 7222 0101

energysavingtrust.org.uk

EIR Document 12

From: [Redacted 11 (2)]<redacted@spt.co.uk>
Sent: Monday, August 21, 2023 10:58 AM
To: ScotZEB2 <ScotZEB2@est.org.uk>
Subject: Vehicle Capacity Query

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning,

I wonder if you can assist with a query re: Scotzeb2.

Can I check whether a vehicle with a combined seating and standing capacity of over 60 would qualify for the £135,000 amount even if it has fewer than 45 seats?

I think it would.

Many thanks,

[Redacted 11 (2)]

Bus Development Manager
Strathclyde Partnership for Transport
131 St Vincent St
Glasgow
G2 5HF
Mob: **[Redacted 11 (2)]**

EIR Document 13

From: ScotZEB2 <ScotZEB2@est.org.uk>
Sent: Tuesday, August 22, 2023 3:34 PM
To: ScotZEB2 <ScotZEB2@est.org.uk>
Subject: ScotZEB2 Update to the fund

Good afternoon,

Thank you for your ongoing interest in ScotZEB 2. We have an update to share with you in advance of the scheme closing.

We have been made aware by some bus and coach operators that they would like to be considered under another consortium's bid, should the primary bid they are a part of not be considered for award.

As this is the final time that a significant capital sum will be made available for the acquisition of zero-emission buses, coaches and their associated infrastructure, Transport Scotland is open to receiving bids which are structured with a 'primary bid' and a 'secondary scenario'. We hope that this will maximise the chances for all applicants to benefit from the funding available.

While full details are explored in the [guidance](#), some key facts are:

- Any secondary scenario should reflect what the consortium would resemble should additional bus or coach operators be included in the bid for subsidy.
- You must be clear in how your secondary scenario differs from the primary bid, including numbers of additional vehicles per vehicle class; additional SME or community operators; level of subsidy-per-bus requested; financing structure; governance and deliverability considerations.
- Those who wish to be included in another consortium's 'scenario B', you are limited to choosing **one additional consortium** on these terms.
- Letters of agreement/heads of terms documents between those potential additional consortium members and the lead applicant **must** be shared alongside your application, as in the primary bid. Those who cannot present agreements or firmly name additional consortium members in the secondary scenario will not score strongly in the 'Deliverability' assessment criteria.
- The assessment panel will assess **all** eligible scenarios presented. Only the highest scoring will be considered for award. Both scenarios will be marked using the same criteria laid out in the scheme guidance.
- There is **no obligation** to present a secondary scenario within your application – there is no penalty for only outlining one scenario.

Should you choose to present a secondary scenario in your application, please contact Energy Saving Trust via ScotZEB2@est.org.uk to request a 'Scenario B' application form and a 'Scenario B Finance Forecasting Sheet', which you must return alongside your primary ScotZEB 2 application.

ScotZEB 2 closes to applications on 15 September 2023 at 23:59, any applications submitted after this deadline will not be considered.

Kind regards,

ScotZEB2 Team

EIR Document 14

From: ScotZEB2 <ScotZEB2@est.org.uk>

Sent: Thursday, August 24, 2023 2:01 PM

To: [Redacted 11 (2)]<redacted@spt.co.uk> ; ScotZEB2 <ScotZEB2@est.org.uk>

Subject: RE: Vehicle Capacity Query

Hi [Redacted 11 (2)]

Thanks for your question.

Yes, I can confirm that a vehicle with a combined seating and standing capacity of over 60 would qualify for the £135,000 amount even if it has fewer than 45 seats. Please see the related section from the guidance below:

- £135,000 for an accessible battery-electric zero emission bus or coach with at least 45 seats
- £135,000 for zero emission bus or coach with a total capacity for 60 or more passengers

Let me know if you have any other questions.

Many thanks,
[Redacted 11 (2)]

EIR Document 15

From: ScotZEB2 <ScotZEB2@est.org.uk>
Sent: Friday, August 25, 2023 9:09 AM
To: ScotZEB2 <ScotZEB2@est.org.uk>
Subject: Weekly update: ScotZEB2: Business Introductions

Good Morning,

We hope you already had the chance to reach out to a few of the contacts we sent over last week to form consortiums that can put forward a successful bid for the ScotZEB2 funding.

We've got a few new interested parties which details we'd like to share with you to increase your chances of finding suitable collaborators:

Lead Applicant Contacts:

There were no potential lead applicant this week.

Contacts Interested in Joining a Lead Applicant:

Organisation Type	Contact Name	Contact Email
coach hire	access Travel	[Redacted 11 (2)] @btinternet.com

Please find a list of the other potential collaborators below.

[Redacted 11 (2)]

Assistant Programme Manager, Scottish Transport
Energy Saving Trust
Reception +44 (0)131 555 7900
energysavingtrust.org.uk

EIR Document 16

From: **[Redacted 11 (2)]**
Sent: Wednesday, August 30, 2023 2:47 PM
To: ScotZEB2 <ScotZEB2@est.org.uk>
Subject: ScotZEB2 - Market Transformation

Good afternoon,

Thank you for your continued interest in ScotZEB 2.

As the closure date of the scheme draws nearer, we will be issuing some reminders in order to help applicants keep the aims of the scheme at the heart of your application.

Market Transformation

We all have a shared responsibility to address the global climate emergency, and Government wants to support bus and coach operators across Scotland to do their part to decarbonise the bus sector at pace and scale. By working together, we can quickly reach the point where zero-emission buses are a self-sustaining market, speeding our transition to a zero-emission future for the bus sector.

As ScotZEB 2 is the final time that large sums of Government money will be made available to support this transition, bids received must demonstrate how they will bring about significant change in Scotland's bus market, so that operators choose zero-emission technology by default from now on. Market transformation will likely mean that operators will adopt new ways of working, (battery or vehicle 'as-a-service', and working collaboratively to achieve scale are possible examples of this). While bids which explore alternative business models are strongly encouraged, Transport Scotland does not prescribe any one model over another.

Strong bids would demonstrate how the model outlined in the bid will continue to deliver zero-emission buses for Scotland into the future without ongoing need for government subsidy. Leveraging private capital in order to demonstrate excellent value-for-money for the taxpayer will be assessed favourably, as will evidencing how this investment will aid the long-term transformation of the market.

Awards

As you will be aware, this is the last time that a large sum of capital will be offered to decarbonise the sector. The total amount awarded could be £0, or any sum up to £58 million subject to how deliverable and ambitiously market transformative the proposals are.

Please ensure any submissions to the scheme, along with all supporting evidence required to pass screening is provided before midnight on 15 September 2023. Any questions you have can be sent to ScotZEB2@est.org.uk where we will provide a prompt response to your queries.

Transport Scotland looks forward to receiving your innovative and collaborative bids, leading market transformation in Scotland's bus sector to a zero-emission by default future.

Kind regards,

[Redacted 11 (2)]

Assistant Programme Manager, Scottish Transport

Energy Saving Trust

Reception +44 (0)131 555 7900

energysavingtrust.org.uk

EIR Document 17

From: ScotZEB2

Sent: Friday, September 1, 2023 8:24 AM

To: ScotZEB2 <ScotZEB2@est.org.uk>

Subject: Weekly update: ScotZEB2: Business Introductions

Good morning,

We hope you already had the chance to reach out to a few of the contacts we sent over last week to form consortiums that can put forward a successful bid for the ScotZEB2 funding.

We've got a few new interested parties which details we'd like to share with you to increase your chances of finding suitable collaborators:

Lead Applicant Contacts:

No new lead applicant contacts this week.

Contacts Interested in Joining a Lead Applicant:

Organisation Type	Contact Name	Contact Email
Global Hydrogen Energy LLC	Hydrogen project developer, H2 plant manufacturer, industrial gas supplier	[Redacted 11 (2)]

Please find a list of the other potential collaborators below.

[Redacted 11 (2)]

Project Manager

Energy Saving Trust

Reception +44 (0)20 7222 0101

energysavingtrust.org.uk

EIR Document 18

From: ScotZEB2 <ScotZEB2@est.org.uk>

Sent: Monday, September 4, 2023 9:32 AM

Subject: ScotZEB2 - Important Reminder

Good morning,

Thank you for your ongoing interest in ScotZEB 2.

The deadline for applications is fast approaching and the scheme will be closing at midnight on 15th September 2023.

Whilst we know that you will have spent a lot of time preparing your bids, please be advised that this deadline is absolute and there will be **no opportunity to submit further information or attachments after 15th September**.

Therefore, we want to remind you to **include all the necessary evidence** along with your completed application form and financial spreadsheet. Please ensure to include:

- Consortium Participation Statements.
- Dated quote(s) from any relevant contractors and/or supplier(s) identified in the application form.
- A separate risk register.
- Detailed financial terms of all financing parties.
- Living Wage Accreditation, Anonymised Payroll or an Accountant Certificate.
- Evidence the lead applicant operates an effective Workers Voice Forum under the Fair Work First guidance.

Please refer to our **updated FAQs** for more guidance on the evidence we accept as eligible to demonstrate that you are operating within the [Fair Work First framework](#).

We would recommend that you thoroughly check to ensure all documents and evidence are attached to your bid as the assessors will only be able to mark what has been received by the deadline. Please also **ensure all attachments are clearly labelled** to identify the document contents and should you have a scenario B application, please differentiate between which documents are to be considered for the primary application, Scenario B or both.

If you have any last minute questions regarding the fund, we have two remaining drop in sessions, on the 6th and 14th of September, where members of the ScotZEB2 team and Transport Scotland will be present. You can access the sessions [here](#). Alternatively, please contact us via email at ScotZEB2@est.org.uk.

Regards

ScotZEB2 Team

EIR Document 19

From: [Redacted 11 (2)]<redacted@spt.co.uk>

Sent: Wednesday, September 6, 2023 2:59 PM

To: ScotZEB2 <ScotZEB2@est.org.uk>

Subject: SPT ScotZEB2 Application

Importance: High

Sensitivity: Confidential

CAUTION: This email originated from outside of the organisation. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Sir/Madam

Strathclyde Partnership for Transport – ScotZEB2 Application

Strathclyde Partnership for Transport (SPT) are delighted to submit this application to the ScotZEB2 scheme. Should this application be successful, it will greatly support SPT in our efforts to accelerate decarbonisation of the local bus market in Strathclyde, promote modal shift to bus and assist in our collective efforts to address the climate emergency. Details of the SPT application will be discussed at the meeting of our Strategy and Programmes Committee on 8 September 2023, for further details please see;

https://www.spt.co.uk/media/3e4ffzyx/sp080923_agenda8.pdf

As the Regional Transport Partnership (RTP) for the West of Scotland, SPT is responsible for developing the Regional Transport Strategy (RTS). A key theme of the new RTS (2023-2038) 'A call to action', recently approved by Scottish Ministers, is decarbonising vehicles, and improving air quality. As noted within the RTS (for document further details see; https://www.spt.co.uk/media/orfnvtvd/spt_regional-transport-strategy-2023-2038-final-draft.pdf) SPT view the ScotZEB scheme as a key facilitator of the decarbonisation of the bus sector in Strathclyde. It is from this robust policy perspective which SPT have developed our ScotZEB2 application, which we believe is ambitious, deliverable and meets the requirements of the scheme, alongside our wider strategic objectives.

Further to the above, SPT's operational role in local bus services in Strathclyde is significant. As context, SPT manage 215 supported local bus services (i.e., via contracts with local bus operators) across the region at an annual subsidy cost of circa £14 million per annum. To support delivery of many of our services, SPT owns a small fleet of 41 diesel buses, ranging from 16 to 40 seaters, which are now between eight and 12 years old. These services are by their nature not commercially viable but are deemed socially necessary in line with SPT's Framework for Supported Services. Combined these services represent over 10% of the operated local bus mileage in Strathclyde. Given the scope and scale of our local bus operations, we believe ScotZEB2 offers SPT and our partners a significant opportunity to accelerate the decarbonisation of our socially necessary supported network and will facilitate transformational change to this sector of the bus market. SPT's ScotZEB2 application is therefore built upon our operational experience, strong industry relationships and proven track record of delivery.

Within our application, I would highlight details of the SPT consortium approach, which are summarised below:

- Majority Financier and Lead Applicant - SPT
- Owner of ScotZEB2 funded buses - SPT
- Bus Operators – to be determined through outcome of competitive tendering via SPT's Dynamic Purchasing System (DPS)
- Community Transport Operators – North Area Transport Association (NATA), South Ayrshire Community Transport (SACT) and Coalfield Community Transport (CCT)

Subject to the outcome of competitive tendering and SPT's grant award process, we fully expect to be in a position to include at least two SMEs and three CT operators as part of the final consortium. In terms of how the SPT Consortium bid was compiled, our general approach is summarised below:

- All 215 SPT supported services were assessed for zero emission bus compatibility.
- Key factors of the assessment included service vehicle requirements, daily range, likely availability of zero emission equivalents and depot charging requirements.
- Following assessment, a total of 34 services (including three community bus services), requiring 43 buses to operate, were identified as being within scope of zero emission operation for the ScotZEB2 bid.
- This includes services in operation in the following Local Authorities – East Ayrshire, East Dunbartonshire, East Renfrewshire, Glasgow, Inverclyde, North Ayrshire (Including all local bus services on the island of Arran), North Lanarkshire, Renfrewshire, South Ayrshire, South Lanarkshire, and West Dunbartonshire.
- Supports deprived and isolated areas of the region and tackles environmental inequalities in these areas.

In terms of the specifics of the SPT bid, the key elements are summarised below:-

- 12 number 40-seater full sized single deck battery electric zero emission buses @ estimated **[Redacted 10(5)(e)]** per bus (excluding VAT) = **[Redacted 10(5)(e)]** in total.

- 18 number 25-seater battery electric zero emission midi buses @ estimated **[Redacted 10(5)(e)]** per bus (excluding VAT) = **[Redacted 10(5)(e)]** in total.
- 13 number 16-seater battery electric zero emission minibuses @ estimated **[Redacted 10(5)(e)]** per bus (excluding VAT) = **[Redacted 10(5)(e)]** in total.
- An estimated up to nine number bus operator depot upgrades to support operation of full sized, midi and mini electric buses – both AC and DC charging @ estimated **[Redacted 10(5)(e)]** in total.

SPT intend to issue tenders for the respective local bus services upon which the above zero emission buses would be operated, alongside tenders for the buses also, with the buses being subleased to successful contractors concurrently (in keeping with our existing bus subleasing activity). Successful operators will further be required to deliver, operate, and maintain any depot charging equipment delivered as part of this initiative. SPT believe the above approach is robust, transparent and deliverable.

To conclude, as per the attached application, the total value of the SPT project is estimated at **[Redacted 10(5)(e)]**. A total of £5.8 million in ScotZEB2 support is sought from the SPT bid. It is acknowledged that the bid is based upon the maximum value thresholds for support and that the balance of **[Redacted 10(5)(e)]** would require to be match funded by SPT. However, the SPT bid is scalable, should ScotZEB2 be oversubscribed. SPT welcomes the opportunity to provide this application and would highly recommend the proposals therein to the evaluation panel. Should the panel wish any further information on the SPT bid, or wish a presentation on our proposals, please let me know.

Yours faithfully

Yours faithfully

[Redacted 11 (2)]

Head of Bus Strategy & Delivery

† **[Redacted 11 (2)]**

EIR Document 20

ScotZEB 2 – 2023/24

Application Form

1. Disclaimer

Applicants should be aware that, as the ScotZEB 2 Grant Fund is a developing programme, the application process will be reviewed as the programme evolves and therefore may be subject to change. The Scottish Ministers and Transport Scotland reserve the right to amend the published guidance during the period of the programme.

Energy Saving Trust and/or Transport Scotland reserves the right to reject an application where:

- an application is submitted late, is completed incorrectly, is materially incomplete or fails to meet any submission requirements which have been notified to the applicants; and/or
- the applicant (including any partners) is guilty of a material misrepresentation or false statement in relation to its application and/or the application process.

Energy Saving Trust and/or Transport Scotland reserve the right at any time:

- not to consider applications other than those submitted in accordance with the requirements of the application process;
- to issue amendments or modifications to the application documents during the application process;
- to require an applicant (including any partners) to clarify their application in writing and/or provide additional information (failure to respond adequately may result in an application being rejected);

- alter the timetable of any aspect of the application process;
- to not award any grant funding under ScotZEB 2 – 2023/24; and/or
- to cancel the application process at any time.

Any costs or expenses incurred by an applicant (including any partners) or any other person participating in the application process will not be reimbursed by Energy Saving Trust and/or Transport Scotland. Energy Saving Trust, Transport Scotland and/or any of their representatives or advisors will not be liable in any way to any applicant (including any partners) or any other person for any costs, expenses or losses incurred by any applicant (including any partners) or any other person in connection with this application process.

2. Background

Transport Scotland have set up ScotZEB 2 to support innovative business models designed around the characteristics and opportunities presented by zero-emission buses and associated charging or refuelling infrastructure. Bidders are required to put in place arrangements with partners or collaborators, to minimise the level of subsidy being requested.

Phase 2 of ScotZEB is designed to provide capital funding to forward-thinking companies to disrupt the bus and coach market and help make zero-emission vehicles the default choice for all bus, coach, and community transport operators from now on.

ScotZEB 2 also seeks to facilitate the transition of other road fleets, through use of shared infrastructure between multiple users, supporting these sectors to invest in transitioning their fleets to zero emissions. They have appointed EST to administer this programme.

3. About This Document

This document serves as an application form for ScotZEB 2, there is guidance provided throughout the document to aid you in its completion.

This document is one of three that you will need in order to complete your application.

1. ScotZEB 2 – 2023/24 Application Form (*this document*)
2. ScotZEB 2 – 2023/24 Financial Spreadsheet
3. ScotZEB 2 – 2023/24 Guidance for Applicants

Notes and guidance for applicants can be found on the [EST website](#).

For any support during the application process, please contact EST at ScotZEB2@est.org.uk.

4. Self-assessment Checklist

You must complete the self-assessment checklist provided below before proceeding. If you answer 'NO' to any of the questions in this section of the application form, you may be ineligible for ScotZEB 2 funding and therefore we may not be able to consider your application.

YES	NO	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	Our organisation has a UK bank account, annual accounts (approved by its management committee or board) and control over all income and expenditure.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	We have read the ScotZEB 2 – 2023/24 Guidance for Applicants and the strategic aims and eligibility criteria of the programme.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	We understand that the ScotZEB 2 fund will provide grant funding of up to £58 million, and that applicants are required to identify and provide evidence of primary costs in their application.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	We understand and will comply with the ScotZEB 2 – 2023/24 monitoring and reporting requirements and commit to providing data as part of a Monitoring and Evaluation Plan.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	We have read and understood the Subsidy Control rules in section 11.3.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	We declare that all vehicles will be zero-emissions and we will provide the supporting evidence of a Manufacturer's declaration.
<input checked="" type="checkbox"/>	<input type="checkbox"/>	We commit to operating within the Fair Work First framework. Please be advised that more information can be found in our ScotZEB2 Guidance Document and the official Fair Work First Guidance Document .

<input checked="" type="checkbox"/>	<input type="checkbox"/>	We can deliver our project by 31 March 2026.
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Please ensure that you have provided:

YES	NO	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> Completed ScotZEB 2 – 2023/24 Application Form Completed 2023/24 Financial Spreadsheet Detailed financial terms of all financing parties (see section 6) Consortium participation statements (see section 7) Risk management register (see section 9) Dated quote(s) from any relevant contractors and/or supplier(s) identified in the application form. Required supplementary evidence (see section 10) Any further supplementary information (limit 10 pages).

5. Applicant details

Please complete the below section with relevant details about your organisation.

5.1 Applicant details	
Registered name:	Strathclyde Partnership for Transport (SPT)
Legal status:	Under the Transport (Scotland) Act of 2005, seven statutory Regional Transport Partnerships covering the whole of Scotland were created. SPT is the Regional Transport Partnership for the west of Scotland.
UK company/charity/public body or other registration no.:	N/A
VAT Registration Number (if applicable):	889 1861 60
Is your organisation able to reclaim VAT?	Yes
Establishment date:	1 April 2006
Organisation has UK Bank account, published accounts and control over income and expenditure?	Yes
Address of registered office:	131 St Vincent St, Glasgow, G2 5JF
5.2 Correspondence Details	
Email will be the primary method of contact used so please ensure that the email address is entered correctly and remains active during the application process.	
5.3 Lead Contact	
Name:	[Redacted 11 (2)]
Position:	Head of Bus Strategy & Delivery
Contact Number:	[Redacted 11 (2)]
Email Address:	[Redacted 11 (2)]@spt.co.uk
5.4 Secondary Contact	
Name:	[Redacted 11 (2)]
Position:	Bus Development Manager
Contact Number:	[Redacted 11 (2)]
Email Address:	[Redacted 11 (2)]@spt.co.uk

6. Project Details

6.1 Vision and Scope of Project

This section should be formatted up to 1500 words of free text. The information provided should include a detailed description of the proposed project(s). The applicant should include information as to what impact their proposal will have on the bus and coach owner-operator market, including SMEs, community transport providers and infrastructure. You should clearly describe the role of collaboration as part of the success of the proposed project(s). Any impact on green jobs and CO₂ savings should also be detailed in this section.

Proposal

SPT (Strathclyde Partnership for Transport) is the statutory Regional Transport Partnership for the West of Scotland and delivers transport services on behalf of its twelve constituent Local Authorities. SPT commission contracts for socially necessary bus services where the commercial network provides no or limited coverage. These services represent approximately 10% of the local bus service mileage in the SPT area.

SPT seek to transform the market for the operation of zero emissions vehicles on SPT's supported bus service contracts and Community Transport operated bus services.

Supported Bus Services

Contracts for the provision of supported bus services are commissioned by SPT through periodic rounds of tendering. This results in bus operators running these services on SPT's behalf, which are managed and monitored by SPT throughout the duration of the contract(s). As of August 2023, there were 20 bus operators providing a total of 149 supported bus service contracts through this process – equating to 215 bus services operating across the west of Scotland.

SPT also provide Demand Responsive Transport (DRT) services - known as 'MyBus' - for those who would find it difficult to access mainstream bus services. These services are procured and provided by bus operators in an equivalent manner to local bus service contracts. All MyBus services are registered with the Office of Traffic Commissioner and are operated by PSVAR compliant minibuses.

Both services are either operated by the operator's own fleet, or (depending on the specification of each contract), use an SPT-owned vehicle which is leased to the operator. SPT currently own 41 vehicles which are employed on 25 of these contracts^[1].

SPT intends to build on these existing approaches to help decarbonise the region's supported bus network. SPT initially appraised the above contracts to determine which would be suitable for zero emission operations, with factors such as daily mileage, topography, operator, and depot suitability being used to determine the most viable, cost-effective contracts^[2].

SPT would use the ScotZeb2 funding to enhance existing collaborative operation models to deliver zero-emission vehicles within the region's supported services – including the total decarbonisation of the island of Arran's bus network, which would be the first 100% zero emission bus network operating on a key Scottish island.

As renewal dates of the contracts fall at various dates over the ScotZeb2 funding period, SPT will deliver the following approach.

- To facilitate the decarbonisation of the above supported service network, SPT will specify within the contract renewal tender documentation that a zero-emission vehicle must be utilised on the relevant service(s).
- SPT will concurrently purchase the specified vehicle(s), utilising the funding secured via ScotZeb2 and the remainder of the purchase price from SPT's own capital funding. A total of 43 vehicles will be purchased for these supported services^[3].
- The relevant tender(s) will make provision for operators to lease the specified vehicle(s) for the continuous operation period. The price and financing mechanism of this lease will differ for each contract (e.g., dependant on the zero-emission bus(es) deployed).
- Where practicable, contract durations will be aligned to the warranty dates of each vehicle, minimising the level of operational risk within each service. It should be noted that if a bus needs to be withdrawn from a contract, then the relevant assets will be transferred to another SPT supported route – thereby ensuring that there is a continuous operation period of at least seven years for each vehicle.

- It is anticipated that the vehicles will remain the property of SPT for at least a seven-year period (taking cognisance of contract durations and associated vehicle warranties).
- Therefore, all vehicles will remain operational throughout the 7-year period as defined within the ScotZeb2 guidance. This will be facilitated either through the vehicles being returned to SPT and redeployed in other services; or the vehicles being transferred to the operator for ongoing use within relevant services.

The contracts will also include clauses stating that **[Redacted 10(5)(e)]**. The ownership of this infrastructure will be different to that of the zero-emission vehicles, in that it will reside with operators who will be required to plan, deliver, operate, and maintain the infrastructure for the full contract duration. The operators will enter into an agreement **[Redacted 10(5)(e)]**. The specific provisions contained in the infrastructure agreement will be reviewed on a case-by-case basis.

Community Transport Operators

SPT also support the Community Transport (C/T) sector by means of annual grant funding. Approx 20 organisations are supported in this manner across the SPT area. SPT's funding is generally to support the running costs of C/T organisations, but SPT also provide capital funding to allow these operators to upgrade their fleets to introduce more environmentally friendly minibuses. This has included match funding towards zero-emission vehicles previously funded by Scottish Power Energy Network's Green Economy Fund.

Several of these C/T operators also provide Community Bus services supported by SPT, utilising section 22 permits where circumstances have required an innovative solution. Liaison between SPT and community transport operators is facilitated through the West of Scotland Community Transport Forum.

SPT will support this sector by providing four zero-emission buses to the region's C/T Operators, detailed in Table 1

Table 1: Proposed ScotZeb2 Community Transport Services

Operator	Services	Renewal Date	Route
North Area Transport Association	CB1 & CB4	N/A – Grant Funded	Townhead/Sighthill - City Centre
Coalfields Community Transport	DRT	N/A – Grant Funded	Cumnock/Sorn connector
South Ayrshire Community Transport	CB8	N/A – Grant Funded	Girvan-Barr

The same approach used within the supported bus network for the ownership / purchase of vehicles and infrastructure will also be applied to this sector – again, adapting existing operational approaches to decarbonise the region's C/T sector.

Overview of Proposal

Overall, if successful, a total of 43 vehicles will be purchased to decarbonise the region's supported local bus network. The delivery of these vehicles will be enabled by the provision of charging infrastructure at relevant depots. The exact number of depots and charging ports cannot currently be determined due to the commercial nature of the service tendering process; nevertheless, SPT estimates that this may entail the renovation of approximately 9 depots with appropriate charging infrastructure.

Operators will also be encouraged and / or contractually obliged to provide their infrastructure to other users. Although, the commercial nature of the tendering process means that specific details and mechanisms will be formulated on a contract-by-contract basis. Consequently, no details can be provided at this time.

Role of Collaboration

This strengthening of existing collaboration between SPT and bus and C/T operators will have a fundamental impact upon the local bus market, inclusive of SMEs, C/Ts and PLCs. The modern technologies will drive innovation within firms, consequently increasing the scope for competition between operators. This will open new potential markets for operators, providing additional revenue opportunities and the prospect of further expanding the scope of their operations and supporting drivers and related staff to retrain to operate and maintain zero-emission vehicles – sections of the workforce who might not have the opportunity to do so under current market conditions.

There are currently 17 individual operators providing the ~36 services included within the proposed network – highlighting the multitude of stakeholders involved in delivering these connections. The proposed approach replicates the existing provision of these services but in a decarbonised way, embedding extensive collaboration within the transition of these routes. This will improve service quality throughout the SPT region, with it also obliging larger operators who win supported contracts to implement zero-emission vehicles on these services – further evidencing how this collaborative approach will benefit all members of society within the west of Scotland. For example, decarbonising the proposed services will reduce CO₂ emissions by approximately 21,000kg per month – representing 18% (a fifth) of tailpipe CO₂ emissions generated by SPT’s supported services network⁴.

To conclude, collaboration is at the heart of the proposal. SPT will utilise established methods of collective private and third-sector partnership, evidenced through its delivery of supported bus service and C/T networks within the region, to revolutionise the west of Scotland’s socially necessary bus services. This is especially evident within the C/T sector, whereby three C/T operators have already signed up to SPT’s governance structures and approvals processes, including the provided Principles of Memorandum of Understanding (PMOU) – something which all other operators would also have to adhere to. Consequently, all operators will be subject to key principles of collaboration and oversight.

6.2 Market Transformation

This section should be formatted up to 1500 words of free text. In this section, applicants should detail how their proposed collaborative business model will change and impact the bus market in the long term. Applications will be scored according to the strength of the evidence that zero emission buses and coaches can continue to be rolled out beyond this Challenge Fund without subsidy. Explain the role of private capital in delivering this change. Please refer to the Guidance for more information.

Vision

SPT seek to transform the market for the operation of zero-emission vehicles on SPT’s supported service contracts and C/T Community Bus services, with many smaller operators in this sector facing challenges in their transition to net zero-emission journeys.

SMEs provide 62% of SPT’s current supported bus service contracts. Without support, as outlined within SPT’s bid, such operators may find it difficult to secure zero emission buses and bid for provide such service contracts – inhibiting the market for local bus services and crucially the travelling public. Consequently, this investment supports the ongoing provision of socially necessary contracts in a decarbonised world – transforming a section of the bus network which has been left behind by current commercial and market conditions.

Current Issues

As discussed, many but not all, of SPT’s supported contracts are operated by SMEs which would otherwise struggle to make the transition to zero emission buses. This situation is created by several factors.

[Redacted 10(5)(e)].

Consequently, cost is a major barrier for these SMEs transitioning their fleets. Zero-emission buses are considerably more expensive than fossil fuelled vehicles, with many SMEs not being able to buy zero-emission vehicles without public sector financial support – preventing them benefitting from economies of scale like their larger counterparts.

Although this is not a new issue for these operators – with some SMEs employing leasing agreements (avoiding initial purchase costs), thus enabling them to refresh their conventional fleets – the requirement for charging infrastructure to support the new zero emission vehicles significantly increases the upfront costs of transitioning to a net zero fleet. Increasing the risks involved in doing so, particularly for SMEs & CT operators. [Redacted 10(5)(e)].

The nature of these supported services (i.e., ‘Lifeline’ socially necessary connections) also means that there is limited scope for any potential revenue increases linked to higher passenger levels on the contracted routes, with many of these connections requiring subsidy due to their commercially unviable nature. Consequently, these SMEs operate on limited budgets (namely the income provided by SPT through the contract), which often do not provide

the scope for incorporating zero-emission vehicles within their operation – with doing so resulting in both SPT and relevant SME(s) taking on additional revenue and operational risk. Together, the interlinking factors of purchasing new vehicles and related infrastructure, **[Redacted 10(5)(e)]**. – preventing the decarbonisation of socially necessary bus services within the SPT region. If the SPT bid is successful it would allow us to address this.

Market Transformation

Thanks to SPT's continued investment in social necessary bus services, there is already a high degree of collaboration between SPT and the region's bus operators, with combined endeavours delivering ~215 supported services throughout the region. The ScotZeb2 funding will be used to enhance this collaboration and help decarbonise the west of Scotland's socially necessary services.

By using a combination of the ScotZeb2 capital and match funding from SPT's own capital funding, the inclusion of zero emission vehicles and infrastructure within the delivery of the region's supported bus services will remove cost barriers which currently prevent many SMEs from transitioning their fleets. SPT have received feedback from operators highlighting this challenge specifically.

This intervention will have a long-term impact upon parts of the bus network which are not served by the existing commercial bus market – i.e., areas where SPT must deliver subsidised interventions. Namely, the collaborative model will help support the decarbonisation of the region's bus network by 'filling in the gaps' where market conditions prevent commercial operators from independently delivering services with zero emission vehicles – potentially upgrading up to 9 SME depots with new infrastructure.

For example, Coalfields Community Transport, South Ayrshire Community Transport & North Area Transport Association – members of the consortium bid – provide affordable and accessible transport solutions to the respective populations of their areas. These services normally entail a combination of door-to-door connections for isolated / vulnerable communities and supported bus services to vital destinations. As all three groups are not-for-profit organisations, they would otherwise be unable to use their existing revenue models to decarbonise their fleets – highlighting how the proposal will transform a distinctly unique, but socially vital, area of the region's bus network.

This level of collaboration is even more apparent on the island of Arran, where the proposed business model will deliver the total decarbonisation of the island's bus network through the electrification of a bus depot on the island and supply of 12 zero emission vehicles for supported bus service delivery. Zero emission bus services will connect with CalMac ferry services, connect vital local services for jobs and tourism and support the delivery of home to school transport – creating Scotland's first fully Net-Zero Bus Island.

The utilisation of zero emission vehicles within the local bus service contracts embeds collaboration in the provision of supported bus services. The medium to long term nature of these bus contracts also creates a degree of certainty and flexibility within these services in context of an inherently unstable market, with existing contractual and governance arrangements, enabling SPT to redeploy these vehicles from operators if the latter withdraws from and / or breaks the terms of the service contracts. These vehicles can then be redeployed in a renewed or different contract with another operator(s) – thereby maintaining the long-term collaborative element of the proposed business model.

Furthermore, whilst the supported bus contracts will help deliver the decarbonisation of supported bus services in the short to medium term, it is anticipated that this initial injection of capital will also result in operators becoming more familiar and confident using zero-emission vehicles and associated charging infrastructure, – consequently acting as a catalyst for the long-term wider uptake of zero-emission vehicles by the region's SME operators.

As the supported contracts help to remove cost barrier(s) in the introduction of charging infrastructure within operator depots – and providing operators ownership of said infrastructure at the end of the contract – the initial capital investment will provide a platform that enables operators to independently purchase / lease their own zero-emission vehicles.

The ramifications of these contracts could potentially function as a mechanism for both the wider decarbonisation of local bus fleets, and the commercial expansion of the operators themselves. Introducing zero-emission vehicles into these fleets could open more bus markets for these operators, with the provision of zero-emission vehicles making their offer a more attractive option during the tendering process (e.g., through operational savings from reduced

fuelling and maintenance costs). Transitioning their fleets also helps to future-proof these operators against any potential policy changes within the SPT region – e.g., introduction of new / expansion of existing Low Emission Zones (LEZs) – thus negating any future policy-related issues and enabling the continued operation of these SMEs.

Therefore, aiding in the transition of these operators could potentially expand their revenues streams – enabling them to purchase additional zero-emission vehicles and thus helping to establish a positive feedback loop. This loop will be enhanced by the continued improvements in electric vehicle technologies, which will allow more services to be operated in future that are currently beyond the ranges of the vehicle types currently on offer , especially as the market matures and more second-hand vehicles become available.

Specifically, as mentioned in section 6.1, SPT has historically purchased and provided vehicles to its contractors; purchased under capital expenditure, with the intention of reducing revenue costs in the form of tender prices. **[Redacted 10(5)(e)]**. The model of providing vehicles to its contractors to reduce revenue costs has been successful and has been in place for approximately 15 years.

Consequently, the role of SPT’s capital within this bid acts as an initial starting fund that will provide long-term savings for SPT, whilst simultaneously stimulating an area of the private market that has struggled to introduce zero-emission vehicles within their fleet under current market circumstances.

Conclusion

Overall, the proposed model takes direct action to allow local bus operators delivering SPT’s supported network of services to bridge the gap towards the adoption of zero emission vehicles that has previously been unfeasible under current market conditions. Should this application be successful, a significant proportion of the market for SPT’s supported bus services will be transformed – e.g., through the introduction of smaller zero-emission midi and midi buses to local fleets.

6.3 Financial

This section should be formatted as up to 1500 words of free text. In this section, applicants should explain the role, and profile of private capital in delivering this change. The proposal should set out how the subsidy requested will be used to deliver transformative change, and how can the project(s) be accelerated or maintained without subsidy in the future? And the profile of spend on each type of vehicle, and each type of infrastructure, and where these assets will be brought into use. Applicants must set out detailed terms on how vehicles and infrastructure will be financed. Please refer to the Guidance for more information.

Introduction

The proposal aims to decarbonise a proportion of the region’s supported service network. These services have not been transformed by the current commercial market, resulting in a ‘twin-network’ of bus fleets developing within the west of Scotland. Consequently, outside intervention is required to support the decarbonisation of the region’s bus network.

Role of Capital for Delivering Change

SPT’s subsidised bus network provides a range of services across the region, with the nature of these services impacting i) who is awarded the contract, and ii) the cost of providing the service(s). Table 2 provides a breakdown of this information.

Table 2: Overview of Active SPT ScotZeb2 Subsidised Bus Contracts

Operator Type	Contract	Monthly Mileage	Average Cost per Mile
Limited Company	48.1%	53.3%	[Redacted 10(5)(e)] .
SME & Community Transport	51.9%	46.7%	[Redacted 10(5)(e)] .

Table 2 illustrates that whilst Limited Companies operate more mileage, it costs SMEs & C/T’s significantly more per mile to deliver these services (42%), impeding their ability to invest in zero-emission vehicles. This has resulted in limited innovation and competition within the SME market, with these operators often having limited budgets to procure, develop and roll-out zero-emission vehicles and infrastructure. This has been exacerbated by a lack of competition within the SME market⁵¹, despite there being up to 40 firms operating within the west of Scotland. The market has shrunk in this respect as fewer SMEs remain in the local bus service market than in previous years. The SPT proposal would effectively level the playing field in moving SPT Supported Service contracts towards zero-emission operation.

Consequently, this capital will be used to help remove these initial barriers by providing operators (including SMEs) with the required charging infrastructure and zero-emission vehicles to decarbonise their fleets. Although it is likely that some Limited Companies (alongside SMEs) will also be successful in respect of contract tenders, it should be noted that there will not be an oversupply of infrastructure to these operators – i.e., if an operator already has existing charging infrastructure in place, then only additional charging head(s) will be supplied to support new zero-emission vehicle(s) on the service.

Table 3 details the subsidy that will be used to provide the zero-emission vehicles and required infrastructure. Relevant operators for the associated services cannot be named at this time due to the commercial nature of the tendering process which will be undertaken as contracts expire⁶¹. All vehicles are zero-emission.

The commercial nature of the tendering process means that the locations of relevant depots are currently unknown – but will be situated across the west of Scotland. Nevertheless, infrastructure costs have been estimated by engaging with various bus operators who have already implemented charging infrastructure at their depots in conjunction with direct quotes from EO Charging Ltd. As such, the costs have been estimated on a ‘per vehicle’ basis, in line with industry best practice.

Final costs for each depot may change to reflect conditions on each site. As such, a tailored approach to each location will be applied for each contract to reflect the circumstances of the successful tenderer. Though, it should be noted that each successful local bus service contractor may still be required to provide a contribution for the relevant civil and substation works⁷¹.

Furthermore, vehicles will be subject to a competitive tendering process either via the Crown Commercial Services or Bath & North Somerset Frameworks – available for SPT use. Consequently, SPT cannot guarantee that the below models will be used on the proposed services, with the selected vehicles only being used to inform quotes and wider service specifications.

Table 3: Vehicle and Infrastructure Request

Zero-Emission Vehicle Example	Capacity	Vehicle Cost per unit	ScotZeb2 Contribution (per vehicle)	Net Cost to SPT (per vehicle)	Estimated Infrastructure Cost (per vehicle)	ScotZeb2 Infrastructure Contribution (per vehicle)	Net Cost to SPT
13 x EVM Sprinter	16 seats	[Redacted 10(5)(e)]	£60k	[Redacted 10(5)(e)]	[Redacted 10(5)(e)]	£35k	[Redacted 10(5)(e)]
18 x ADL E100	25 seats	[Redacted 10(5)(e)]	£105k	[Redacted 10(5)(e)]	[Redacted 10(5)(e)]	£35k	[Redacted 10(5)(e)]
12 x ADL E200	40 seats	[Redacted 10(5)(e)]	£135k	[Redacted 10(5)(e)]	[Redacted 10(5)(e)]	£35k	[Redacted 10(5)(e)]

The maximum amount of ScotZeb2 subsidy is requested for both the vehicles and infrastructure to exploit the economies of scale and ensure total decarbonisation of the proposed services – something which would not occur if left to current market forces.

Each ScotZeb2 subsidy will be supplemented by SPT’s Capital Funding Reserves, with projected spend outlined in Table 4. SPT funding will be subject to approval by the Partnership Board Committee at the relevant dates for each period. The Committee meets on a quarterly cycle, ensuring that there is flexibility and responsiveness for each funding request⁸¹.

Table 4: Financial Split of the ScotZeb2 Bid

Component	2023/24	2024/25	2025/26	Total
ScotZeb2 Funding	£0	£3,075,000	£2,720,000	£ 5,795,000
SPT Match Funding	[Redacted 10(5)(e)]	[Redacted 10(5)(e)]	[Redacted 10(5)(e)]	[Redacted 10(5)(e)]
Total Funding	[Redacted 10(5)(e)]	[Redacted 10(5)(e)]	[Redacted 10(5)(e)]	[Redacted 10(5)(e)]

As the match funding is being provided by the public purse through SPT’s Capital Funding & Reserves, the financing structure of the proposal is distinctly different than a private capital-based bid. Further details on how the vehicles and infrastructure will be financed is outlined in Table 5.

Table 5: Financing Mechanisms

Financing Mechanism	Zero Emission Vehicles	Charging Infrastructure
Time Period for Repayment	All vehicles will be under SPT ownership for the duration of the service contract period. Thereby, no	Ownership of all related infrastructure will be transferred to the relevant operators to provide the foundations for further fleet transition.

	repayments will be made during this time.	Therefore, no repayments will be made during this time.
Pricing of Debt and Equity	All vehicles will be under SPT ownership for the duration of the contract period. Therefore, this isn't applicable.	Ownership of all related infrastructure will be transferred to the relevant operators to provide the foundations for further fleet transition. Therefore, this isn't applicable.
Capital Structure	SPT utilising ScotZeb2 and Capital Funding Reserve monies to purchase relevant vehicles and infrastructure, providing a clear capital structure. See Table 4 for more information.	
Ownership and Leasing Arrangements	SPT will retain ownership of the vehicles throughout the contract period, with operators leasing vehicle(s) to provide zero-emission services. These are subject to leasing arrangement used within current subsidised service contracts (e.g., return of vehicle if contract arrangements are broken).	Operators will be given ownership of the charging infrastructure once installed. Although, clauses will be included within the contract which [Redacted 10(5)(e)]

This financing structure will be supported by SPT's legal, governance and finance arrangements^[9], ensuring that the management and distribution of these funds will be undertaken in a robust manner^[10]. Furthermore, the tendering of social necessary bus services is one of SPT's core functions – enshrined in the 1985 Transport Act. Consequently, SPT are experienced with the model of buying / leasing buses for operator use – doing so since 2009. The delivery of zero-emission buses and related charging infrastructure will coincide with the renewal dates of each contract^[11].

The commercial nature of the bidding process means that we cannot detail the number of chargers that will be implemented at each of the depots. Although, we expect that the charging infrastructure will be utilised to its full potential, with operators potentially widening the use of said infrastructure through shared access with other transport users (e.g., local Council fleets). This criterion will be applied on a contract-by-contract basis to respond to local conditions at each of the selected depots.

The proposal will apply a scalable approach to mitigate against potential increases / decreases in costs, enabling optimal use of the funding. A criteria-based approach will be used to prioritise services, with there being the option for the renewal of certain contracts to be delayed via the extension of current conditions to respond to potential delays to the delivery of zero-emission vehicles and thus provide opportunity for zero-emission vehicles to be implemented at a later date.

Delivering Transformation Change

Overall, the investment will deliver transformational change within the supported bus service sector (including SMEs and C/T operators), an area of the market where often firms do not have the required resources to procure and implement the required infrastructure and zero emission vehicles.

The vehicles will be selected to provide the most suitable, reliable, cost-effective option for each of the selected services, considering factors such as range, topography, and user accessibility compliance regulations. Additionally, the selected infrastructure has been chosen to deliver flexible and geographically adaptable options that will provide the necessary facilities at numerous depots throughout the west of Scotland. Together, these choices provide the initial catalyst for the decarbonisation of the region's subsidised bus sector.

It will be noted that SPT's bid requests the full subsidy amount – although it should be noted that this is scalable, should the full award not be made available to SPT. The proposal will revolutionise the supported bus sector and help transition this part of the network in a fair and just manner – providing the most isolated and vulnerable of our society with high quality and attractive zero emission bus services in a sector of the market within which it has been previously impossible to transform in this respect.

The development of Scotland's first net zero island will also create opportunities to assist in decarbonising other sectors on Arran, with the upgraded depot providing a central hub for charging other user fleets within the region and providing transformational change within one of the most rural parts of the SPT area.

To conclude, primarily using innovative public capital, the proposed financial model delivers transformational change within this challenging area of the region's bus network – helping to

transition local and community bus services for the most vulnerable and isolated populations in the west of Scotland.

6.4 Wider Community and Decarbonisation Benefit

This section should be formatted as up to 1500 words of free text. In this section, applicants should explain how the proposal creates new green jobs, enables SME bus and coach operators and community transport operators to decarbonise their fleets into the future. Your proposal should also set out how your work aligns with the Fair Work First framework and how charging infrastructure would be made available to other road users, e.g., HGVs, and vans - where applicable. Refer to the Guidance for more information.

Vision

SPT's recent Regional Transport Strategy (RTS)^[12] aims for transport emissions to be reduced by at least 56% from the 1990 national baseline by 2030. SPT's interventions will be a catalyst for transitioning the region's supported services. The removal of capital barriers faced by local bus service operators (inclusive of SME's, C/T's and others) will provide them with a starting point to deliver zero-emission vehicles throughout the west of Scotland and to compete more widely for supported services contracts. This will help decarbonise services where the existing commercial bus market has currently failed to do so, consequently providing social and environmental benefits to the region's most vulnerable and isolated communities.

Current Issues

As outlined in section 6.2, many of the local bus service operators who deliver the region's supported services face an array of barriers when trying to incorporate zero-emission vehicles within their fleets. This has translated into a 'twin-network' being established within the SPT region, whereby the delivery of zero-emission vehicles has been concentrated in areas where there is strong commercial service provision. This has resulted in more disparate areas of the bus network subsequently falling behind in decarbonising their fleets.

This disparity has disproportionately impacted some of our most vulnerable communities, with these areas being some of the most deprived and / or rural in Scotland – outlined in Figure 1

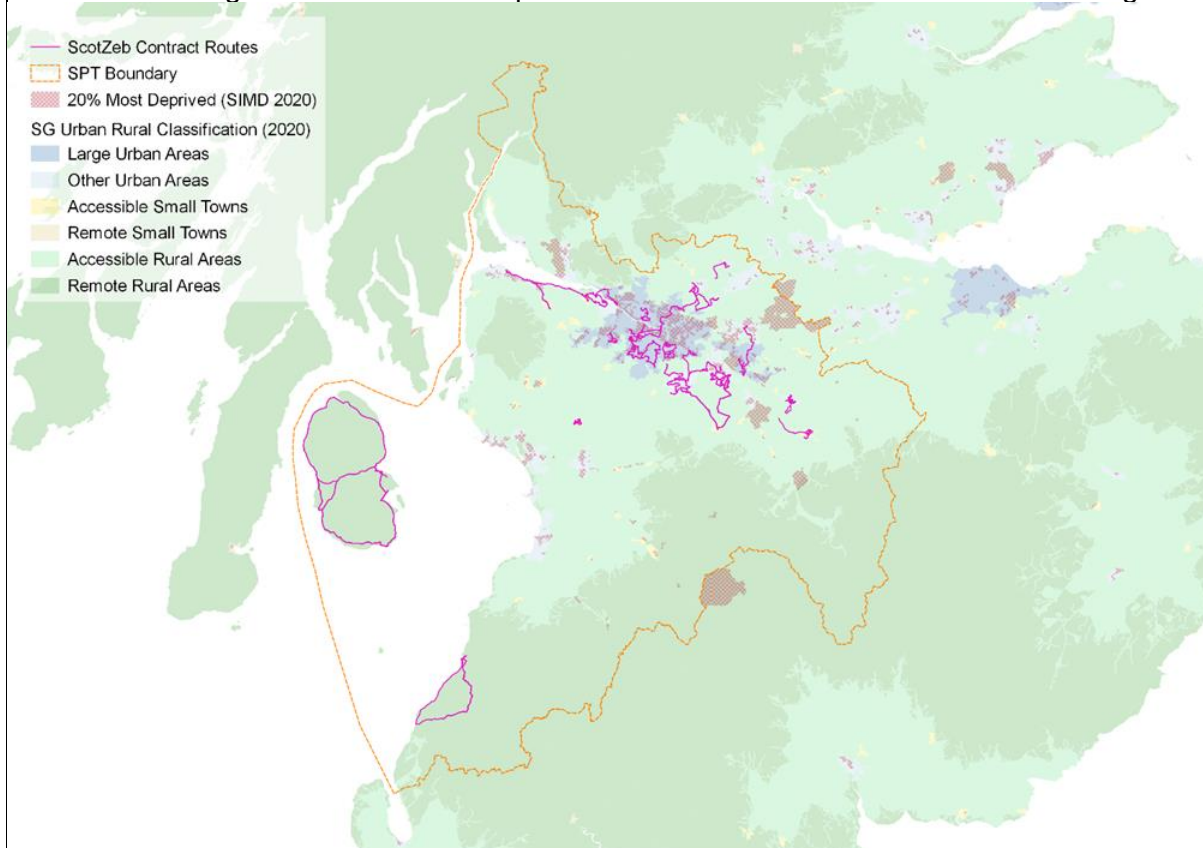


Figure 1: ScotZeb2 Supported Network

Consequently, it is important that the benefits of these interventions are measured on basis to support a 'Just Transition'. It is evident that a significant number of communities are yet to benefit from the availability and operation of zero emission buses, with SPT bid seeking to

address this by including deprived inner-city areas and remote rural communities within the proposal.

Furthermore, it is factual that in many cases subsidised routes have older, and comparatively poorer quality fleets (when compared to commercial services) providing these connections. For example, the age of SPT vehicles used within current subsidised services range between eight to twelve years^[13], substantially older than the current zero-emission fleets used within wider urban Glasgow area services. This issue is intensified by larger operators often not using zero-emission vehicles on subsidised services, with firms choosing to use these higher quality vehicles on more commercially attractive routes / and where zero-emission buses of a suitable size are of limited availability. – further evidencing how a ‘twin-network’ exists within the region

Benefits for Wider Commercial Network

SPT’s interventions aim to address this, with the capital being used to supplement the network by supplying operators with a means of decarbonising the subsidised bus network – something which the commercial bus market has not delivered to date. This will provide benefits to the most deprived and isolated areas of the region, where health levels have been disproportionately affected by these older, higher-polluting fleets on these supported services. This will consequently be a starting point for the wider decarbonisation of these socially necessary services, with the initial supply of zero-emission buses and related charging infrastructure being a potential catalyst for the expansion amongst successful operators (as outlined in section 6.2).

Furthermore, to ensure best use of the available charging infrastructure, SPT will explore opportunities within each contract for charging infrastructure to be made available to other road users when it is not required by the bus operator. This will ensure that wider benefits are delivered within the provision of capital by helping to deliver charging infrastructure that can be used by all users of the transport network.

It is envisaged that these endeavours will also establish suitable payment arrangements for other EV fleet operators (e.g., Public Sector and Business to Business Users), thus ensuring that the wider community benefits of ScotZeb2 are maximised. SPT will work closely with successful contractors to determine how potential users safely access the depot’s equipment, with arrangements being put in place to provide suitable health & safety, PPE and Public Liability insurance frameworks that protect users and provide security / protection for the operator’s assets, given that bus depots can be busy and hazardous environments for the public, and with high value equipment on site. As such, universal access may not be possible for every situation.

Overall, SPT’s interventions will help to deliver a Just Transition (as outlined within the 2019 Climate Act) within Strathclyde’s bus network. The collaborative model supports the decarbonisation of the region’s socially necessary bus and C/T services, subsequently providing some of society’s most vulnerable members with high-quality zero emission services that would otherwise not be delivered under current market forces. For example, between January 2021 to January 2022, the proposed contracts provided trips to 784,205 passengers^[14] – 21% of the overall subsidised bus service network within the region.

Furthermore, it also has the potential to leverage public-private capital to enhance access to charging provision within the region, helping to improve the area’s charging network in a manner that aligns with national policy priorities.

These benefits are amplified within the specific Arran-based interventions. As outlined in Section 6.2, contractual, operational, and financial factors have resulted in a zero-emission bus fleet being infeasible on the island. As such, the proposed interventions create a step-change in the island’s decarbonisation journey, with the implementation of a zero-emission bus fleet providing a targeted solution to a problematic area of the region’s transport emissions – as outlined below.

Figure 2 – Road Transport Road Transport (Minor Road) Emissions: Indexed to their 2011 Counterpart^[15]

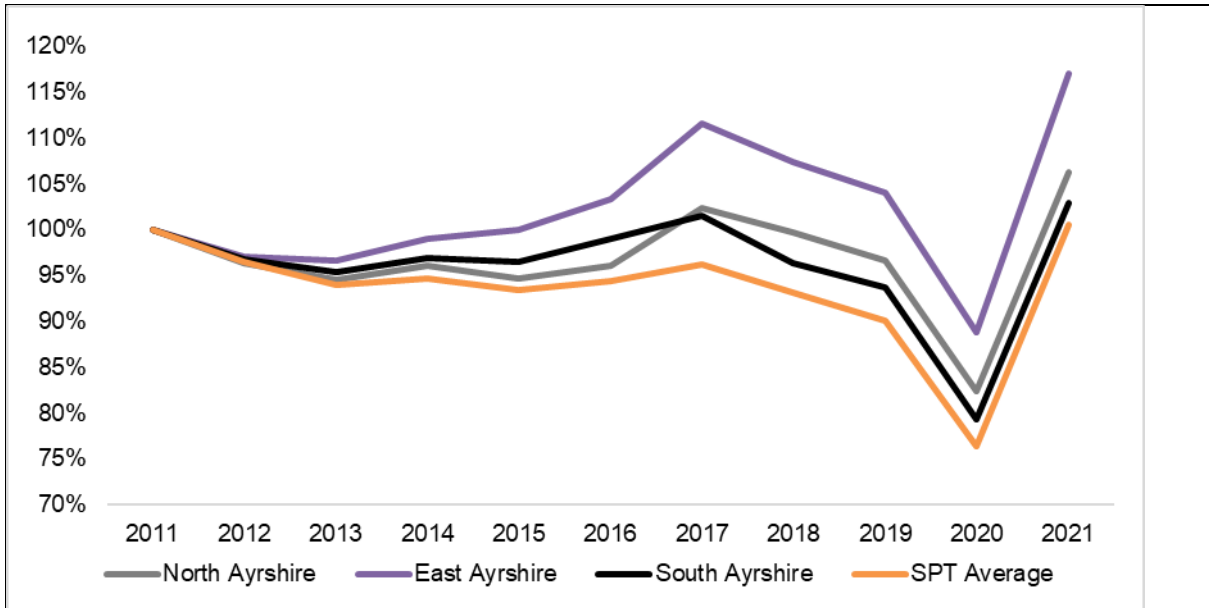
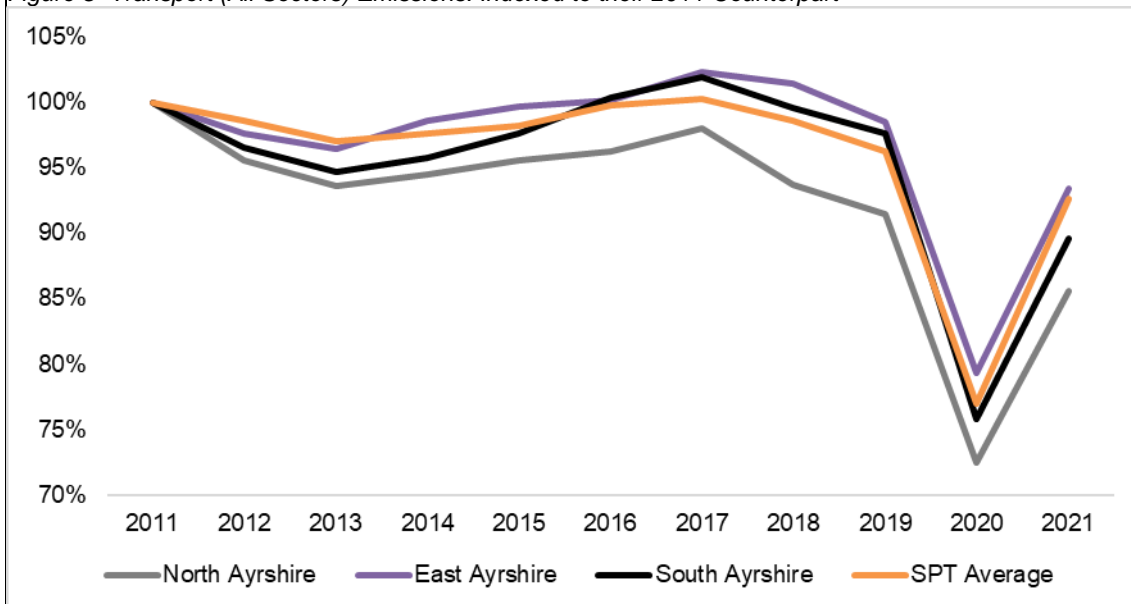


Figure 3- Transport (All Sectors) Emissions: Indexed to their 2011 Counterpart^{bid}



The above figures highlight how although North Ayrshire's overall transport emissions are falling, emissions from minor roads movements have increased by 6% since 2011 – the second highest increase in the SPT region. This indicates how existing barriers on the island are hampering the region's transition towards net zero, with the proposed interventions delivering a solution for the decarbonisation of socially necessary trips (including school travel) on the island. The new fleet will also make Arran's bus network more attractive – helping to reinforce delivery of a reliable, high-quality bus network that provides a viable means of travel for Arran's seasonal tourist population.

The proposed model would also establish an upgraded charging depot on Arran, potentially providing an opportunity to support the decarbonisation of local authority and business fleets on the island. As per above, the depot would provide the opportunity for other users to access the relevant charging infrastructure, thus establishing a long-term network on the island which may not be delivered by current market forces. This network would then help support up to 1,850 jobs on the island (5% of all job in North Ayrshire)^[6].

Overall, SPT's proposal capitalises on a contractual window of opportunity to upgrade Arran's socially necessary bus network – helping to establish a robust, reliable range of zero emission services that would not be delivered under existing market conditions.

Finally, SPT will endeavour to use the supported service contract specification to ensure that the relevant operators align with the principles of the Fair Work First framework.

Conclusion

In conclusion, the proposed operational model attempts to combat prevailing market conditions to provide viable solutions that supports the decarbonisation of local fleets across the region, including SME's and C/T operators. These endeavours also help contribute to expanding access to charging infrastructure within the region, thereby helping to ensure that the market does not exclude areas where such provision may be commercially unviable.

In total, the proposed services will have a potential catchment area of 617,564 people, 19.3% of which are in the 20% most deprived of Scotland^[17]. Furthermore, emission reductions of approximately 21,500kg^[18] CO₂ will be facilitated. By doing this, SPT will ensure that the transition of the region's bus network will be delivered in a just and equitable way – combating market forces which have thus far excluded commercially unviable, but still socially necessary, routes within the SPT area. Thereby, the proposal disrupts the current market and induces transformational change for some of the poorest and most isolated communities in the west of Scotland.

7. Details of Consortium

7.1 Consortium Members

This section must include a clear list of **all** consortium members, where the relationships between the lead applicant to each member, and the relationships between all other members are clearly explained. The function and significance of each consortium member to the project's vision and success must be explored. The role of SMEs and CTOs in the consortium and the benefits provided to them clearly explored in this section.

Overview of Consortium

The consortium for this bid will consist of the following components:

- SPT – Lead Applicant
- SPT – Lead Financier
- North Area Transport Association (NATA) – Community Transport Operator
- Coalfields Community Transport (CCT) - Community Transport
- South Ayrshire Community Transport (SACT) - Community Transport
- Bus Operators – to be determined through outcome of competitive tendering via

SPT's Dynamic Purchasing System (DPS)

It is currently not possible to single out any operator for SPT's supported bus services or DRT contracts, as that may prejudice any bidder from winning any particular contract. However, as the current market has rationalised and consolidated in recent years to a small number of operators in the west of Scotland which are active in local bus service operation – as opposed to general coaching activities, of which there are many more operators – there tends to be a limited number of bidders for these supported contracts.

These operators could include any number of firms included within SPT's Dynamic Purchasing System (DPS) list, outlined in Table 6.

Table 6: SPT DPS Operator List

Operator	Type	City	Local Authority	Current ScotZeb2 Contract Operator ^[19]
A.R.G Travel Limited	SME	Bellshill	North Lanarkshire	Yes
Andrew John McLean T/A Ace Mini Coaches	SME	Glasgow	North Lanarkshire	No
Blue Bus Ltd.	SME	Lanark	South Lanarkshire	No
C&R Coaches Ltd T/A Wilson's Buses	SME	Greenock	Inverclyde	No
Canavan Travel Ltd	SME	Kilsyth	North Lanarkshire	No
Carrs Loch Lomond Ltd	SME	Alexandria	West Dunbartonshire	No
Coalfield Community Transport	CT	Cumnock	East Ayrshire	No
Colchri Limited	SME	Paisley	Renfrewshire	No
Community Transport Glasgow	CT	Glasgow	Glasgow City	Yes
Craig's of Cumbernauld LTD	SME	Cumbernauld	North Lanarkshire	Yes
Craig of Campbeltown Ltd t/a West Coast Motors	LTD	Campbeltown	Argyll and Bute	Yes

Dunn's Coaches LTD	SME	Airdrie	North Lanarkshire	No
Fife Scottish Omnibuses Ltd t/a Stagecoach East Scotland Elane - Travel	SME	Hamilton	South Lanarkshire	No
Fife Scottish Omnibuses Ltd t/a Stagecoach East Scotland	SME	Dunfermline	Fife	No
First Glasgow (NO. 2) LIMITED t/a First Glasgow No.2	LTD	Glasgow	Glasgow City	No
First Glasgow (No. 1) LTD t/a First Glasgow No.1	LTD	Glasgow	Glasgow City	No
Garelochhead Minibuses & Coaches Ltd.	SME	Helensburgh	Argyll and Bute	No
GSG Coaches Ltd	SME	Greenock	Inverclyde	No
Hobson Travel LTD	SME	Larkhall	South Lanarkshire	Yes
James Liddell T/A Liddells Coaches	SME	Auchinleck	East Ayrshire	No
James McCann T/A J McCann Transport	SME	Glasgow	North Lanarkshire	No
JMB Travel Ltd	SME	Newmains	North Lanarkshire	Yes
John Boyce TA John Boyce Coaches	SME	Dumbarton	West Dunbartonshire	No
Karen Hardie T/A Hardies Coaches	SME	Port Glasgow	Inverclyde	No
Kevin's Coaches Ltd	SME	Wishaw	North Lanarkshire	No
Loch Lomond Bus Services Ltd.	SME	Greenock	Inverclyde	No
Loch Lomond Cabs Ltd	SME	Alexandria	West Dunbartonshire	No
McColl's Travel Ltd	SME	Dumbarton	West Dunbartonshire	No
McGill's Bus Service Ltd	LTD	Greenock	Inverclyde	Yes
McGill's Scotland East Limited	LTD	Falkirk	Falkirk	No
McNair's Coaches Ltd	SME	Coatbridge	North Lanarkshire	No
Midland Bluebird Limited	SME	Falkirk	Falkirk	No
Millport Motors Ltd.	SME	Millport	North Ayrshire	No
North Area Transport Association	CT	Glasgow	North Lanarkshire	No
Photoflash Travel Ltd	SME	Carluke	South Lanarkshire	No
P J Travel Ltd	SME	Clydebank	West Dunbartonshire	No
Prentice Westwood Ltd.	SME	West Calder	West Lothian	No
RLC Travel Services Limited	SME	Glasgow	East Dunbartonshire	No
Scottish Citylink Coaches Limited	LTD	Glasgow	Glasgow City	No
Shuttle Buses Limited	SME	Kilwinning	North Ayrshire	Yes
South Ayrshire Community Transport	CT	Ayr	South Ayrshire	No
Stuarts Coaches Ltd	SME	Shotts	North Lanarkshire	Yes
Swift Travel & Tours Ltd	SME	East Kilbride	Glasgow City	No
The Blue Omnibus Company Limited	SME	New Lanark	South Lanarkshire	No
The Rural Development Trust	CT	Douglas Water	South Lanarkshire	No
Thomas Buchanan T/A PVT Transfers	SME	Glasgow	Glasgow City	No
United Coaches Ltd	SME	Motherwell	North Lanarkshire	No
Western Buses Limited (Trading as Stagecoach West Scotland)	LTD	Ayr	South Ayrshire	Yes
Whitelaws Coaches Ltd	SME	Stonehouse	South Lanarkshire	No
William & Harriet Houston T/A Houstons Mini Coaches	SME	Lockerbie	Dumfries and Galloway	No
William McColl TA McColls Coaches	SME	Dumbarton	West Dunbartonshire	No
Wilson's of Rhu Ltd	SME	Rhu	Argyll and Bute	No

Therefore, depending on who is the successful bidder at retender, the wider consortium will work with several operators to deliver these supported bus services. SPT works closely with all the above operators daily, therefore we are confident that the consortium and wider operators can function in a dynamic and successful manner.

It should be noted that operators from the above list are not restricted to bidding in the Local Authority area in which they are based. Subsequently, many of them have depots in other Local Authority areas in addition to their own head office locations.

Relationships within the Consortium

The relationships between SPT (both the lead applicant and financier of the consortium) and each of the other members is straightforward, with SPT purchasing and subsequently granting two zero-emission vehicles to NATA and one to each of CCT and SACT. Consequently, there is a reciprocal relationship between SPT and each of the C/T operators, whereby the former provides the latter with a means of providing high quality, decarbonised socially necessary transport services within the region – subsequently fulfilling the policy ambitions^[20] of SPT and each C/T operator. As all members are not-for-profit, monetary related issues do not impact the relationships between each of the consortium’s members.

Although operating in each of their respective geographical areas, the three C/T operators form part of the West of Scotland Community Transport Forum, so have a collaborative relationship with regards to providing socially necessary transport services to the region’s most isolated and deprived communities. Consequently, the relationships between these three members are purely collaborative.

Function of each Consortium Member

The proposal aspires to help decarbonise the west of Scotland’s supported bus network, something which can only be delivered through the collaborative efforts of SPT, bus operators and Community Transport organisations. Table 7 summarises the role of each member.

Table 7: Consortium Member Functions

Member	Function
SPT	Undertake an administrative role in the ongoing development, procurement, and funding of the region’s subsidised network. SPT are also primarily responsible for ensuring that all potential bus operators run zero-emission vehicles on applicable services. Consequently, SPT undertake a central role within the consortium by facilitating and promoting the use of zero-emission vehicles by bus operators in the provision of supported bus services within the west of Scotland.
NATA	Each operator is responsible for utilising the supplied zero-emission vehicles and related infrastructure to provide decarbonised socially necessary services throughout the west of Scotland.
CCT	
SACT	

Table 7 outlines how each consortium member uses the full remits of their operational, legislative, and financial powers to enable the transition of supported bus services within the west of Scotland. Most importantly, it also shows how SPT will be responsible for the continued delivery of this proposal, highlighting how the key outcomes of the consortium – i.e., the ongoing decarbonisation of the supported bus network – will be reliant to external shocks within the wider bus market (e.g., dissolution of bus operators).

Role of SMEs and Community Transport Operators

C/T Operators play a fundamental role within the consortium, with the three organisations benefiting from the supplied zero-emission vehicles and related infrastructure to provide decarbonised socially necessary services throughout the west of Scotland.

Furthermore, although not necessarily part of the bid, outcomes of the consortium’s efforts will provide a raft of benefits to the region’s SMEs and C/T Operators, with the provision of charging infrastructure and zero-emission vehicles within supported services contracts providing a catalyst for the further roll-out of zero-emission vehicles within these firm’s fleets. This will consequently drive innovation and competition within this part of the region’s bus market, creating more resilient firms that will provide higher quality, decarbonised services to populations throughout the west of Scotland.

7.2 Required Partnership Documents

Please ensure you have included with your application consortium participation statements – this can include Memoranda of understanding, Agreements in principle, subscriber agreements, contracts and/or other written assurances.

Letters of support, Memorandums of Understanding, Agreements in Principle, Heads of Terms etc., relating to infrastructure sharing agreements, joint purchasing agreements, fleet sharing arrangements, etc. must be submitted alongside this application. Failure to evidence agreements will result in a low score.

Please find attached the below documents within our application:

- Principles of Memorandum of Understanding between the Project Partners:
- Letter of Support from North Ayrshire Transport Association

- Letter of Support from Glasgow Community Transport
- Letter of Support from Coalfields Community Transport

Furthermore, see the following documents outlined within the ‘Legal Pack’ located in the Additional Information associated with this application.

- Conditions Of Contract For Subsidised Local Services, School Transport Contracts And Demand Responsive Transport Services
- Bus Lease Agreement (redacted)
- Grant funding letter (redacted)
- Register of Operators information form
- Form for providing operator information and updating details on SPT’s Register of Operators.

7.3 Additional Interested Parties

Applications are encouraged to take a “whole transport system” view to infrastructure investment and look beyond the bus and coach sector when considering those who could benefit, or be impacted, by the installation of charging or refuelling infrastructure.

In this section you should include written evidence from interested bodies in utilising shared infrastructure e.g., Memorandum of Understanding or Agreements in Principle as evidence that their application contributes towards decarbonising the whole transport system. Examples of such bodies include.

- Public bodies such as NHS Scotland and its delivery partners
- Universities and Colleges
- Hauliers and Heavy Goods Vehicle operators
- Van fleet operators
- Distribution centres
- Emergency Services
- Air and seaports
- Network Rail and other railway bodies.

As noted above, additional interested parties (i.e., those other parties who are interested in using ScotZeb2 funded charging infrastructure) will be actively sought through SPT’s process for tendering of socially necessary services.

Indeed, it would be SPT’s intention to include the suggested list above within our tender documentation in order to guide such responses.

Additionally, SPT will directly engage with other public sector parties (Local Authorities and Health Boards) on each and every charging opportunity generated by this initiative.

8. Details of Subsidy Request

In this section, you should provide details of the level of subsidy being requested, the justification for this request and any relevant forecasting.

8.1 Subsidy Details

Subsidy Amount Required:	£5,795,000
Total Value of the Project, including Capital Structure.	[Redacted 10(5)(e)] Match funding from SPT’s Capital Funding.

8.2 Subsidy Justification and Forecasting

This section should include:

1. Number, type, and location of any buses proposed to be brought into service;
2. Proposed delivery dates for the buses outlined above;
3. Number/location/scale of infrastructure installations or improvements; – including number of chargers at specific locations (note dual-headed chargers should be counted as 2 chargers, not 1);
4. Delivery timeline/schedule for completion of infrastructure works;

5. Level of subsidy required for further market transformation (buses, infrastructure) in future years?
6. Counterfactual explaining the time, cost, and scale impact of not receiving requested level of subsidy, the value for money of the bid should be clear;
7. Details of financial arrangements between collaborators, including levels of subsidy per consortium member.
8. The details of the terms of any financing agreement between the financing body of the consortium and other members must be shared. This includes duration of any loans, margins charged from any one member of the consortium to another, any additional terms associated with the financing agreement. Transport Scotland will accept separate documents attached to detail this, including graphics where applicable.

1. Number, type, and location of any buses proposed to be brought into service

Table 1 and Table 2 of the associated information package detail the specification and number of vehicles which will be implemented on each of the proposed ScotZeb2 services.

2. Proposed delivery dates for the buses

Refer to the attached Gantt Chart (Section 9) for proposed dates across each of the respective financial periods. Note, these may be subject to contract changes / extensions.

3. Number / location / scales of infrastructure installations or improvements

Each of the three Community Transport Operators will receive charging infrastructure, with North Ayrshire Transport Association receiving two AC charging outputs, and South Ayrshire Community Transport and Coalfields Community Transport each receiving one AC charging output.

The commercial tendering process means that SPT cannot confirm which operators will operate the proposed contracts. Consequently, information on the number, location, and scale of infrastructure improvements for this part of the proposal cannot be detailed at this time. Nevertheless, SPT envisage that approximately 9 depots will be subject to improvements.

4. Delivery timeline / schedule for completion of infrastructure work

Refer to the attached Gantt Chart (Section 9) for proposed dates across each of the respective financial periods. Note, these may be subject to contract changes / extensions.

5. Level of subsidy required for further market transformation in future years

As outlined in previous sections, the proposal aims to decarbonise parts of the region's supported bus network. These services have required subsidy for their continued operation and will continue to do so for the foreseeable future. **[Redacted 10(5)(e)]**

Figure 3 illustrates how SPT have invested significant resources into the region's subsidised bus network, with levels increasing by 48% between 2012/13 and 2023/24. Similar levels of investment will be required to sustain the supported bus network over the coming years.

Consequently, the level of subsidy for future market transformation is two-fold. Firstly, SPT will, subject to approvals, continue to subsidise the region's supported services (i.e. the whole network) as per previous years – including those services which have already received decarbonisation support (specifically those outlined in Table 1 and Table 2 of the information pack). Secondly, it may also have to replicate similar approaches to provide or specify infrastructure and zero-emission buses within future contracts to enable the full decarbonisation of supported services (namely similar contracts where SMEs and C/T face financial and operational barriers to supply zero-emission vehicles on these services) within the west of Scotland. **[Redacted 10(5)(e)]**

Overall, as all services within the supported bus network are commercially unviable, there will always be some degree of subsidy within the network. Crucially, it is hoped that in the future this will only be for the operation of these services, as opposed to the supply of zero-emission vehicles, with operators independently transitioning their fleets following initial support by SPT.

6. Counterfactual

SPT's supported local bus service contracts are operated by a wide range of bus operators. They range from PLCs and larger independent businesses, through to small family-owned operators of varying sizes and third-sector organisations. As cost pressures on these services have increased over recent years, a greater proportion of these routes are now operated by SMEs.

Additionally, SPT strengthens the region's Community Transport sector through grant funding to support the running costs of these non-for-profit organisations. On certain occasions, SPT have also provided capital funding to enable organisations to purchase vehicles. Like commercial firms, each operator is unique in terms of; the size / composition of vehicle fleets; split between paid or voluntary staff; and offer of services. A small number of these organisations also operate bus services under section 22 permits, alongside more traditional Community Transport activities. These are not-for-profit organizations, consequently they are dependent upon various funding sources to provide services to their local communities.

If SPT's ScotZeb2 bid is unsuccessful, it will at best delay the extensive introduction of zero emission vehicles within the supported bus sector. At worst, it may prevent the overall transition of the network for the foreseeable future.

While it may be the case that larger PLCs are already on the zero-emission journey in the provision of commercially viable services, in the case of SPT's supported services, price is a critical factor in determining value for money for the public sector. Therefore, even for those larger organisations it may be prohibitive to factor in the cost of purchasing and operating zero-emission vehicles into a good value bid for service contracts that SPT could afford to award. In the case of smaller operators, it is unlikely that these firms would be able to afford the purchase of zero-emission vehicles and associated charging infrastructure for operation on such contracts.

Furthermore, in absence of funding, future requirements to operate zero-emission vehicles could place additional financial pressures on bus operators, which in turn could lead to a reduction in the number of SME and CT operators able / available to run vital socially necessary bus services across the west of Scotland.

Nor would it be possible for SPT to fully absorb the cost of purchase of zero-emission vehicles for use on such contracts at this time.

Therefore, in all cases, diesel vehicles would continue to be used until such time as zero-emissions vehicles either become more affordable or diesel vehicles cease to be available, with dis-beneficial effects on the environment in respect of fuel consumption, local air quality and emissions contributing to global climate change.

This would have a cycle of dis-benefits for passengers within the region, with these supported bus service operators continuing to utilise ageing, poor-quality vehicles on these services – resulting in a 'twin-network' of attractive commercial routes and poor-quality supported services within the region's bus network fleet.

Given these supported services tend to serve people who otherwise would have no service, this consequently punishes the already disadvantaged, with users of these services being the most deprived and / or isolated populations within Scotland – further entrenching existing inequalities within the west of Scotland.

Overall, if SPT's ScotZeb2 bid was unsuccessful, current financial based barriers which are currently preventing smaller SMEs from transitioning their fleets would continue to exist – stalling the transition of supported bus services within the west of Scotland.

7. Details of financial arrangements between collaborators

Details on the financial arrangement between SPT and the three Community Transport Operators are outlined within the Legal Pack located within the additional documents associated with this proposal. Attention should be paid to the "*Bus Lease Agreement (redacted)*", "*Grant Funding Letter (redacted)*" and "*Conditions Of Contract For Subsidised Local Services, School Transport Contracts And Demand Responsive Transport Service*" documents.

8. The details of the terms of any financing agreement between the financing body of the consortium

As SPT (operating as both the Financier and Lead Applicant) are directly providing the other three members of the consortium with zero-emission vehicles and associated charging infrastructure. Consequently, there are no financing arrangements between any of the consortium members.

See the following documents (located within Legal Pack of the additional documents associated within this proposal) for more information on leasing and contractual agreements between SPT and three Community Transport Operators:

- Bus Lease Agreement (redacted)
- Grant Funding Letter (redacted)

- Conditions Of Contract For Subsidised Local Services, School Transport Contracts And Demand Responsive Transport Services

8.3 Required Financial Documents

Please complete the separate financial plan provided, this must be submitted alongside the application documents. Applications that do not have this documentation, will not be considered.

9. Project Management

In this section, you should provide further details of your bid particularly relating to Project Management, Risk Mitigation and Planning.

9.1 Required Project Management Documents

Please attach copies of the following to your application:

1. Comprehensive risk register, for full project timeline. *(This should include but is not limited to setting out the risk ownership, impact, probability, mitigations in place, and confidence in these mitigations (including risk toleration)).*

Please see document titled “ScotZeb2 Risk Register - SPT”.

2. Gantt chart (or any other project timeline documents).

Please see document titled “ScotZeb2 Gantt Chart - SPT”

9.2 Named Project Leads

Name of lead Project Manager from Lead Applicant:	Strathclyde Partnership for Transport: [Redacted 11 (2)]
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List of consortium members with named lead officers or project managers where possible/appropriate:	Coalfields Community Transport: [Redacted 11 (2)] North Ayrshire Transport Association: [Redacted 11 (2)] South Ayrshire Community Transport: [Redacted 11 (2)]
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All successful applicants will be required to partake in ongoing Project Boards with EST to ensure compliance with proposed bid timelines and forecasts.

By ticking the below box, applicants acknowledge and accept this requirement.



The Lead Applicant and all Consortium members will be required to undergo thorough background checks.

By ticking the below box, applicants acknowledge and accept this requirement.



10. Evidence Requirements

This section outlines additional evidence that is required to supplement your application, please provide all that is relevant to the parties in your consortium.

10.1 Lead Applicant

- Please provide a Governance statement – setting out the ownership and usage of assets between parties within the consortium.

Please see the Legal Pack for information on the ownership and usage of the zero-emission vehicles.

The ownership of this infrastructure will be different to that of the zero-emission vehicles, in that it will reside with operators who will be required to plan, deliver, operate and maintain the infrastructure throughout the duration of the service contracts / for the zero emission buses in

question. The operators will enter into an agreement separate to the vehicle lease agreement that will set out the provisions and obligations of ownership of the infrastructure. The specific provisions contained in the infrastructure agreement will be reviewed on a case-by-case basis.

Similar contractual arrangements will be in place for the ownership and usage of the related infrastructure, but this will vary on a contract-to-contract basis to reflect the unique characteristics of each successful operator. Consequently, no specific details can be provided at this time.

10.2 Transport Operators

- Any Transport Operators should provide a signed declaration that they hold a current, valid PSV licence to provide Passenger Transport Services in Scotland;
- Any Community transport provider should evidence their valid Section 19 and/or Section 22 community transport permit.
- Evidence of any arrangements with the vehicle owner and infrastructure owner, including lease rates, terms, and conditions.

PSV Licence

Membership of the DPS requires all operators to hold a current, valid PSV licence. All three operators included within our consortium are currently on that list. Refer to the Legal Pack for more details.

Community Transport Operator Section 19 / Section 22

Please find the following applications included with our application:

- Coalfields Community Transport Section 19 Permit
- North Ayrshire Transport Association Section 22 Permit (1)
- North Ayrshire Transport Association Section 22 Permit (2)
- South Ayrshire Community Transport Section 22 Permit

Arrangements between Vehicle Owner and Infrastructure Owner

Please see below for respective information on vehicle and infrastructure ownership.

Vehicle Ownership

Information on vehicle ownership arrangements can be found in following documents located within the Legal Pack:

- Conditions Of Contract For Subsidised Local Services, School Transport Contracts And Demand Responsive Transport Services
- Bus Lease Agreement (redacted)

Infrastructure Ownership

As per above, specific infrastructure ownership arrangements will vary on a case-by-case basis. Although, these will be developed to reflect the structure of similar arrangements for vehicle ownership. There will be a separate agreement entered into with the successful bidder/Operator. Where possible, SPT will endeavour to include provisions in the infrastructure agreement which state the operators should make infrastructure accessible and benefit other public authorities or business to business users.

10.3 Infrastructure Providers

- Please provide quotes detailing the specifications and costs for infrastructure and precise locations of infrastructure, the numbers of chargers, and the maximum number of buses/coaches which can be recharged/refuelled at each site.
- Details of the financial arrangements for each site between the infrastructure provider and the operators and/or vehicle lessors. This should clearly state the ownership of infrastructure assets, usage agreements and charges and the capital structure of the investment.

Infrastructure Quotes

Please find the following documents attached with our application. It should be noted that the infrastructure will be subject to a tendering process. A suitable framework will be identified prior to the tender process – for example, the Crown Commercial Service Framework. Although, the final infrastructure will reflect the specifications of vehicles in which quotes were sought for.

For the purposes of obtaining indicative figures, a quotation was sought from **EO Vehicle Charging**

Provider: EO Charging

- SPT 2-bus EV AC charging
- SPT 5-bus depot EV DC charging
- SPT 10-bus depot EV DC charging
- SPT 12-bus depot EV DC charging

Financial Arrangements between Infrastructure Provider, Operators and / or Vehicle Lessors.

The ownership of this infrastructure will be different to that of the zero-emission vehicles, in that it will reside with operators who will be required to plan, deliver, operate and maintain the infrastructure throughout the duration of the service contracts / for the zero emission buses in question .

10.4 Vehicle Providers/Owners

- Please provide quotes from the manufacturer(s) detailing the specifications and costs for the ZEBs, or in the case of vehicle repowers, quotes for component parts and fitting.
- As part of the specification, evidence of provision for onboard cycling or buggy spaces should be provided, or a credible rationale for this not being provided over and above the statutory accessible space. Please provide confirmation of the arrangements between the vehicle owner and operator, the capital structure, length of lease, terms of renewal, lease rates and terms & conditions.
- Applicants will need to declare that all buses and coaches supported are fully zero emissions and have or will have zero-carbon and LEZ compliant onboard heating systems and provide supporting evidence from the manufacturer or supplier.

Vehicle Quotes & Specifications

Please find the following documents attached with our application, which were sought to obtain indicative pricing for the purposes of the bid. It should be noted that the final vehicles and infrastructure will be subject to a tendering process either via the Crown Commercial Services Framework or Bath and North East Somerset Framework. Although, the final vehicles will reflect the specifications of vehicles in which quotes were sought for.

Vehicles (Providers: EVM and Alexander Denis Limited)

[Redacted 10(5)(e)]

Please see each of these documents to confirm that all vehicles have zero carbon and LEZ compliant onboard heating systems.

Provision of On-Board Cycling and / or Buggy Spaces

All the proposed supported services for decarbonisation have relatively low demand, with this being the main factor for their commercially unviable nature. Some of these services are also located in rural areas with difficult topography and poor-quality road infrastructure.

Vehicle specifications have been chosen to reflect these factors, resulting in the selection of low capacity, high-range zero-emission vehicles which provide best value for money for the public purse.

This has resulted in a range of low-capacity vehicles being selected for these services which are not suitable for the incorporation of on-board cycling and / or additional buggy spaces, as doing so would reduce the potential carrying capacities of these services to unsustainable levels, resulting in an ineffective use of public money. Nevertheless, it should be noted that all vehicles are PSVAR compliant and provide at least one accessible wheelchair space.

It should be noted that there is there are heavy peak flows in school transport within the Arran services, and seasonal peaks related to travel connections with the Ardrossan-Brodick ferry. Therefore, offering additional spaces for cycles would reduce the seating capacity of these vehicles to a level which could not accommodate these demand flows, resulting in unacceptable levels of service along these routes.

Arrangements between Vehicle Owner and Operator

SPT will own the vehicle(s) for the duration of each individual supported service contract. See below for details on this arrangement.

- Capital Structure: SPT are out-right purchasing each of the proposed vehicles using a combination of ScotZeb2 funding and SPT's own capital funding. Consequently, there isn't a capital structure arrangement within this proposal.

- **Length of Lease:** All vehicles are subject to lease agreements specified within each respective contract. See the Legal Pack for more details (specifically, the *Bus Lease Agreement (redacted)* document).
- **Terms of Renewal:** Contracts will be aligned to the warranty of each zero-emission vehicles. At the end of the contract, dialogue will be undertaken with each operator to determine potential handover or renewal. If this does not occur, SPT will retain ownership of the vehicle and redeploy it for another purpose. See the Legal Pack for more details (specifically, the *Conditions Of Contract For Subsidised Local Services, School Transport Contracts And Demand Responsive Transport Services* and *Bus Lease Agreement (redacted)* documents).
- **Lease Rates:** SPT do not employ lease rates, with costs being embedded within the contract. See the *Bus Lease Agreement (redacted)* document within the Legal Pack for further details.
- **Terms and Conditions:** Relevant information can be found in the *Conditions Of Contract For Subsidised Local Services, School Transport Contracts And Demand Responsive Transport Services* found within the Legal Pack.

10.5 Financiers

- Please provide the names, details, and track record of all financiers that form part of the consortium.
- Please provide detailed financial terms for any debt and / or equity to be used as part of the project and delivery of vehicles, parts of vehicles (e.g., batteries) and infrastructure.

Financier Details

SPT is the lead financier of the consortium. See the Legal Pack for information on the details and track record of SPT's finances. Pay particular attention to the following documents:

- *SPT Corporate Governance Manual*
- *SPT Annual Report 2022/23*
- *SPT Draft Accounts 2022/23*
- *SPT Budget Book 2023/24*

Debt & Equity Details

No debt will be used to purchase the zero-emission vehicles and associated charging infrastructure. Equity from SPT's own Capital Funds and Reserve Funds will be used to purchase the required vehicles and infrastructure. More information can be found in the above documents.

10.6 Other Participants

- If a non-PSV transport operator is involved in your consortium, please provide a memorandum of understanding, agreement in principle or other written evidence of use of shared/open infrastructure.
- If a trade body is involved in your consortium, please provide the number of organisations represented and an indication of the scale of assets which are affected by participation.

N/A

11. Supplementary Information

11.1 Application Assessment

Assessment of applications will be based on the answers that are provided in the application form.

Supplementary documents may be used to expand or illustrate your answers which are provided, however, please be aware that these documents will not be assessed independently. **You may submit a maximum of 10 additional pages as supplementary information.**

Please find the follow supplementary information included within the additional 10 pages:

- Further Supplementary Information Reference
- CT Grant Funding Letter (Redacted)
- Lease Agreement (Redacted)

11.2 Credit Check

All lead applicants will be subjected to a financial check once they have submitted an application. The company number provided in section 5.1 will be used for the purposes of requesting the credit check. Annual accounts covering the last three years, a business plan or a bank reference may also be required before applications are approved.

To complete your application process, EST may make searches about you at credit reference agencies who will supply EST with information about the conduct of any accounts you hold, as well as information from the Electoral Register or Companies House. The agencies will record details of the search whether or not this application proceeds. This could affect your ability to get credit elsewhere within a brief period.

EST may use credit-scoring methods to assess this application and to verify your identity. Credit searches and other information which is provided to us and/or the credit reference agencies, about you and those with whom you are linked financially may be used by EST and other companies if credit decisions are made about you. This information may also be used for debt tracing and the investigation and prevention of fraud and money laundering as well as the management of your account. Information held about you by the credit reference agencies may already be linked to records relating to others if you have previously made a joint application.

To ensure that applicants have the financial capacity to deliver services over the 7-year monitoring period, Energy Savings Trust will conduct a financial standing evaluation on behalf of Transport Scotland. This may include an assessment of the financial information available on the applicant.

If applicants fail the evaluation a parent company guarantee, or other support may be sought. Where this is not forthcoming, we may be unable to make an offer of grant.

11.3 Subsidy Rules

The favourable terms of the grant may constitute a public subsidy in terms of the law, regulations, rules, and guidance applying in the UK and/or the UK's international obligations in relation to public subsidies ("the Public Subsidies Rules"). The grant is being provided in accordance with the UK subsidy control regime, as set out in, without limitation, the Subsidy Control Act 2022 and any other applicable law, statutory guidance, code of practice, judgment of a relevant court of law and international commitments on subsidy control arising from, amongst others, World Trade Organisation Membership, the UK-EU Trade and Cooperation Agreement, and international treaties and agreements to which the United Kingdom is a party, as amended or modified from time to time.

Your organisation must be eligible to receive the grant in accordance with the Value Thresholds as set out below, and we may be required to withhold payment of, or reclaim all or any part of the grant from you, to the extent necessary to ensure that the grant, either on its own or when taken together with any other financial assistance given or to be given to you by us or any third party, complies with the Public Subsidies Rules.

Value Thresholds

- £50,000 for a diesel bus or coach to be repowered with a zero-emission drive train.
- £60,000 for a zero-emission bus or coach capable of carrying 9 or more passengers, including at least one wheelchair accessible space. £105,000 for an accessible zero emission bus or coach with a total capacity for 32 or more passengers.
- £135,000 for an accessible battery-electric zero emission bus or coach with at least 45 seats.
- £135,000 for zero emission bus or coach with a total capacity for 60 or more passengers.

- For infrastructure subsidy will be no more than 70% of the total capital costs for electric charging, or hydrogen refuelling infrastructure.

For each item of public subsidies please provide details of the identity of the funder and the value of public subsidy received.

11.4 Data Protection

Data Protection Act 2018

This section asks you to confirm your acceptance of the standard data protection terms and conditions applicable to applicants.

Applicants should read the detail of the fair processing notice and data protection statement included within the application. For additional information about how we use personal data, including your rights, please see Energy Saving Trust's privacy policy (<http://www.energysavingtrust.org.uk/privacy>).

How we will use your information:

Transport Scotland is the data controller in respect of any personal data that you provide when you complete ScotZEB 2 – 2023/24 application forms. EST is Transport Scotland's appointed agents for the purposes of administering the scheme, and they will process the data on Transport Scotland's behalf.

This information is necessary for the performance of a contract.

We will use the information you provide to assess your application and carry out subsequent monitoring, including site visits, of successful projects under ScotZEB 2 – 2023/24. Some information will be shared with other Government Departments, their agencies, and appointed agents to enable the detection of fraudulent applications to the ScotZEB 2 – 2023/24 and other grants schemes.

Transport Scotland may be required to release information, including personal data and commercial information, on request under the Environmental Information Regulations 2004 or the Freedom of Information Act 2000. However, Transport Scotland will not permit any unwarranted breach of confidentiality, nor will we act in contravention of our obligations under the Data Protection Act 2018.

What non-personal information will Scottish Government make publicly available?

- Details of applications.
- During the assessment stage, the number of applications received will be disclosed on request.
- Details of grant-funded projects.

It is important to the aims of the scheme that the grant-funded projects should act as encouragement for others. Once the applications have been assessed, summary details of the successful projects will be published and disseminated widely, including being published on a dedicated webpage and in press releases. Summary details may include:

- The name of the project.
- The names of the organisations, community groups etc who are members of the project.
- Location of the project.
- Expected benefits.
- Grants allocated to the project under ScotZEB 2 – 2023/24.
- Brief description of the project, including any key technical features (as supplied by applicants).

A final report (as specified in the Guidance Notes) which describes the benefits and performance of the equipment purchased, any difficulties encountered, lessons learned, and associated data may be published in full. Interim reports may also be published.

By ticking the below box, applicants acknowledge that they have read and understood this data protection statement.



12. Declaration

By signing this section, you confirm that all information provided in this application form is accurate. This section should be signed by the Named Lead Applicant.

12.1 Application Authorisation
Signed: [Redacted 11 (2)] For and on behalf of: Strathclyde Partnership for Transport Position: Head of Bus Strategy & Delivery Date: 06/09/2023

13. Submitting Your Application

13.1 Contact and Timeframe
The completed application form, and additional attachments must be submitted electronically as a word document to ScotZEB2@est.org.uk . Lead applicants must submit evidence on behalf of all members of the consortium. <i>Application can be submitted at any point up until midnight on Friday 15th September 2023, but will close early if the funding is fully allocated.</i> We aim to notify you regarding the outcome of your application by 15 December 2023. Please note incomplete applications or those missing any necessary information will take longer to process. If you have any questions regarding your application or would like to discuss any issues before submitting an application, please email ScotZEB2@est.org.uk .

13.2 Document Checklist	
Document	Enclosed
ScotZEB 2 Application Form (signed)	<input checked="" type="checkbox"/>
Financial Spreadsheet	<input checked="" type="checkbox"/>
Detailed financial terms of all financing parties	<input checked="" type="checkbox"/>
Consortium participation statements	<input checked="" type="checkbox"/>
Risk Register	<input checked="" type="checkbox"/>
Dated quote(s) from any relevant contractors and/or supplier(s) identified in the application form.	<input checked="" type="checkbox"/>
Required supplementary evidence	<input checked="" type="checkbox"/>
Any further supplementary information (limit 10 pages)	<input checked="" type="checkbox"/>

We collect your personal data for the purposes of your application and this Agreement in order to process and administer the [grant / loan]. This requires us to conduct various checks in relation to anti-money laundering and fraud prevention, identity verification, credit checks, confirmation of payee and such other checks we may require from time to time for the legitimate interests of our business or to comply with our legal obligations. For more information on what personal data we collect about you, how we use it and what your rights are, please see our privacy policy at www.energysavingtrust.org.uk/privacy, or write to dataprotectionofficer@est.org.uk.

By submitting your application and entering into this Agreement, you also acknowledge and agree that we may make searches at fraud prevention agencies who will supply us with your personal data. We may also share your personal data with financial and other organisations involved in fraud prevention to protect ourselves and others from theft and fraud. If you give us false or inaccurate information and we suspect fraud, we will record this. We and other third parties may use this information if decisions are made about you or others at your address(es) on credit or credit-related services or motor, household, credit, life, or any other insurance facilities. It may also be used for tracing and claims assessment.

- ^[1] These are a mixture of Mercedes Sprinter Minibuses (approx. 16 seats) Optare Solo midibuses (approx. 23 seats), and Wright Streetlite larger single deckers (approx. 41 seats).
- ^[2] Table 1 of the information pack outlines services we consider suitable for the purposes of this ScotZeb2 bid.
- ^[3] Further details can be found in Section 6.3.
- ^[4] Calculations were based on the estimated monthly mileage of each service contract. These were then scaled up using the latest emission factors provided by DEFRA - <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2022>. A breakdown of each contract is provided in Table 1 of the Additional Information package associated with this application.
- ^[5] Evidenced by the low response rates to SPT's supported bus services tendering processes.
- ^[6] Vehicle costs have been informed by quotes from Alexander Dennis Limited and EVM
- ^[7] Further details can be found in the infrastructure quotes information associated with this application – namely include Charging Units, EO Hub, Accessories and Installation.
- ^[8] Please see the September 2023 Strategy & Programme Committee Paper for more details: https://www.spt.co.uk/media/3e4ffzyx/sp080923_agenda8.pdf
- ^[9] Additional information on these arrangements can be found in the 'Legal Pack' documents located within the supplementary information documents.
- ^[10] See section 9.1 for more information.
- ^[11] See the Gantt Chart in Section 9 for indicative delivery dates.
- ^[12] Approved by Scottish Ministers in July 2023. https://www.spt.co.uk/media/uzvintd5/spt_draft-regional-transport-strategy.pdf
- ^[13] The average age of a Scottish Bus is 8.7 years - Scottish Transport Statistics 2021 (Chapter 2, Table 2.1a)
- ^[14] It should be noted that these figures exclude MyBus and other Community Transport trips. Additionally, some contracts (and related services) may no longer be in operation, and vice-versa for new contracts / services. Furthermore, these figures include periods when Scotland was subject to COVID-19 related restrictions, thereby these figures may be an undercount of current travel habits. There was a total of 3,019,245 subsidised trips during this period.
- ^[15] UK local authority and regional greenhouse gas emissions national statistics (DEFRA, 2023)
- ^[16] Business and Register and Employment Survey (NOMIS, 2021)
- ^[17] Catchment was calculated by determining the number of 2011 Scottish Datazone Centroids that were within 400m of a service route. This is only a rough estimate and does not reflect stopping patterns of these routes. Populations were calculated using the latest NRS Population Estimates (2021). The figures of 171,446 people is 1 equivalent to 6.3% of the overall 20% most deprived population within Scotland.
- ^[18] Calculations were based on the estimated monthly mileage of each service contract. These were then scaled up using the latest emission factors provided by DEFRA - <https://www.gov.uk/government/publications/greenhouse-gas-reporting-conversion-factors-2022>
- ^[19] Exc. Community Transport Services
- ^[20] For example, SPT's recently published Regional Transport Strategy aims to reduce transport emissions by at least 53% (from the 2019 baseline) by 2030, whilst NATA aim to "serve people in the local community by providing access to essential services and community facilities via reliable and cost-effective transport means".
- ^[21] ^[21] Note, these figures do not include potential external income to reduce overall spend (e.g. bus service funding). Spend on MyBus services have also been excluded.

EIR Document 21

Attached separately.

EIR Document 22

Document removed as duplicated at Document 19.

EIR Document 23

TECHNICAL SPECIFICATIONS

EQUIPMENTS

Altas E Cityline

Maximum Length	7367 Not Extended / 7667 Extended
Maximum Width	2020
Maximum Height	2703
Wheelbase	5025
Front Overhang	1028

Rear Overhang 2021

Dimensions (mm) _

Weights (kg) _

Gross Vehicle Weight 5800

Engine _

Model Elinta

Type Electric 115 kWh (400V) scalable NMC / AC Charger 19.8 kW / DC charger 100 kW

Transmission _

Mode Direct Drive

Type Automatic

Steering System_ Mercedes-Benz

Tyres_ 205/75R 16C

Suspension _

Front Independent Front Suspension

Rear Leaf Spring

Brake System _

Front / Rear S

System Anti Lock Braking System

Parking Brake S

Auxiliary Brake S

Luggage Compartment _

Luggage Droppage S

Central Locking System S

Electrical System _

Battery Elinta

Passenger Capacity _

Standard Seat Layout 15 Seated + 2 Standees + Driver

Optional Seat Layout 18 Seated + 4 Standees + Driver

Wheelchair Space S

S = Standard Opt = Optional

Heating & Ventilation _

Passenger Compartment A/C, Cooling Capacity 13 kW Mounted with Additional Elec
A/C Compressor 7kW S Passenger Compartment Convector Heaters SANZ CLIMA S Electric AC compressor 5kW (400V) S Interior Electric
liquid heater (5kW) S

Air Conditioner _

Conditioner (Auto Clima A/C with Digital Control) S RT120 12 KW S Mercedes-Benz In dash A/C S Digital Air

Cruise Control	S	Tachograph	S
ABS, ASR (EBS)	S	EBA, AEBS	S
ESC/ESP	S	LDWS	S
Hill Holder Spare Wheel	S S	Fire Extinguisher	S
		Roof Emergency Exit & Ventilation Hatch	S
Tyre Inflation Unit	S	Reversing Gear Warning Beeper	S
Day Time Running Lamps (DRL)	S	Fog Lamp	S
Third Stop Lamp (Extra)	Opt		
Engine compartment fire detection and automatic fire supression system	Opt		

Safety & Driving Comfort _

Exterior _
Metallic Paint Opt
Towing Device Opt
Alloy Wheels Opt

Doors _
Number of Service Doors 1
Type of Service Doors Masats 120 cm Double Leaf Entry Door
Wheelchair Access Masats Lightweight Fold Out Ramp

Passenger Windows _
Layers of Glass Panoramic Double Glazing (S)

Drivers Windows _
Windshield Mercedes-Benz Original
Drivers Window Mercedes-Benz Original
Front Door Window Masats Glazing

Driver Seat _
Driver Seat in Standard Fabric OEM
Driver Seat in Virtual Leather Opt
Electrically Controlled Heated Side Mirrors Opt

Passenger Seats _
In Standard Fabric S
In Virtual Leather Opt
Armrests Opt
Safety Belts (3 Point) S
USB Charger (Passenger Seats) S

Passenger Compartment _
Ceiling Upholstery S
Side Wall Upholstery S
Overhead Multi-sets Opt
Curtains (Passenger Windows) Opt
Flooring in Wooden Effect Opt

Audio & Visual _
Multimedia Set With Carplay (Dashboard) S
Rear View Camera Opt
Microphone & Amplifier Opt
Digital Clock S
CCTV System Opt
Loud Speakers Opt

Accessible Features _
Front & Side Destination Board Opt

EIR Document 24

From: [Redacted 11 (2)]<redacted@spt.co.uk>

Sent: Tuesday, August 29, 2023 4:18 PM

To: [Redacted 11 (2)]<redacted@spt.co.uk>

Cc:[Redacted 11 (2)]<redacted@spt.co.uk>; [Redacted 11 (2)]<redacted@spt.co.uk>

Subject: FW: EVM EV

Cityline Quote

Hi [Redacted 11 (2)]

[Redacted 10(5)(e)]

Regards

[Redacted 11 (2)]

Senior Transport Planner

SPT Mobile: [Redacted 11 (2)]

From: [Redacted 11 (2)]<redacted@evmdirect.co.uk>

Sent: 29 August 2023 15:54

To: [Redacted 11 (2)]<redacted@spt.co.uk>; [Redacted 11 (2)]<redacted@spt.co.uk> ; [Redacted 11 (2)]<redacted@spt.co.uk>

Subject: EVM EV Cityline Quote

CYBER SECURITY WARNING: This email originated from a source which is outside of SPT. Please exercise caution when opening links and attachments.

Your attachments have been security checked by Mimecast Attachment Protection. Details of potentially unsafe files have been attached.

Afternoon All

Please find attached our EV Cityline quotation (per vehicle).

The final livery quote will be based on your actual design, but I've quoted for the vehicle to be wrapped in SPT orange.

You will see at the bottom of pricing there is the Option cost for the Additional Warranty, which I believe is a requirement of the ScotZEB fund, so you will need to take that cost into consideration also. [Redacted 10(5)(e)]

If you require any further information please let me know.

Many thanks

[Redacted 11 (2)]

Area Sales Manager

[///joined.breath.skyrocket](http://joined.breath.skyrocket)

M: [Redacted 11 (2)]

DD: [Redacted 11 (2)]

T: 0345 520 5160

W: evm.uk

EIR Document 25

Standard Permit

Permit No:	SP 059739
Valid from:	30 May 2023
Expiry Date:	29 May 2028

Permit Holder's Copy

This permit is granted under Section 19 of the Transport Act 1985 in accordance with associated regulations and, subject to conditions specified below, it is issued to:

Coalfield Community Transport, SC10
authorising the use of one vehicle adapted to carry not more than sixteen passengers for hire or reward in compliance with Section 19 of that Act and associated regulations.

The conditions referred to above are:

1. Any vehicle being used under this permit must display the disc with the identical serial number to this permit.
2. Only passengers of the following classes shall be carried (* delete those not appropriate):
 - A. Members of the body holding the permit*;
 - B. Persons whom the body exists to benefit, and persons assisting them*;
 - C. Disabled persons or persons who are seriously ill and persons assisting them*;
 - D. Pupils or students of any school, college, university or other educational establishment and staff or other helpers accompanying them*;
 - E. Persons living within a geographically defined local community, or group of such communities, whose public transport needs are not met other than by virtue of services provided by the body holding this permit*;
 - F. Any other class of persons specified in the permit (Please give details)*
free use of bus service provided by SPT

3. Any further conditions mentioned overleaf

Signed [Signature] Date 28/6/23

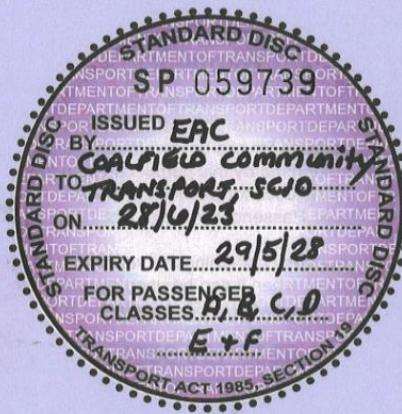
On behalf of or with the authority of the ~~Traffic Commissioner*~~ or Designated Body*
*delete as applicable

Detach the disc from the surround

Display the disc on the vehicle to which it relates

Warning: Use of a vehicle being operated under this permit to carry passengers for hire or reward other than as authorised by this permit can lead to prosecution for offences under the Public Passenger Vehicles Act 1981.

Any queries concerning the validity of this permit or when it can be used should be directed to VOSA, telephone: 0300 123 9000.



Strathclyde Partnership for Transport 5 Electric Vehicle DC Charging Quotation

The EO logo consists of the lowercase letters 'e' and 'o' in a white, sans-serif font, positioned over a dark, circular background element that resembles a charging port cover.

[Overview](#)

SPT have asked EO to provide a high-level generic quote for the supply and installation of overnight DC charging infrastructure to support the operation of 5 Electric buses.

EO will provide a quote for the hardware based on current hardware costs from one of our hardware partners.

The quote supplied for the infrastructure installation will be based on quotations we have provided to other clients with similar size projects.

As such the quote should be treated as a high-level budget quote and as such will not be open to acceptance at this stage of the enquiry

EO to provide an indicative quote for the installation of the electrical infrastructure for provision and support of the charging infrastructure.

EO assumes a POC has been secured from the DNO.

(EO will support SPTs application for a power upgrade from the ONO at a future date and as such will provide a separate quotation for any works related to the upgrade.)

EO will provide an indicative quote for all works from the substation onwards.

As a solutions provider, EO Charging can manage the delivery of every aspect of this project, as well as provide the required charging software, and on-going maintenance and support.

Based on SPTs requirements, this proposal outlines the required works and pricing for the installation of 3 x Pihong DS120kW Dual CCS2 output depot chargers.

Based on your requirements, this proposal outlines the required works and pricing for the design build, commissioning, and energisation of the site including:

- Design services and project management
 - New transformer, and LV switch gear
 - Supply and installation of new cabling and associated LV equipment
 - Supply and installation of 6no. new vehicle charge points
 - Commissioning, optional operation and maintenance of charging stations
 - Optional EO Cloud Fleet Management software and data services
 - Maintenance service agreement and bespoke service levels
 - *To be provided in follow-up O&M proposal for all SPT sites*
-
- The following quote has been formulated based on a generic requirement provided by SPT and is to provide guidance as to the indicative price for the install at sites to be determined at a future date.

About EO Charging

Our business was founded in 2015 by Charlie Jardine with a pledge - to make charging simple and reliable.

Originally born in a barn (an old pig shed to be precise), we've grown to become the global leader in charging electric fleets. We started small, with a big ambition, and know that we're only just getting started.

Today, we design and manufacture electric vehicle charging stations and cloud-based charge-point management software for fleets, homes, and destinations.

Named the fastest-growing business in the EV sector by the Financial Times in its FT 1000 list of Europe's fastest-growing companies in 2021 and 2022, we're an expanding network of offices, testing facilities and manufacturing sites all connected by a shared purpose - to let our planet breathe again.

Our charging products are made in the UK and distributed to more than 30 countries around the world by our team of global charging experts.

We believe that humans come first, technology after.

Our teams are made of people that think creatively and have the courage to be experimental and take risks. That doesn't mean we ignore the small print though; we're always working to fine tune even the smallest details.

At EO, we understand that powering electric vehicles can feel complicated at times. That's why our people are always there to lend a helping hand - to each other, to our partners, to our customers. We solve problems with different perspectives, united by our core values and sheer determination.

We put our partners at the heart of everything we do. We fine-tune our ears to the voice of our customers and pride ourselves on being that helping hand in the transition to electric. If we don't have the answers, we find them. If there isn't a solution that exists, we'll build it.

I trust the below proposal gives you all the information you require at this stage. We will be delighted to support your review of the proposal and to develop the site project together. If you have any questions, please let us know and we can arrange a call or meeting at your earliest convenience.

Hardware

While EO manufactures its own charging hardware, we are hardware agnostic and aim to provide you with the best solution to suit your business needs and the unique circumstances of the site and charging location.

Phihong DS120 Dual 120kW Charger

Key features

- Simultaneous DC Charging
- Output power options: 120kW from one channel 60kW from two channels
- Supports smart charging and load balancing.
- Support for CCS2, CHAdeMO and Type 2 standards
- 7" touchscreen and options for contactless or RFID authentication
- Cloud connectivity via Ethernet, Wi-Fi or 4G
- Wireless software updates
- 4m cable as standard
- Optional cable management accessories
- IP55, IK10
- 800 x 650 x 1900mm

Pricing

Equipment Supply			
Item	Summary	Unit Price	Qty
Charging Units	PhihongDS120 Dual CCS2 5m cable	Redacted 10	3
Charging Units	PhihongDS120 single CCS2 5m cable	(5)(e)	
Charging Units	Cable management 5m	Redacted 10	3
EO Hub		(5)(e)	
Accessories		Redacted 10	
Delivery	Delivery to site	(5)(e)	1
Pricing:			
Installation and Commissioning			
Item	Summary	Unit Price	Qty
Project & Design	Project Management	Redacted 10 (5)(e)	Redacted
	Design work	£0.00	
	Studies (earthing, lightning etc.)	£0.00	
DNO/IDNO	Ponit of Connection	£0.00	
	Assest Value	£0.00	£0.00
Onsite Works	Site Establishment/General Plant/	£0.00	£0.00
	Civils Work	£0.00	£0.00
	Supply & Install LV feeder pillars	£0.00	£0.00
	Supply & Install HV	£0.00	£0.00
	Supply & Install Sub Station	£0.00	£0.00
Test/ Commission/ Handover		£0.00	£0.00
	LV HV network commissioning	£0.00	£0.00
	Charger commissioning	£0.00	£0.00
	Handover documentation	£0.00	£0.00
	Training	£0.00	£0.00
Project Total			
Product Supply, Installation, Commissioning			Redacted 10 (5) (e)



In accordance with recommended practice, no allowance has been made for V.A. T. which will be charged at the prevailing rate at the time of invoicing, where applicable.

GENERAL CONDITIONS OF SALE

VALIDITY: The prices quoted shall remain valid for 30 days. Where applicable, parts of our quotation are based upon current exchange rates, and we reserve the right to amend the quotation should exchange rates fluctuate prior to acceptance of an order.

GUARANTEE: The equipment is covered for the remainder of the manufacturer's warranty (tbc) from the date of delivery (provided that the goods are installed and serviced in accordance with the sellers recommended service intervals)

PAYMENT: Standard payment terms are as follows:
On successful completion of a credit check, 30 days from invoice date/ project completion.

Payment Schedule

- 100% paid on acceptance of quote on invoice.

STANDARD TERMS AND CONDITIONS:

A full copy of our Standard Terms and Conditions of Trading are available on request. Thank you for the opportunity to provide you with this Quotation.

Should you require further support or need anything clarified, please do not hesitate to contact the EO Team.

Best wishes,

[Redacted 11 (2)]

Key Account Manager, eBus & eTruck EO Charging

E: **[Redacted 11 (2)]**

M: **[Redacted 11 (2)]**

Strathclyde
Partnership for
Transport
2 Electric Vehicle
AC Charging
Quotation



Overview

SPT have asked EO to provide a high-level generic quote for the supply and installation of overnight AC charging infrastructure to support the operation of 2 Electric buses.

EO will provide a quote for the hardware based on current hardware costs from one of our hardware partners.

The quote supplied for the infrastructure installation will be based on quotations we have provided to other clients with similar size projects.

As such the quote should be treated as a high-level budget quote and as such will not be open to acceptance at this stage of the enquiry

EO to provide an indicative quote for the installation of the electrical infrastructure for provision and support of the charging infrastructure.

EO assumes a POC has been secured from the ONO.

(EO will support SPTs application for a power upgrade from the ONO at a future date and as such will provide a separate quotation for any works related to the upgrade.)

EO will provide an indicative quote for all works from the substation onwards.

As a solutions provider, EO Charging can manage the delivery of every aspect of this project, as well as provide the required charging software, and on-going maintenance and support.

Based on SPTs requirements, this proposal outlines the required works and pricing for the installation of 2 x EO Genius2 22kW AC single output charging points with associated hardware.

Based on your requirements, this proposal outlines the required works and pricing for the design build, commissioning, and energisation of the site including:

- Design services and project management
 - New transformer, and LV switch gear
 - Supply and installation of new cabling and associated LV equipment
 - Supply and installation of 6no. new vehicle charge points
 - Commissioning, optional operation and maintenance of charging stations
 - Optional EO Cloud Fleet Management software and data services
 - Maintenance service agreement and bespoke service levels
 - *To be provided in follow-up O&M proposal for all SPT sites*
-
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