

# Agenda – Climate Change, Environment, and Infrastructure Committee

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Meeting Venue:	For further information contact:
Hybrid: Committee room 4 Tŷ Hywel and video Conference via Zoom	Marc Wyn Jones Committee Clerk
Meeting date: 12 January 2023	0300 200 6565
Meeting time: 09.30	<a href="mailto:SeneddClimate@senedd.wales">SeneddClimate@senedd.wales</a>

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## Private pre-meeting (09.15–09.30)

## Public meeting

### 1 Introductions, apologies, substitutions, and declarations of interest

(09.30)

### 2 Electric vehicle charging – evidence session 1

(09.30–10.45)

(Pages 1 – 43)

Dr Paul Bevan – Electric Vehicle Association (EVA) Cymru

Professor Liana Cipcigan – Electric Vehicle Centre of Excellence, Cardiff University

Olly Craughan, UK Head of Sustainability – DPD Group

David Wong, Senior Innovation and Technology Manager – The Society of Motor Manufacturers and Traders (SMMT) EV Group

Attached Documents:

Research brief – EV charging infrastructure strategy and action plan

Paper – Electric Vehicle Association (EVA) Cymru

Paper – Professor Liana Cipcigan, Electric Vehicle Centre of Excellence,



## **Break (10.45–10.55)**

### **3 Electric vehicle charging – evidence session 2**

(10.55–11.55)

(Pages 44 – 50)

Cllr Andrew Morgan – Leader of the Welsh Local Government Association (WLGA)

Goeff Ogden, Chief Transport Planning and Development Officer – Transport for Wales

Roisin Willmott, Director of Wales and Northern Ireland and Planning Aid England – Royal Town Planning Institute (RTPI)

Attached Documents:

Paper – Welsh Government and Transport for Wales

## **Break (11.55–12.05)**

### **4 Electric vehicle charging – evidence session 3**

(12.05–13.05)

(Pages 51 – 61)

Malcom Bebbington, Head of Future System Strategy – SP Energy Networks

Benjamin Godfrey, Director of Distribution System Operator – National Grid

Dr Neil Lewis, Manager – Carmarthenshire Energy, and also representing TrydaNi; Charge Place Wales Ltd, and the Community Energy Sector's Car Club

Attached Documents:

Paper – SP Energy Networks

## **5 Papers to note**

(13.05)

### **5.1 The future of bus and rail in Wales**

(Pages 62 – 76)

Attached Documents:

Response from the Welsh Government to the Committee's report on the future of bus and rail in Wales

### **5.2 Storm overflows in Wales**

(Pages 77 – 80)

Attached Documents:

Briefing note from Natural Resources Wales in relation to a recommendation made by the Committee in its report on storm overflows published in March 2022

### **5.3 Welsh Government Draft Budget 2023–24**

(Pages 81 – 84)

Attached Documents:

Letter from the Chair of the Finance Committee to Committee Chairs in relation to the Welsh Government Draft Budget 2023–24

### **5.4 Welsh Government Draft Budget 2022–23**

(Pages 85 – 92)

Attached Documents:

Letter from the Minister for Climate Change to the Chair in relation to a recommendation made by the Committee in its report on Scrutiny of the Welsh Government Draft Budget 2022–23

### **5.5 Scrutiny of the financial implications of Bills – correspondence between the First Minister and the Chair of the Finance Committee**

(Pages 93 – 97)

Attached Documents:

Letter from the First Minister in response to the Chair of the Finance

Committee's letter of 16 November in relation to scrutiny of the financial implications of Bills

Letter from the Chair of the Finance Committee in response to the First Minister's letter of 7 December in relation to the scrutiny of the financial implications of Bills

#### **5.6 The Environmental Protection (Single-use Plastic Products) (Wales) Bill**

(Page 98)

Attached Documents:

Letter from the Chair of the Legislation, Justice and Constitution Committee to the Llywydd in relation to The Environmental Protection (Single-use Plastic Products) (Wales) Bill

#### **5.7 Retained EU Law (Revocation and Reform) Bill**

(Pages 99 – 101)

Attached Documents:

Letter from the Chair of the Legislation, Justice and Constitution Committee to the Chair in relation to the Legislative Consent Memorandum for the Retained EU Law (Revocation and Reform) Bill

#### **5.8 Climate adaptation and carbon budgets**

(Pages 102 – 103)

Attached Documents:

Response from the Minister for Climate Change to the Chair's letter of 18 November in relation to climate adaptation and carbon budgets

#### **5.9 Public Appointments**

(Pages 104 – 105)

Attached Documents:

Letter from the Chair of the Public Accounts And Public Administration Committee to Committee Chairs in relation to their inquiry into Public Appointments

#### **5.10 Prioritising committee business**

(Pages 106 – 107)

Attached Documents:

Letter from the Llywydd to all Senedd Members in relation to prioritising committee business

#### **5.11 Ministerial scrutiny sessions**

(Page 108)

Attached Documents:

Letter from the Chair to the Minister for Climate Change in relation to attendance at Committee meetings in person

#### **5.12 The Plant Health and Trade in Animals and Related Products (Amendment) Regulations 2022**

(Pages 109 – 110)

Attached Documents:

Letter from the Minister for Rural Affairs and North Wales, and Trefnydd to the Chair in relation to the Plant Health and Trade in Animals and Related Products (Amendment) Regulations 2022

#### **5.13 Waste and Resources Common Framework**

(Page 111)

Attached Documents:

Letter from the Minister for Climate Change to the Chair in relation to the Framework Outline Agreement and Concordat for the Waste and Resources Common Framework

#### **5.14 Inter-institutional relations agreement**

(Pages 112 – 113)

Attached Documents:

Letter from the Minister for Climate Change to the Chair of the Legislation, Justice and Constitution Committee in relation to the Inter-Ministerial Group for Environment, Food and Rural Affairs

- 6 Motion under Standing Order 17.42 (vi) and (ix) to resolve to exclude the public from the remainder of today's meeting**  
(13.05)

**Private meeting (13.05–13.25)**

- 7 Electric vehicle charging – consideration of evidence heard under items 2,3 and 4**
- 8 Consideration of the Supplementary Legislative Consent Memorandum for the UK Infrastructure Bank Bill**

(Pages 114 – 124)

Attached Documents:

Legal advice note – UK Infrastructure Bank Bill

Draft report – Supplementary Legislative Consent Memorandum (No.3) for the UK Infrastructure Bank Bill

Document is Restricted

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[Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith](#) | [Climate Change, Environment and Infrastructure Committee](#)

[Gwefru cerbydau trydan](#) | [Electric vehicle charging](#)

Ymateb gan Cymdeithas Cerbydau Trydan Cymru | Evidence from Electric Vehicle Association (EVA) Cymru

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## 1. What are your views on the Action Plan?

Electric Vehicle Association (EVA) Cymru is Wales' national representative body for Electric Vehicle owners and drivers. EVA Cymru has three overarching objectives:

To represent the interest of EV owners and drivers in Wales

To promote the uptake of EVs in Wales

To work with other stakeholders to achieve these aims

Along with our partner associations EVA England, EVA Scotland, and EVA Northern Ireland we work with governments and private sector partners to ensure the voice of all Electric Vehicle owners and drivers is shared as widely as possible.

The Welsh Government's 2021 Electric Vehicle Charging Strategy set out a positive statement of intent which supports the uptake of Electric Vehicles across Wales, and recognises the vital role that Electric Cars and Vans will play in the decarbonisation of transport. EVA Cymru welcomed the strategy and the recognition of the different approaches to Electric Vehicle Charging required to achieve a transition away from fossil fuels.

The Action Plan sets out a number of priorities which reflect the breadth of that strategy and we feel having an Action Plan is a vital element of ensuring delivery. However it is important to recognise that many elements of the Strategy itself, and the actions in the Action Plan, are closely linked to - or dependent upon - UK-level decisions (for example, the Welsh Quality Standards).

Whilst recognising the need to also ensure interoperability, we feel the Action Plan could focus attention - and resource - on the areas where the Welsh Government can make the most impact. Specifically Charging Infrastructure, Enhanced Rapid Charging Provision, Partnership and Collaboration, Increasing Public Awareness, Encouraging Investment Opportunity and Innovation, and Creating Synergies.

We feel that the KPIs within the Action Plan should be revisited to ensure they reflect the rate of growth of Electric Vehicles and the urgency of transport decarbonisation required to meet Wales' Net Zero aspirations. The number of Electric Vehicles registered in Wales is increasing by 10-15% each quarter and this exponential growth is placing increased demands on the existing infrastructure.

With even faster growth elsewhere in the UK, the demands of visitors are also increasing and each tourist season sees unprecedented peaks in demand as people move away from fossil fuel vehicles. In short, the overall levels of provision aspired to are now clearly inadequate for both quantity and patterns of usage and we would welcome the opportunity to support Welsh Government in revisiting these targets to better reflect the reality of the rate of EV uptake in Wales.

We also feel that the Action Plan would benefit from developing more detailed KPIs (or intermediate targets) for many of the outcomes where they do not currently exist. The current action plan does not include specific KPI data or even a baseline against which the Action Plan will be monitored.

Finally, we would suggest that the Action Plan offers the opportunity for a broader framework for communicating on progress outside of Welsh Government and would encourage increased communication and collaboration around the delivery of the objectives of the strategy.

## 2. What are your views on progress made against Action 1: Charging infrastructure?

This action point reflects a key area for delivery against the strategy, most particularly to ensure that the transition from fossil fuel vehicles to Electric Vehicles is supported across all individuals, regardless of their individual situation.

The vast majority of journeys made in any vehicle are currently short enough that an EV would not need to be charged and so, for those who have private off-street parking, the barriers presented by the current public charging infrastructure are far less impactful. The same cannot be said for those without off-street parking and therefore the use of the ULEVTF, alongside other schemes such as the UK Government's On-Street Residential Chargepoint Scheme (ORCS), is a vital component in achieving the strategy's objective that "By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it."

We are aware of a range of positive projects funded under the ULEVTF such as the delivery of small numbers of chargers across car parks in Swansea (both the city centre and in 'community hubs'). However Local Authority investment is still sporadic and uneven with a broad lack of community engagement. The focus has tended towards Local Authority owned car parks, where charging is best suited to visitors, rather than towards facilities which will support residents to access charging facilities in locations where they would normally park for extended periods (i.e. over nights).

We welcome Welsh and Local Governments' focus on town centre regeneration, however feel that a lack of understanding of 'real world' charge patterns may be encouraging a false perception that greater slow ('destination') charging in City Centres will increase visits and dwell time. Rather, we anticipate that as charging becomes increasingly less frequent, this infrastructure may be left unused and un-maintained, undermining confidence in transitioning to Electric Vehicles.

We would also suggest that the lack of information sharing, both by Welsh Government when distributing funding or Local Authorities when receiving the funding, is undermining Action 7: Increase Public Awareness. A clear forward plan of where infrastructure will be deployed (ideally based on local community engagement to assess and encourage demand) would dramatically increase confidence for prospective and existing drivers and we would encourage Welsh Government to look to adding an objective to publish the locations and timescales for new public infrastructure funded through ULEVTF (alongside planned deployments from any other investment programmes if possible).

We would encourage Welsh Government to see the varying types of charging locations as part of a single ecosystem and encourage the development of Charging Strategies (as seen in Ceredigion) where public sector-driven charging, destination charging (including private sector destinations such as hotels, private car parks and visitor attractions), and on-street charging are planned together where possible to avoid creating 'cold spots' for EV uptake.

We would suggest that Welsh Government might consider an action in the next iteration of the Action Plan to provide guidance to Local Authorities on encouraging private sector to take a role supporting this objective, including how the planning system can encourage and enforce the delivery of charging alongside other appropriate developments (such as hotels, visitor attractions and fueling stations).

### 3. What are your views on progress made against Action 2: Optimisation of energy provision?

Broader energy infrastructure is a key enabler, and barrier, for the growth of EV charging infrastructure and there have been a wide range of examples across Wales of Charge Point Operators being unable to invest due to a lack of grid capacity or where installations have remained un-commissioned for extended periods of time due to delays in DNO infrastructure upgrades. In contrast, where grid capability exists and demand is clear, the market has been able to invest in significant levels of charging infrastructure leading to a very uneven distribution of charging capacity across Wales with a 'charging desert' through the middle of the country.

Whilst this action point is closely linked to UK Government and UK-level regulator activity, there are opportunities for Wales to move forward within the broader context of network investment. Critically, it is clear that the increase demand for Electric Vehicle charging has outpaced the speed at which energy infrastructure can be expanded.

Whilst the longer term systemic issues need to be addressed we would encourage Welsh Government to explore opportunities to continue to progress this action through more localised interventions - working with community energy groups, independent filling stations, and similar groups - such as supporting the deployment of battery-augmented charging in key rural locations on major routes, and incentivising charging hubs alongside renewable energy generation projects.

### 4. What are your views on progress made against Action 3: Enhanced rapid charging provision?

Rapid charging on key routes across Wales continues to represent the biggest barrier to the uptake of Electric Vehicles. Since the strategy's launch, we have seen just 53 new Rapid Chargers in key locations across Wales. Whilst this rate of growth is the highest in the UK (33% in comparison to 22% in England, for example) it is from a very low base and is reflective of historic under-investment. Rapid Charging infrastructure remains far lower in Wales than the rest of the UK (1 per 15,000 people in Wales versus 1 per 11,000 people at the UK level).

These new rapid chargers have continued to be clustered together (although not generally co-located) and no new rapid chargers at all have been deployed during the period in 7 local authority areas. This is the result of Charge Point Operators naturally investing at high-potential locations where the cost of deployment (e.g. Grid Connectivity) is also low.

The result is that Wales has only 6 locations which would meet a minimum definition of 'Trunk Road Standard' charging hubs (at least 5 rapid chargers at a single location). Excluding Tesla sites (some of which are not open to all) reduces this number to 3 of which only one - on the A5 at Corwen - is north of the M4. In contrast to most of the rest of the UK road network, Welsh EV drivers are condemned to hope and queue at a wide range of single-charger sites, often in inconvenient locations.

We welcome Transport for Wales' plans to add new rapid charging infrastructure in under-served locations however we are concerned that the programme is moving too slowly and is too unambitious. We would encourage the Action Plan to move away from single rapid chargers in favour of reliable and managed hubs delivered in collaboration with the Charge Point Operators. The Instavolt hub at Rhug near Corwen being an example of this approach in practice.

Of the 21 locations published by Transport for Wales as expecting new infrastructure under this action only 3 are in place. Many of the remaining locations, such as Dolgellau, represent significant 'cold spots' in the network acting as barriers for local uptake as well as to decarbonised travel to and through the area. This reflects the challenging grid environment in those areas however we would encourage efforts to speed up this rollout and to extend the number of chargers at each location to ensure resilience in rural and under-served areas.

Finally we note that there has been no action on any improvements on the A55, North Wales's most significant transport route. Unlike major roads in England and the M4 in South Wales, the A55 has been left out of a major Private Sector upgrade programme run by Gridserve Ltd which has transitioned over 130 key charging sites from older generation equipment to new charging devices and is currently moving those sites to become high-powered multiple charger 'hubs' (with 14 completed or underway). The three key locations in North Wales (A55 Service Areas) are not planned to be upgraded and both Gridserve and the site operators, Euro Garages Group, have not published information about any future plans.

The current issues on the A55 are an example of where Welsh Government could seek to intervene to ensure private sector investments made elsewhere in the UK are also made in Wales. Delivering against this action without significant public investment.

Overall we feel this action should be substantially revisited in the light of the pace of delivery of the original plan and the exponential growth in drivers transitioning to EVs. We would suggest that Welsh Government could consider whether it might achieve more by performing a convening role between Charge Point Operators and the EV driving community to ensure that substantial rapid charging hubs are delivered at key strategic sites on the Trunk Road Network in a way which supports confidence in both North-South and East-West travel in Wales.

We would value specific dialogue with the delivery team on this point

## What are your views on progress made against Action 4: Welsh quality standards?

EVA Cymru are broadly supportive of the objective to develop a Welsh Quality Standard however we note that this was due to be published in 2021. As far as we are aware, no standard has been published and no consultation has taken place on Welsh standards.

Given the alignment required with UK-level National Quality Standards, we recognise the dependency on progress at a UK-level however we would encourage Welsh Government to progress

this action through consultation and engagement which focuses on Wales-specific requirements (including bilingual signage, customer experience, and support) which do not undermine the interoperability of systems and data or disincentivise investment in Wales.

We recognise that much of the infrastructure investment in Wales continues to be in the retrofitting of charging to existing infrastructure. This, in general, is positive in that it supports the location of charging facilities and raises awareness amongst fossil fuel vehicle drivers. However we would encourage Welsh Government to ensure that the Welsh Quality Standards account for queuing and waiting within infrastructure deployments to avoid a poor user experience at busy times.

We would also encourage Welsh Government to engage with EV Chargesafe who have developed a 60+ point inspection framework for rating charging infrastructure for safety, accessibility, and usability. This independent scheme has received strong engagement from Chargepoint Operators and may provide useful context for the Welsh Quality Standard.

### What are your views on progress made against Action 5: Regulatory facilitation?

We are not aware of any progress against this Action Point which is a vital part of achieving the objectives of the strategy and facilitating Electric Vehicle uptake. Experience to date shows that one of the major advantages of Electric Vehicles to consumers is the ability to charge that vehicle at home.

Building Regulations in Wales currently lag behind both Scotland and England in terms of requiring EV charging in both domestic and commercial properties. In Scotland, for example, a standard (7kW) charge point must be provided for each residential building with at least one parking space and a ratio of 1:10 for every non-residential building. England has in place similar requirements and these regulations also extend to substantial renovations.

Wales has not yet added EV Charging requirements to planning guidance or building regulations however and we would encourage any review to conclude quickly as to not leave Wales further behind the rest of the UK.

There are also opportunities to go further in regulating for the provision of charge points at other key locations including public car parks, hotels, fueling stations, and any residence converted to a holiday let or similar.

### What are your views on progress made against Action 6: Partnership and collaboration?

The establishment of a Charge Point Operator working group is a key mechanism for achieving the objectives of the strategy, and for delivering a viable and fit-for-purpose Electric Vehicle Charging infrastructure across Wales. Charge Point Operators have been open in confirming that capital to invest in charging infrastructure is widely available for operators to access however we have continued to see proportionately less investment in Wales.

Whilst we are not aware of whether the Welsh Government has met the KPI of establishing the Charge Point Operator working group, we would suggest that it remains imperative that Welsh Government, through this group, provide strong leadership and guidance to both commercial and

non-commercial operators (and the two Distribution Network Operators) to ensure the development of a strong and resilient charging infrastructure across Wales.

One opportunity which should be considered for the Action Plan is to encourage partners to collectively 'sign up' to supporting the Strategy and for Welsh Government to facilitate the publication of their own action plans in delivering the objectives of the Strategy.

## What are your views on progress made against Action 7: Increase public awareness?

To date, we have not seen any significant progress against this action point which we view as a critical part of the strategy. Whilst the charging infrastructure in Wales has developed substantially since October 2021 (with the number of rapid charging locations, for example, growing by 33%) there has been little raising of awareness of the infrastructure by Welsh Government during that time.

Transport for Wales has been allocated a key role within the delivery of the strategy and we are concerned that, to date, it has been unable to deliver against this priority either due to resourcing or strategic direction. As an illustration of this, since the launch of the strategy in October 2021 there have been 108 news stories published by Transport for Wales of which only one relates to Electric Vehicles and none relate to public Electric Vehicle Charging infrastructure or this strategy.

Similarly, there is no mention of this strategy or work undertaken by Transport for Wales to deliver the strategy in the Transport for Wales 2021/22 annual report.

The strategy states that "We will seek to raise public awareness of electric vehicle charging infrastructure across Wales. Communications will seek to provide consistent, transparent and accessible information to consumers and the wider public" however this is not reflected in communications by Transport for Wales, for example the Transport for Wales publication "Talking Transport: A toolkit for facilitators to engage the public on transport-related topics" references trains, buses, and active travel but does not highlight any aspect of Electric Vehicle charging infrastructure.

In addition, we are concerned that recent Welsh Government strategies (such as the National Transport Delivery Plan) have grouped Zero-Emission Battery Electric Vehicles with other, less environmentally friendly transport such as Hybrid-Electric Vehicles and Hydrogen Fuel Cell Vehicles under the banner of "Ultra-Low Emissions Vehicles". This risks undermining the objective of this action point (increased consumer confidence) and reduces clarity for consumers and the wider public on the Zero Emission nature of Electric Vehicles.

Whilst the lack of progress in this area may reflect the speed at which Transport for Wales' directly-managed Rapid Charging infrastructure has been deployed, we suggest that the resourcing allocated to the broader implementation of the strategy - and to this particular Action Point - may need to be revisited to ensure that the objectives of the strategy in this area are met and that Transport for Wales can perform the executive function identified in the strategy.

## What are your views on progress made against Action 8: Encourage investment opportunity and innovation?

We recognise that Welsh Government has invested strongly in skills development to support decarbonisation and wider 'green skills' however the support for the supply chain to move to support EVs is less clear. In particular we would highlight three areas where you might expect to see Welsh Government intervention but where there has not been any clear activity:

Firstly support for rural petrol filling stations to transition to become hubs for Electric Vehicle rapid charging (including through the deployment of battery+charger systems and renewable energy generation technologies). These rural businesses are essential parts of many communities however they face a potential threat as fossil fuel use decreases. If, however, they are supported to become bases for (rapid) EV charging infrastructure - in contrast to deployments on public sector sites such as car parks - they can remain a viable and valuable part of transport decarbonisation.

Secondly, the investment in public sector Electric Vehicle charging infrastructure offers opportunities for large bi-directional charging infrastructure deployments which could provide Vehicle-to-Building and Vehicle-to-Grid services such as demand-smoothing and less carbon intensive uses of the grid. This is an area where Welsh Government, working with other Public Sector bodies and the Energy Service could support innovation in line with this Action.

Finally, Welsh Government will no doubt be aware that the automotive sector in Wales is currently heavily focused on the development of fossil fuelled vehicles (including engines and parts) and to date there has been a lack of engagement with this sector by Welsh Government to stimulate the transition of activity in Wales towards Zero-Emission Electric Vehicles. This year, the Welsh Automotive Forum, working with Welsh Government, began a process of mapping the supply chain for Zero Emission Vehicles (including Electric Vehicles) in Wales and we hope that this collaborative piece of work will provide new routes for supporting this sector to transition to support Electric Vehicle production, maintenance and infrastructure.

## What are your views on progress made against Action 9: Create synergies?

Within the Strategy, Welsh Government has identified benefits from co-ordinated planning and investments which encourage modal shift. We support this approach and the importance of reducing the total number of private vehicle miles in order to reduce the overall environmental and societal impact of travel.

However, actions to date have not always reflected the reality of charging patterns and Electric Vehicle usage. For example, the investment in charging infrastructure at railway stations may not be the most effective choice of location as drivers can (generally) be expected to drive the minimum distance necessary to shift to public transport and therefore be unlikely to need to take advantage of the charging facilities. In contrast, on-street and community car park infrastructure can facilitate the transition to Electric Vehicles across multiple use cases - including those that complete their journeys partly by private and partly by public transport.

It is too early to see if the strategy has been appropriately integrated into Local Development Plans however we would suggest that Welsh Government might consider collating an overview of the alignment between this strategy and draft Local Development Plans to ensure that they support charging infrastructure planning.

## What are your views on the strategy ?

EVA Cymru is broadly supportive of the strategy and welcomed the range of interventions identified to deliver a cohesive charging infrastructure. However we are concerned that the level of aspiration outlined in the strategy was low at the time of publication and that the clear and growing shift to Electric Vehicles in private vehicles, company vehicles, and public sector vehicle fleets has outpaced the specific outcomes identified.

We would recommend that Welsh Government review the timelines and targets set to increase the targeted levels of infrastructure and the speed of delivery. The level of aspiration within the current strategy, and the Action Plan, no longer reflects the broader commitment by Welsh Government to the decarbonisation of transport and this lack of ambition risks further increasing the gap in Electric Vehicle uptake between Wales and the rest of the UK.

We also feel that the strategy should be reviewed to ensure it accounts for patterns of usage that have become clearer since 2021 (including the higher average battery capacity of Electric Vehicles and the demand for greater numbers of chargers in fewer (hub) locations).

We would also suggest that the strategy needs to be revisited in light of the growth in Electric Commercial Vehicles, particularly vans (which are now growing at an average of 15% every quarter in Wales), and the need to work with significant fleet owners to ensure that public charging infrastructure supports their needs without reducing the availability for other users.

Finally, whilst the Strategy does identify the role of Welsh Government in working in partnership with the private sector, we would suggest that the strong level of capital investment currently available to Charge Point Operators makes this role even more vital in avoiding disparities across Wales with over-provision (or earlier provision) in some areas and significant under-provision in others.

## Do you have any other points you wish to raise within the scope of this inquiry?

We wish to reinforce our support for the broad nature of the strategy and the actions highlighted in the Action Plan. A reliable, available, and pan-Wales Electric Vehicle Charging infrastructure is an essential part of achieving transport decarbonisation and continuing to develop that infrastructure is essential to ensuring Wales catches up with the wider UK in this area.

We would, however, encourage Welsh Government to consider a more open approach to highlighting the progress made, and planned, against the strategy and the Action Plan and to take a broader approach to engagement. We feel this will support both public confidence and a broader understanding of Welsh Government's efforts in this area. As has been seen with Broadband investments, clarity of current and future plans leads to increased confidence and therefore uptake by the public and businesses.

We would also suggest that Welsh Government should place more emphasis on their role as an enabler and strongly encourage investments by the private sector to meet the aims of the strategy, continuing to co-invest and to drive demand to improve the investment case for those businesses.

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Ymateb gan Yr Athro Liana Cipcigan, Prifysgol Caerdydd | Evidence from Professor Liana Cipcigan, Cardiff University

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## 1. What are your views on the Action Plan?

We agree with the Action Plan in bridging the gaps in charging infrastructure provision in Wales. The Action Plan is recognising the urgency for action considering that the current charging infrastructure in Wales is still not fit for purpose lacking behind the rest of UK. However, the action plan is lacking granularity for more targeted and specific actions required to accelerating the rollout of charging infrastructure in the next 3 years to achieve the vision that ‘by 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.’

## 2. What are your views on progress made against Action 1: Charging infrastructure?

According to HM Government “Taking charge: the electric vehicle infrastructure strategy” “today a driver is never more than 25 miles away from a rapid charge point anywhere along England’s motorways and major A roads.”

For translating this achievement in Wales, a more targeted approach is required based on an analysis where the charging infrastructure is needed, and the charging infrastructure rollout should speed up significantly. For example, offering strategically different charging options across a range of locations for creating flexibility for businesses and private drivers. Roll out of charging infrastructure should be aligned with current and future demand with the right mix of different charging speeds to accommodate all vehicles including private cars, taxis, delivery vans, commercial fleets individual needs. Domestic charging, including that for households lacking off-road parking, is important to ensure equality of access.

Therefore, clear sub-actions with associated deadlines could support the overall KPI delivery. For example, setting sub-actions for local authorities to plan charge points installation where needed and provide suitable tools and expertise to assist them in achieving these plans.

The timescale for such urgent action is “roughly around 10 years” not aligned with the overall goal ‘by 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.’

### 3. What are your views on progress made against Action 2: Optimisation of energy provision?

We agree with the action plan recognising that the charging infrastructure provision should be integrated in smart energy systems, bringing together electricity and transport systems in a whole system approach. The grid is evolving to incorporate the significant load from electric vehicles charging and at the same time is benefiting from innovation in services that EVs can offer to the grid.

But innovation is not limited only to technologies, it also covers institutions, business models, policy designs, regulations, and behaviours therefore our suggestion is to include in the delivery partners for example aggregators, energy community, ancillary services providers.

### 4. What are your views on progress made against Action 3: Enhanced rapid charging provision?

We agree with the strategy planned to deliver Action 3, based on strategic spatial planning exercise and with the delivery timeline of 5 years.

Good progress was made considering the opening of Rhyl 36 vehicle capacity charging hub, the second largest charging hub in UK, incorporating a mix of fast and rapid chargers opened for public use. This charging facility is offered to local users who have no access to off street parking and is offering rapid charging for local taxi drivers.

### What are your views on progress made against Action 4: Welsh quality standards?

We agree with the strategy planned to deliver Action 4, the delivery timeline, and the Welsh focus.

### What are your views on progress made against Action 5: Regulatory facilitation?

The strategy rightly identified the promotion of renewable energy generation and storage integration with charging infrastructure and the sustainable design that includes green infrastructure.

We agree with the need of interoperable payment for accessibility of the charging infrastructure across the country for predicted mature EV market scenario.

However, as the charging infrastructure, electricity grid and EVs market is evolving regular updates of regulatory aspects are required to be aligned with this dynamic trend.

## What are your views on progress made against Action 6: Partnership and collaboration?

We do not have a comment on the progress.

## What are your views on progress made against Action 7: Increase public awareness?

There is a wide variation on public awareness of EVs and the associated infrastructure rollout. More targeted campaign in raising awareness is required, particularly to ensure equity of access to information in disadvantage areas with low income for supporting such communities with the transition to 2030.

The spatial distribution of charge points needs to ensure inclusion for disadvantaged communities and maintain the right balance between commercial and social considerations. Raising awareness regarding other transport options like public transport or car sharing schemes are important in the case when EVs ownership and access to charging infrastructure is challenging.

The delivery partners of this action will need to be selected with right communication skills for sending the right message and educate all communities in relation to infrastructure provision for avoiding transport poverty.

## What are your views on progress made against Action 8: Encourage investment opportunity and innovation?

We would like to see more engagement and partnership with universities in providing innovative solutions and expert advice. As members of standardisation bodies, task forces, national and international organisations, government working groups we are in a position to provide support in selecting the right strategies and technologies to deliver the electric vehicle charging roll out since the market and technology diversify and continue to innovate.

The universities are significantly contributing to skills provision and training. There is a significant demand on the expertise and human resources in areas serving the emobility ecosystem. It is well recognised the existence of skills deficit in this sector. Therefore, support for skills provision and employment within the EVs value chain is essential. To develop these new technologies, deploy and maintain them critical skills are required, for not only who are joining the workforce, but also for current employers whose roles will be disrupted by new business models along the emobility supply chain. The workforce will need to scale-up and there is a need to reskill workers to fill the shortage of personnel qualified to work on EVs supply chain to support the transition from ICE to EVs.

Widespread of EVs adoption will require workers trained in new skills: EVs design including batteries, charging infrastructure, servicing EVs, safety issues, power electronics, e-mobility service integrators, grid interfaces and control to list only few. But a workforce with the right skills is hard to find especially when multi-skills workers with mechanical, electrical, computing and electronics skills should be required. Building the workforce of the future with multi-skilled engineers is a challenging task.

Workforce programmes for current workforce as well as new areas of specialisation with the focus on EVs and charging infrastructure are required to deliver the ambitions agenda of decarbonisation of transport. These skills should be developed in advance due to the employment potential from the supply chain for electric transportation.

### What are your views on progress made against Action 9: Create synergies?

This action is very important because the grid will need to evolve to incorporate the significant additional demand from road transport electrification. Developing large transport hubs powered by solar farms and storage energy balancing units, as proposed by CENIN in Bridgend and Parc Dyffryn, is offering sustainable solutions for charging electric vehicles from renewables.

In delivery partners it is recommended to be included/consulted renewable generators and storage developers as well as local energy communities.

### What are your views on the strategy ?

Overall, we agree with the urgency of the action plan and delivery strategy.

However, we will welcome more granularity for these actions and more ambition targets for infrastructure provision as well as setting sub-tasks with specific timeline for better monitoring of KPI.

### Do you have any other points you wish to raise within the scope of this inquiry?

## **EVC3 DPD Group**

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Senedd Cymru | Welsh Parliament

Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith | Climate Change, Environment and Infrastructure Committee

Gwefru cerbydau trydan | Electric vehicle charging

Ymateb gan DPD | Evidence from DPD

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### **1. What are your views on the Action Plan?**

DPD is the UK's leading domestic B2C parcel carrier with a 22,000-strong team delivering over 350 million parcels each year. This makes us a key player in the transport industry, which currently accounts for around a quarter of the UK's annual CO2 emissions. We take our role in the decarbonisation of the UK very seriously and fully support the Committee's Action Plan for the ramping up and improvement of the country's EV charging infrastructure.

As a company, DPD is taking concrete steps to decarbonise its operations, focusing mainly on city areas where the availability of EV charging infrastructure allows for a full transition away from vans running on petrol and diesel. A 'Vision 30' strategy has been put in place which commits to deliveries in 30 cities across the UK being fully net-zero by the end of 2023.

In Cardiff, for example, DPD has 205 vans in operation currently, out of which 71 are electric. A further 24 electric vans will be in circulation next year to deliver the city fully electric as quickly as possible. We estimate that our overarching EV strategy in the UK will deliver 100m parcels via electric vans in 2023, compared to just 1.3m in 2019, and we want our drivers across Wales will play a key role in achieving this.

The key concern of our company, which will be highlighted in the relevant sections below, is the lagging expansion of the UK's public EV charging infrastructure. In Cardiff, only 25 chargers suitable for vans are currently at the disposal of residents, including many DPD drivers who lease their vans with our support. Improving provision needs to be the main priority for both central and local government going forward in order to ensure the delivery sector can speedily decarbonise.

DPD cares deeply about the decarbonisation of transport in towns and cities across the UK, especially those where we have decided to go above and beyond what is being demanded by authorities to deliver our service without any emissions. Our aim is to ensure citizens across Wales and the United Kingdom can live in cities and rural communities that are greener, with cleaner air, and where parcels can be delivered quickly through environmentally friendly means.

As we hope this submission shows, we have a lot of experience and expertise to share and would like to work more in tandem with the Senedd and Welsh Government on this going forward. It would be a pleasure to meet with you to hear about your transport decarbonisation plans in more detail and discuss how we can collaborate effectively to speed up efforts when it comes to EV charging and more.

## **2. What are your views on progress made against Action 1: Charging infrastructure?**

As mentioned above, the lagging expansion of the UK's public EV charging infrastructure is a sincere concern for our company. We have consulted with the Government on this matter and support the continued increase in funding for the expansion of the network over coming years, while recognising much more is needed. We are continuing to push the Central Government for more funding for Local Authorities to ensure a comprehensive charging infrastructure.

Most of our drivers are self-employed through choice. In order to enable them to provide net-zero delivery, DPD provides them with the support necessary to drive EVs which are leased out from us. While we provide grants for those able to set up chargers at home, many drivers cannot do so due to lack of space and therefore rely on the public infrastructure in their area like any other resident. They, therefore, require access to charging points in various places: on-street charging infrastructure in residential areas, off-street charging infrastructure in residential areas, and non-residential public charging infrastructure that they could access while on delivery routes and away from the home.

The aim should be that no professional driver intent on driving electric should have to opt out of doing so due to how or where they live. A key priority therefore needs to be the construction of more electric hubs throughout Wales' Road network, as this would allow the usage of longer and heavier vehicles for longer journeys given electric versions of these kinds of vehicles have a limited range. While this is an issue that needs to be fixed for both private and fleet drivers, the latter use their vehicles in a dramatically different way. According to estimates in 2020, fleet drivers do as much as six times as many miles per year, covering around 70 miles per day consecutively across the working week. This requires overnight charging from powerful charging points in a safe environment.

We are acutely aware that expanding charging infrastructure is associated with major costs. At our depots, the cost of installing suitable charging equipment is at least £750,000, compared to installing a diesel tank which is around £50,000. Nonetheless, we are working hard to upgrade our infrastructure at pace, but we are acutely aware this will not help self-employed drivers who do not live close to our depots.

### **3. What are your views on progress made against Action 2: Optimisation of energy provision?**

DPD recognises the importance of improving the provision of energy as a first step to allow for rapid expansion of EV charging infrastructure and supports the idea that central and local government should work closely with Distribution Network Operators and charge point providers on this. The proposed timescale of “roughly within 2 years” to establish a Connections group bringing these actors together does however seem long given the scale of the challenge and the transport decarbonisation targets set by both the Government and more ambitious actors in the delivery and transport sector.

### **4. What are your views on progress made against Action 3: Enhanced rapid charging provision?**

DPD welcomes the Welsh Government’s commitment to deliver the provision of rapid charging every 20 miles on the strategic trunk road network of Wales by 2025. This is especially important to facilitate the transition to EVs across rural areas of Wales, which is currently not possible due to the lack of efficient infrastructure suitable for the longer trips associated with rural deliveries.

As it relates to Cardiff, which is the only location currently deemed suitable for a wide-ranging transition to EVs, DPD has 71 electrically run vehicles. While some drivers have been assisted with the installation of chargers at their homes, many do not have that option and therefore rely on the city’s current infrastructure which is made up of only 25 >50kw chargers.

We would very much welcome being given the opportunity to work with Transport for Wales on overseeing the implementation of rapid charging expansion and share more detailed data about expected demand going forward.

### **5. What are your views on progress made against Action 4: Welsh quality standards?**

DPD stands behind the Welsh Government’s commitment to influence the development of the UK Government’s upcoming national standards for the quality of charging provision, and

strongly believes that roadside facilities should be as accessible as possible for all drivers, and that there should be minimal driving time between each facility.

A specific point we think is currently not getting enough attention is the one relating to payment platforms at chargepoints and hubs across the UK. A patchy and unaligned payments system for EV charging is currently taking shape in the UK, which risks complicating the use of EVs for commercial purposes due to drivers not being able to seamlessly pay for their charging at each and every electric charging point.

Not knowing whether your vehicle is compatible with the nearest charging point inevitably leads to range anxiety and can prolong journeys and working hours for drivers having to pass by several charging hubs to find one that matches. Considering this, DPD is in agreement with large parts of the delivery and logistics sector about the need for a centralised billing system for commercial operations that can make payment for business as seamless as possible.

## **6. What are your views on progress made against Action 5: Regulatory facilitation?**

DPD fully supports the Welsh Government's plan to review building regulations to support the provision of home and workplace charging across Wales for both refurbishment and new build projects.

## **7. What are your views on progress made against Action 6: Partnership and collaboration?**

Collaboration between government and the private sector is paramount to speed up the improvement of the UK's EV charging infrastructure. DPD fully supports the initiative to establish a Charge Point Operator working group in pursuit of this aim and would be delighted to take part when suitable to make sure the needs of the delivery sector are taken into account in decision-making and that companies such as ours contribute to the improvement of EV infrastructure in Wales.

## **8. What are your views on progress made against Action 7: Increase public awareness?**

DPD supports the Welsh Government's ambitions when it comes to public awareness of electric vehicle charging infrastructure across Wales as this will aid public understanding of electric vehicle charging. The move towards EVs needs to be seen as a national project involving both private drivers and those using vehicles for work in the transport and delivery sectors.

For DPD specifically, it is important to raise public awareness about the situation of a majority of our drivers when it comes to using EV charging infrastructure, especially on-street chargepoints in cities such as Cardiff. As mentioned above, most of them are self-employed through choice and receive support from DPD to provide net-zero delivery through the leasing EVs from us. While we provide grants for those able to set up chargers at home, many drivers cannot do so due to lack of space and therefore rely on the public infrastructure in their area like any other resident. They, therefore, require access to charging points in various places that are also used by private drivers of EVs, which has previously led to negative reactions given the demand for chargepoints is not met with sufficient supply in a majority of the UK.

## **9. What are your views on progress made against Action 8: Encourage investment opportunity and innovation?**

DPD is in agreement that more research and development is needed in order to speed up the viability of all-electric deliveries around the UK in the future.

A priority area is the improvement of battery technology to maximise the range and lifespan of individual EVs. The typical charging time for an electric van is over 6 hours, meaning several vehicles will be idle at any one time, requiring larger fleets and additional charging points, and the faster you charge an EV, and the more often, the faster you wear down its batteries. This means that if the frequency and length of trips increase, the lifespan of each vehicle decreases meaning more cost. Government investment into innovation surrounding battery and vehicle life will have a large and sustained impact.

## **10. What are your views on progress made against Action 9: Create synergies?**

DPD fully supports having charging infrastructure considered in all relevant new and emerging local and regional development plans. As mentioned above, a lot of work is still needed to facilitate use of EVs in rural areas specifically so any initiatives that can help provide power and chargepoints to communities outside of cities, including businesses, would be greatly welcomed. This includes identifying cross-sectoral synergies through place-making opportunities around localised services and high street retail.

## **Do you have any other points you wish to raise within the scope of this inquiry?**

DPD think it is important that consultations such as this are part of ongoing, ambitious and result-focused engagement between government and the private sector, and welcome initiatives from the Action Plan aimed at achieving this. As a company we have a lot of

experience and expertise to share in this area and would like to work more in tandem with you on this going forward. It would be a pleasure to meet with you to hear about the Committee's wider transport decarbonisation plans in detail and discuss how we can collaborate effectively to speed up efforts.

# Agenda Item 3

Gwefru cerbydau trydan | Electric vehicle charging:

EVC1 - Ymateb gan Lywodraeth Cymru a Thrafnidiaeth Cymru | Evidence from the Welsh Government and Transport for Wales

## Wales' Electric Vehicle Charging Strategy & Action Plan

### Progress Report – December 2022

#### Introduction

In the first year of the EV Charging Infrastructure Strategy for Wales and its accompanying Action being published, our focus as Welsh Government has been on setting out how the Strategy and Action Plan will be delivered in practice, as we set out to accelerate the roll-out of EV charging infrastructure across Wales. A key element of this work has been to consider the case for Welsh Government intervention to maximise the potential of the EV charging market.

We have collaborated closely with Transport for Wales, Local Authorities and the private sector to start delivering a baseline infrastructure across Wales, and to identify future opportunities that will support different charging needs; that will ensure sufficient provision of charging infrastructure is available to allow equal access and create a seamless and enjoyable experience for all users.

#### Welsh EV Charging Market

In September 2022, the total number of licensed battery electric vehicles (BEV) in Wales was 13,000, which represents approximately 1% of the total car fleet. BEVs are approximately 12-13% of new car sales in Wales<sup>1</sup>.

Wales has 1,417 public chargepoints installed,<sup>2</sup> approximately 1 chargepoint for every 9 BEV<sup>3</sup>. The total UK figure is 1 chargepoint for approximately every 16 BEV.

Since we, as the Welsh Government, published our EV Charging Strategy in 2021, the installed charging infrastructure in Wales has already increased from 21 chargepoints per 100,000 residents (data in the Strategy is from June 2020) to 39 chargepoints per 100,000 residents – a change of around 666 CPs in June 2020 to 1,222 CPs in September 2022, or around 84% growth.

Significant further investment will be required to meet projected levels of EV uptake and demand, especially after the proposed ICE ban and into the 2030s.

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<sup>1</sup> UK Department for Transport Vehicle licensing statistics (veh0132)

<sup>2</sup> Zap-Map.com

<sup>3</sup> UK DfT Electric vehicle charging device statistics

## **Action Plan: Progress against the 9 actions**

### **Outcome 1: Total Charging Provision**

#### **Action 1: Charging Infrastructure**

The Welsh Government has invested just over £26 million in the delivery of charging infrastructure at public locations in Wales since 2019.

Together Welsh Government and Transport for Wales have provided funding, guidance and technical support to local authorities to deliver On-street Charging and Destination Charging facilities across Wales. We have also worked closely with the Office for Zero Emission Vehicles (OZEV) to promote their grant schemes to local authorities for the installation of charging infrastructure; our intervention will help 18 out of the 22 Welsh local authorities deliver approximately £3 million of on-street charging infrastructure throughout Wales within financial year 2022-23 and leverage just under £2.5 million of UK Government funding to Wales.

These projects target charging infrastructure at key public locations across Wales and will promote the transition to EVs.

#### **Action 2: Optimisation of energy provision**

The Welsh Government, Transport for Wales and local authorities in Wales have been collaborating with the Distribution Network Operators (Scottish Power Energy Networks (SPEN) and National Grid) to maximise the availability of power for EV charging.

National Grid and SPEN have used the Green Recovery funding awarded by Ofgem to reinforce certain areas of their network. National Grid selected sites across the South Wales region on the basis of proximity to the Welsh Strategic Road Network (SRN) and also for proximity to key substations which will make connections to the electrical network more cost effective. Whilst SPEN have also done this, they have worked closely with us to choose 17 electrical connections of up to 1MVA (megavolt amperes) across their North Wales region specifically for EV charging. These connections have an average value of £100k each. The locations were set against a preferred network of proposed rapid charging stations across the SRN generally located at key road junctions. The SPEN approach has proved successful, leveraging private sector investment in EV rapid charging infrastructure at all 17 sites.

Welsh Government and Transport for Wales have also collaborated with the DNOs in developing tools that model the electricity network and its constraints and help pinpoint constraints on the grid where investment is most likely to lead to significantly improved opportunities for EV infrastructure development.

Going forward, we will look at the creation of a connections group that can help maximise the availability of power for charging EVs even further; and help realise the benefits as described in the Action Plan.

### Action 3: Enhanced rapid charging provision

Transport for Wales has been leading a project to deliver 17 rapid EV charging points on the Strategic Road Network. This is being delivered by a unique partnership whereby the network is largely funded commercially, but public funding is focused on “unlocking” sites with severe grid constraints through funding DNO works. The location of these sites is focused in areas which are considered unlikely to benefit from purely commercial investment in the near to mid-term, yet are vital for ensuring consistency of provision across the SRN for “top up” charging en-route to key tourist and other destinations across Wales. Development is also focused on sites in public ownership, with the added benefit of providing a modest income stream from the lease with charge point operators. Sites have also been carefully selected based on the facilities nearby, including their ability to provide benefits to existing local businesses and the hospitality sector. Completion of this project in the first quarter of 2023 will see rapid charge points at least every 25 miles and for most of the network every 20 miles across Wales – two years ahead of the Action Plan target.

This baseline charging infrastructure across Wales’ SRN is a major step towards providing users with the confidence that they can drive across Wales without running out of charge.

## **Outcome 2: Quality Outcomes**

### Action 4: Welsh quality standards

Welsh Government has commissioned external expertise to develop National Standards for EV Charging Infrastructure in Wales. The online guide details a set of best practice recommendations for safe, accessible, and reliable public electric vehicle charging in Wales. The Standards have been developed for use by public sector organisations, community enterprises and delivery partners involved in the deployment of electric vehicle charging infrastructure in Wales. Except where explicitly stated, the recommendations set out in the National Standards are not legally binding. Instead, they have been developed to form an informative best practice guide to support Wales towards its net zero carbon targets.

The recommendations cover areas including the specifications surrounding charge point design, such as speeds, planning requirements and plug connection types, as well as placement of the charge point within the surrounding environment. They also cover aspects of streetscape, including accessibility and security, energy and connection needs, operational aspects, procurement notes and emerging and future considerations. They provide solutions to avoid any obstruction of footways and safeguard travel routes. It is appreciated that not all the recommendations will be applicable in every situation as each individual charge point needs to respond to local needs and nuances, as well as regional and national policy frameworks. However, the National Standards strive to ensure that, going forward, all users of electric vehicles in

Wales are confident in their ability to access charging infrastructure wherever and whenever required.

The guide will be published on the Welsh Government website in the next few weeks.

#### Action 5: Regulatory facilitation

The Welsh Government intends to consult on draft amendments to Building Regulations during the first half of 2023. The draft amendments are to mandate the provision of EV chargepoints for each new dwelling with an associated car parking space and that every new non-residential building with more than 10 car parking spaces to have one chargepoint and additional cable routing.

We will also work with the electricity industry to facilitate a further review of the Welsh Government policy and regulations to support electric vehicle charging. This will include whether any further measures can be taken to support local and regional spatial planning and a framework for strategic and local development plans. There will be a review of Permitted Development rights in view of industry alignment and addressing any inconsistencies in development control or the way in which it is applied across the UK. There will be ongoing engagement and collaboration with local planning authorities to support the development of local approaches.

#### Action 6: Partnership and collaboration

The accelerated roll-out of EV charging infrastructure across Wales will require cross collaboration and buy-in from a wide range from stakeholders, from Chargepoint Operators (CPOs) to residents. We are planning to develop a programme-level communication and stakeholder management plan.

The scale and complexity of delivering the Action Plan necessitates a strong and effective deliverability plan which sets out how WG and delivery partners will deliver and manage the EV charging infrastructure programme. For this reason, in the last year we invested resources in setting out the key actions that will inform the development of the deliverability plan, which includes market engagement with CPOs to help identify the likely public sector interventions, and the formation of a public-private sector working group. We are planning to establish a charge point operator group, as described in the Action Plan, within the next six months.

The private sector is expected to provide the majority of the investment required to deliver EV charging in Wales; however, we currently have little insight into specific private sector plans. Some engagement has already taken place, but we need to understand how much charging the private sector will deliver, where, and by when.

In November 2022 Welsh Government and Transport for Wales held a workshop with charge point operators to discuss how to strengthen collaboration between the public and private sector in delivery. This looked at how to avoid duplication of effort, for the public sector to understand the conditions that can facilitate investment, and be able to forecast where commercial investment is most likely to occur. This workshop will be

followed by close dialogue with individual industry actors to “soft test” potential actions and support tools that can be made available to gain market intelligence and share data on opportunities and constraints.

EV Charging Service desk: TfW have begun work to scope the potential of an in-house service desk to facilitate all aspects of EV charge point delivery and management. We believe there is a strong opportunity across both the public and private sector for an integrated, consistent set of support functions, potentially covering installation, maintenance, management and customer services that could reduce the barriers to delivery. Provision of these services could in turn open opportunities for third parties including SMEs and the third sector.

### **Outcomes 3: Localised Benefits**

#### Action 7: Increase public awareness

The accelerated roll-out of EV charging infrastructure across Wales will require collaboration and buy-in from a wide range from stakeholders, from CPOs to residents. We are aware of the need for Welsh Government to develop a clear plan to engage and communicate with the public, especially as one of the Strategy’s core objectives is to raise public awareness of EV charging infrastructure across Wales.

Work will be required with the public and private sector to keep the public updated with progress and implementation of the Strategy; improve coherence in messaging and cross-sectoral collaboration in the context of decarbonisation; provide independent consumer advice to support the transition to EVs, supporting private vehicle owners, public sector shared and community mobility providers and businesses; and engage with the wider public to encourage sustainable behaviours.

EV charging infrastructure presents a crucial opportunity in how we can transform the way people travel as we transition towards decarbonisation. Our aim is to work in partnership with the private and public sector, to develop a communications strategy which provides consistent, transparent and accessible information to consumers and the wider public.

#### Action 8: Encourage investment opportunity and innovation

In order to support local authorities to deliver charging infrastructure, we have recognised that there is a need for a Wales specific EV charging infrastructure procurement model. The proposed procurement Framework is being developed and managed by the Welsh Government and provides the opportunity to work collaboratively across the Welsh public sector to ensure a standard delivery model and avoid ad-hoc procurement exercises. The Framework, which is due to be available early 2023, consist of three lots as follows: Lots 1 & 2 – Design and Build Options, and Lot 3 - Renewable generation and energy storage sandbox. The Framework will help deliver wider benefits for Wales with a focus on quality and the ambition to promote innovation and maximise supply chain opportunities, including for local SMEs.

### Action 9: Create synergies

Welsh Government has commissioned a colocation tool to assess the opportunity for the colocation of renewables with EV charging infrastructure. The purpose of this tool is to appraise opportunities for the use of renewables within EV charging sites. For a given site, the tool will compare:

1. Connecting the site to the electricity grid with no renewables
2. Using wind and solar canopy with any excess renewables exported to the grid
3. Using ground mounted solar and solar canopy with any excess renewables exported to the grid
4. Using wind and solar canopy with battery storage
5. Using ground mounted and solar canopy with battery storage

The colocation tool, which is now complete, will improve our understanding around the following points:

- The types of EV charging sites most suitable for the colocation of renewables
- The renewable and storage configurations most suitable for colocation with EV charging
- High-level indication of the comparative costs of colocation
- Where additional financial support may be required to support installation of colocation sites

Installing behind-the-meter renewables at EV sites has the potential benefits of providing zero or low carbon electricity to EVs, and reducing demand on electricity networks, particularly in constrained areas.

### **Progress Report Conclusions**

Significant further investment in EV charging infrastructure will be required to meet the projected levels of EV uptake and demand. However we, as the Welsh Government, alongside TfW and the local authorities, have delivered essential planning and scoping work and invested in strategically located charging infrastructure in the first year of publishing the Strategy and its Action Plan. Our actions to date will put the public sector and private sector in a good stead to deliver the acceleration of EV charging infrastructure roll-out.

We believe that Wales has the opportunity to lead by example and help build a reliable, efficient EV charging infrastructure network, transforming the way residents and visitors travel. We are aware that achieving this goal requires a strong, effective programme management and governance. Our immediate tasks for the next six months includes to develop a detailed deliverability plan for the next 1-2 years, setting out the critical path, key tasks and activities, as well as funding requirements and key milestones; to engage with public and private sector organisations to encourage and support the accelerated delivery of charging infrastructure across Wales, and to

identify the likely public sector interventions; to form a public-private sector working group; and to establish a governance structure.

We will ensure progress is monitored and evaluated frequently in the short term to meet the aims of the Strategy and Action Plan. This will ensure it remains relevant in this rapidly developing market. We, as the Welsh Government alongside TfW and local authorities, believe that we are in prime position to respond and adapt quickly to any challenges and opportunities the evolving EV market may bring.

## EVC2 SP Energy Networks

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Senedd Cymru | Welsh Parliament

[Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith](#) | [Climate Change, Environment and Infrastructure Committee](#)

[Gwefru cerbydau trydan](#) | [Electric vehicle charging](#)

Ymateb gan SP Energy Networks | Evidence from SP Energy Networks

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### 1. What are your views on the Action Plan?

SP Energy Networks owns and operates the electricity distribution network in north and mid-Wales (Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire, Wrexham, Ceredigion, and part of Powys), Merseyside, Cheshire, and North Shropshire (our SP Manweb network) and in Central and Southern Scotland (our SP Distribution network). It is through this network of underground cables, overhead lines, and substations that our 3.5m customers are provided with a safe, economical, and reliable electricity supply. In Wales, this distribution network supports 0.45m homes, businesses, and public services every day.

We develop our network to meet our customers' evolving needs. To do this, we first need to understand what these needs are – we do this by creating forecasts [1] across a range of scenarios out until 2050. These forecasts show a considerable increase in EVs in the area of Wales that we serve (99k-284k by 2030; 500k-703k by 2050). We are therefore pleased that the Welsh Government has an action plan to deliver the EV charging infrastructure necessary to enable this, including sufficient public charging provision to ensure that those without at-home charging are not left behind.

We are also pleased that the Welsh Government see us as a key stakeholder in both their EV Action Plan and Strategy, as sufficient capacity on our network is key to enabling the roll-out of EV charging infrastructure in Wales. We are committed to working with the Welsh Government and other network operators to deliver a network ready for Net Zero. We aim to invest over £615m in our electricity distribution network in Wales in RIIO-ED2 [2], supporting hundreds of jobs and enabling the decarbonisation of heat and transport that is crucial to deliver Wales's climate change targets.

[1] Distribution Future Energy Scenario (DFES) forecasts, available here:

[https://www.spenergynetworks.co.uk/pages/distribution\\_future\\_energy\\_scenarios.aspx](https://www.spenergynetworks.co.uk/pages/distribution_future_energy_scenarios.aspx)

[2] Our network investment is regulated by Ofgem via a price control. On 30 November 2022 we received final notification on our permitted investment (and the associated incentive and penalty regime) for the 1 April 2023 to 30 March 2028 period. This period and the price control mechanism are known as RIIO-ED2.

## **2. What are your views on progress made against Action 1: Charging infrastructure?**

As a Distribution Network Operator (DNO), regulations do not typically permit us to own and operate EV chargepoints; we support the transition to electrified transport through ensuring that the electricity network is able to accommodate the connection of low carbon technologies (LCTs) such as EV chargers. Our response to Question 3 gives some examples of how we do this.

## **3. What are your views on progress made against Action 2: Optimisation of energy provision?**

We welcome the overall theme of Action 2 and agree that DNOs are essential to delivering electricity network capacity to enable the roll out of EV chargers. Below we have set out the key areas we are working on to optimise energy provision in Wales and support EV adoption.

### **The changing energy landscape in Wales**

The network landscape is changing fast. As society decarbonises to Net Zero, our customers are increasingly turning to electric vehicles (EVs) and heat pumps. We are also going to see a further leap in renewable generation to power these, more customers actively participating in the energy system, and the electricity system operator (ESO) increasingly needing to utilise distribution-connected service providers. These changes will result in higher network utilisation, more dynamic and volatile power flows, more complex distribution network planning and operation, and increasing whole system interactivity.

### **Ensuring sufficient network capacity and capability**

We must respond to these changes to accommodate our customers' evolving needs, enable Net Zero, and ensure the continued safe, reliable, and efficient operation of the distribution network and wider energy system for customers.

To accommodate this growth we need to invest in the capacity and capabilities of our network. The RIIO-ED2 price control (1 April 2023 to 31 March 2028) will be a critical time in this regard. Over RIIO-ED2 we will invest £615m to create the additional capacity and tools our customers need. For example in our area of Wales:

- Investing across all voltage levels to add capacity for our customers. This includes investing in the replacement of over 5,700 services to our customers' homes, nearly 200km of new distribution circuits, and 600 substations so customers have the network capacity they need to safely charge their EVs.
- Using 135MW of flexibility services across 241 sites to defer the need for reinforcement, meaning capacity is ready for customers more quickly and at lower cost.
- Over 2,000 more substation monitors and new digital tools (see below), so we have better visibility of the network and can safely get more use out of the existing network capacity which customers have already paid for.
- Investment in our assets to ensure our network is reliable and resilient, which reduces power cuts and so helps support a high 'up-time' for installed EV chargers.
- A range of measures to accommodate more renewable generation, so that EV chargers are powered with zero carbon electricity.
- We will undertake a series of investments in RIIO-ED2 to promote the development of efficient, coordinated, and competitive flexibility markets, so that customers with EV chargers can more actively participate in the energy system if they wish.

These and other investments will help enable up to 250k EVs on our Welsh network by 2028.

The Welsh Government's continued support throughout the RIIO-ED2 price control process, including engaging during our DFES development, has been instrumental in demonstrating the requirements of electricity customers in Wales and helping to secure the investment needed.

### **Digital network twin – our Engineering Net Zero (ENZ) Model**

Action 2 includes the aim of using digital modelling. We are industry leaders in this field and use several enhanced forecasting and modelling tools. We have developed a highly granular EV forecasting tool that predicts which customers will get EVs and in what timescales. Coupled with our new ENZ Platform tool [3], this means we can better predict where and when network capacity is needed in Wales. This forecasting data is publicly shared, informed by stakeholder input, and underpins our network investment plans.

One key publication is our Network Development Plan. This sets out the indicative demand and generation capacity available at each primary substation, and details information on the interventions we plan that will increase capacity.

[3] Our ENZ Platform is the analytical platform at the centre of our network planning and development. It integrates previously independent data sources (network monitoring, smart meters, enhanced forecasting, asset condition) with a full digital model of our network. This gives us data-driven visibility of what is happening on the network right now, and what will happen in planning and operational timescales. It helps us provide the capacity our customers need in time, make more efficient investment decisions, and get better use out of existing network capacity.

### **Green Recovery – EV Charging in North Wales**

In 2021, Ofgem approved £2m of investment for us to provide network infrastructure to deliver 21MW of EV charging capacity across 25 sites across the strategic trunk road network in north Wales, in both rural and urban areas. Examples sites include the Rhug Estate stop on the A5 at Corwen, which now has 8 instavolt rapid chargers, and EV charging near Blaenau Ffestiniog's busy train station.

We are currently working closely with the Welsh Government and Transport for Wales as part of the Green Recovery to deliver this investment programme, to create new electricity capacity to support the rollout of rapid EV charging. Work started in spring 2022 and is set to be completed by spring 2023.

The targets set out at the beginning of the programme were extremely ambitious, and only possible through close working between the parties involved. This work has transformed the EV charging landscape in North Wales and will create an enduring benefit for residents.

More information is available at:

[https://www.spenergynetworks.co.uk/pages/green\\_recovery\\_investment\\_england\\_and\\_wales.aspx](https://www.spenergynetworks.co.uk/pages/green_recovery_investment_england_and_wales.aspx) and

<https://www.ofgem.gov.uk/publications/decision-riio-ed1-green-recovery-scheme>

### **Innovation**

Our ongoing innovation project, Project CHARGE, aims to accelerate the transition towards electrified transport.

Project CHARGE analysed and compared network capacity and EV driver behaviour projections and anticipated traffic flow. The resulting data highlights beneficial locations for EV charge points across our SP Manweb network, including in Wales.

As part of the project, we are launching an interactive map that will highlight to customers good locations for investing in public charging infrastructure. The publicly available interactive online tool (called ConnectMore, currently in testing and development) is a user-friendly web application that shows users where EV charging demand is, and where the electricity network has the capacity to support charge point installations.

We believe this joined up approach bringing transport and electricity network expertise together for the first time will enable the sharing of data to create a network that will meet the needs of EV drivers in our region now and in years to come.

### **Collaborative Engagement**

Action 2 includes a KPI to establish a connections working group between the Welsh Government, chargepoint operators, and network operators. We engage extensively with the Welsh Government, for example:

- During the development of our DFES forecasts and RIIO-ED2 Business Plan (which together inform the investment in our Welsh network).
- The Energy Networks in Wales working group.
- The 'Future Energy Grid for Net Zero' project.
- Green Recovery investment.
- The National Advisory Group on the LAEP programme in Wales.

We also currently engage with many of the Local Authorities in our licence area in Wales, seeking to support their plans to roll out EV charging infrastructure.

During RIIO-ED2, we plan to spend £3.65m on strategic engagement activities with all Local Authorities, helping with their local decarbonisation plans and expedite public EV chargepoint installation. For example, we will have a new team of 'Strategic Optimisers' who will be in place from April 2023 and will engage with all Local Authorities on their decarbonisation plans and LAEPs in a systematic way, ensuring that we are giving equal support.

We will also contact these Local Authorities to work with them on EV optioneering works for public EV charging. We will prioritise works in areas where there is currently no market interest in installing public EV charging infrastructure, accelerating EV uptake and stimulating a market where commercial players can operate successfully in the future. Using our network insights and technical capabilities, alongside the Local Authorities' knowledge of the local area, we will help to create savings and speed up public chargepoint installation timelines. This will help enable universal access to public charging infrastructure.

#### **4. What are your views on progress made against Action 3: Enhanced rapid charging provision?**

Our Green Recovery and Project CHARGE work has gone some way in supporting the rollout of rapid EV charging in Wales. Our plans to work with the Welsh Government and Welsh Local Authorities with their local decarbonisation plans will also provide future support. Please see Question 3 for more details about these initiatives.

#### **5. What are your views on progress made against Action 4: Welsh quality standards?**

#### **6. What are your views on progress made against Action 5: Regulatory facilitation?**

##### Future Requirements for Electrical Supply to Buildings

Action 5 includes the aim for the Welsh Government to “work with the electricity industry to facilitate a further review of the requirements for electrical supply to buildings for future resilience that incorporates potential charging needs”. We would welcome and support the Welsh Government should they choose to undertake this review.

Our own detailed forecasting and modelling work (see Question 3) shows that EV charging at home will be a key driver of increasing domestic consumption. As there are other factors that will also affect a building's consumption, any review of building regulations should holistically consider all factors to ensure the updated regulations are robust. Other factors that the updated regulations should consider are:

- The electrification of heating: the capacity of a new building's electrical supply must be sized to accommodate EVs, electrified heating, and normal background building demand (e.g. white goods, lighting etc).
- The role energy efficiency (especially thermal efficiency) has in a reducing a building's demand.

- Behind-the-meter generation (e.g. rooftop solar PV) and storage.
- The criticality of a building's supply as customers become increasingly dependent on electricity for heat and transport.
- Changing consumption patterns – demand may step-change in response to market signals, and buildings may increasingly export power from installed storage and vehicle-to-grid technology.
- The potential limitations of a single-phase electricity supply in accommodating customer LCT growth (e.g. EV chargers and heat pumps), and the role that three-phase supplies could play.

### **Low Carbon Technology (LCT) Notification**

We would welcome Welsh Government support in ensuring that DNOs are notified when customers have LCTs, including EV chargers, installed in their homes. This will help ensure that we are able to focus our investment programme in areas of high uptake and that customers do not face any supply or safety issues. We have developed an industry leading app (iDentify) which enables LCT installers to capture and submit details of new installations via their smartphones instead of a paper form. We are currently receiving low levels of notifications in relation to overall uptake levels.

We would also welcome early sight of wider plans within our geographical licence area. For example, if the Welsh Government plan to target specific areas in the roll out of EV chargepoints, we can build this into our own investment plans, ensuring we are not a blocker to progress.

### **Agile Network Regulation**

Although not within the Action Plan, the regulatory regime that DNOs are subject to is relevant. DNOs have recently received their Final Determination for the RIIO-ED2 period, in which Ofgem have set out DNOs approved baseline expenditure between April 2023 and March 2028. However, Ofgem have set out windows within this period (called Uncertainty Mechanisms) in which DNOs can apply for additional funding should technology uptake (such as EVs) be higher than our baseline forecasts. We would therefore welcome the support of the Welsh Government as we move through the price control to ensure that ambitions can be met, and that the distribution network is not a blocker to the EV strategy.

## **7. What are your views on progress made against Action 6: Partnership and collaboration?**

This action is primarily aimed at chargepoint operators, however we are happy to support Local Authorities through our planned engagement initiatives (see Question 3).

## **8. What are your views on progress made against Action 7: Increase public awareness?**

Public awareness is key to ensuring that there is a smooth and successful transition to EVs. We are therefore happy to support the Welsh Government's efforts where appropriate. For example, we are currently working on a joint communication with Welsh Government and Transport for Wales on the Green Recovery work referenced in Question 3. Such positive messaging will help to provide public with confidence in the EV charging network in Wales and make the transition to electrified transport.

## **9. What are your views on progress made against Action 8: Encourage investment opportunity and innovation?**

We agree that deploying infrastructure for decarbonisation creates opportunities for developing economic activity, especially in the communities in which we operate. Using just transition principles, during 2023-2028, within our Welsh network, we will recruit approximately 350 employees and upskill and develop our existing workforce, supporting our people and providing high quality jobs in our communities. These jobs are valuable in supporting communities at a time of economic recession and a cost-of-living crisis.

We are also committed to supporting community anchor organisations and their community energy projects to deliver community energy solutions. These will be fundamental to the roll out of local network innovation and whole system solutions. We believe it is only right we play a part in building the capacity of such groups by investing in developing local knowledge and awareness of changes coming to the energy system, supporting local groups to participate in local energy schemes that meet their needs and through creating jobs and skilled, local workforces.

We are already supporting the aim of using "innovation to drive continuous improvement." For example, our Angle DC project was a UK-first innovation that got 25% more capacity out of the two 33kV cables which supply Anglesey, enabling further demand and generation growth. Getting best use out of existing capacity and delivering additional capacity more quickly are two key benefits of innovation.

## **10. What are your views on progress made against Action 9: Create synergies?**

Achieving ambitious decarbonisation targets will require governments and industries working across vectors on a 'Whole System' basis to create and achieve synergies. We are already undertaking a range of work in this regard within Wales.

For example, we are currently supporting Conway Council on their local area energy plan (LAEP), by facilitating and enabling the LAEP objectives. From April 2023, we will have a new team of Strategic Optimisers in place who will use the learning from previous partnerships such as those with Conway Council to partner with local authorities and regional governments to support the implementation of public EV charging and heat electrification initiatives. More details of these initiatives are in our response to Questions 3.

Action 9 and the overall EV Charging Strategy for Wales include incorporating renewable energy to provide the energy for EV charging. Our area of Welsh distribution network currently has 1,300MW of distribution generation, with much more (700MW) in the pipeline, compared to 750MW of peak demand – this makes it a net exporter of energy at times. Examples of work we are doing to efficiently accommodate more renewable generation in Wales include:

- 11 new Constraint Management Zones covering 75% of our Welsh network. These enable renewable generators to connect under flexible connection arrangements, so avoiding the time delays of network reinforcements.
- Real Time Fault Level Measurement (RTFLM) and Active Fault Level Management (AFLM). A world-first innovation project we've led to help renewable generators connect more quickly and cheaply where they might otherwise cause expensive and lengthy switchgear reinforcements.
- Improving network visibility, including over 2,000 new network monitors. This enables us to safely operate the network closer to limits, so getting more capacity out of the existing network.
- Angle DC (see Question 9).

### **What are your views on the strategy ?**

Our own DFES forecasts predict up to 284k EVs across mid and north Wales by 2030 and up to 703k EVs by 2050. We therefore welcome the strategy's recognition of the need for a significant roll out of EV charging infrastructure to support this EV uptake. We welcome the differentiation of different types of charging (e.g. at home, destination etc) and the need to ensure there is

sufficient public EV charging so that those without the ability to charge at home are not left behind.

We support DNOs being identified as a key partner; our responses within this submission set out many of the key activities we are undertaking to facilitate EVs on our network.

### **Do you have any other points you wish to raise within the scope of this inquiry?**

Network capacity is key to enabling the EV charger roll out. Our responses to this submission only touch on some of the work we are doing to provide reliable and safe network capacity in an efficient and timely manner for our customers. For more information, our Future System Strategy provides a good introduction and overview to the full range of measures we are planning. It can be accessed at:

<https://www.spenergynetworks.co.uk/userfiles/file/Annex%204A.1%20-%20Future%20System%20Strategy.pdf>

Our Network Development Plan sets out capacity across our network and the interventions we are planning which will increase capacity (including non-load interventions which are not done to provide capacity but will increase capacity nonetheless, e.g. replacing an end-of-life transformer with a larger equivalent). It can be accessed at:

[https://www.spenergynetworks.co.uk/pages/network\\_development\\_plan.aspx](https://www.spenergynetworks.co.uk/pages/network_development_plan.aspx)

# Agenda Item 5.1

Julie James AS/MS  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change



Llywodraeth Cymru  
Welsh Government

Llyr Gruffydd MS  
Chair, Climate Change, Environment, and Infrastructure Committee

16 December 2022

Dear Llyr

Thank you for your letter of 3 October to Lee and myself providing a copy of the Climate Change, Environment, and Infrastructure Committee's report on The Future of Bus and Rail in Wales.

We are grateful for the committee's work and the constructive recommendations that have been provided.

We enclose a detailed copy of our response to all 26 recommendations.

Yours sincerely

**Julie James AS/MS**  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change



**Lee Waters AS/MS**  
Y Dirprwy Weinidog Newid Hinsawdd  
Deputy Minister for Climate Change

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

## **Written Response by the Welsh Government to the report of the Climate Change, Environment & Infrastructure Committee report entitled: The Future of Bus and Rail in Wales**

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Public transport connects people to one another, binds communities together and enables businesses to grow and expand. Llwybr Newydd – the Wales Transport Strategy, sets our plans for an accessible, sustainable and efficient transport system.

Work to transform the Core Valleys Lines which will deliver modern, electric and more frequent train services serving South Wales East is progressing well.

The South Wales Metro is an ambitious, multi-million-pound project which will transform the way we all travel, with focus on rail, bus, active travel, and integrated transport. Throughout all the South Wales Metro, we will electrify 170km of track, upgrade all our stations and signalling, and build at least two new stations.

We're investing £800m on a new fleet of trains that will serve passenger across Wales and improve passenger comfort and facilities. By 2024 95% of passenger journeys across Wales will be on brand new trains, as part of our Programme for Government commitments. The new trains will include electric/battery Stadler fleets for the core valley lines services and a new diesel fleet which is expected to be in the region of 20% more efficient than the existing fleet.

The first of the new CAF trains will come into service later this year in North Wales with the first of the new Stadler trains entering service in South Wales early in 2023. The new trains will deliver significant improvements for passengers compared to the trains they are replacing and will enable TfW to deliver more and improved services across Wales and the borders.

We are working with Transport for Wales to develop Pay as You Go rail fares, which will be a "tap in – out" product that is planned to be initially deployed in South Wales Metro area. These will offer a range of value for money single leg fares with a daily, weekly and monthly price cap similar to that used for public transport in London.

TfW provide free travel options for under 16-year-olds travelling with fare paying adults on their rail services, with railcards available for young people aged 16 and over that reduce rail fares by a third

We are also working on a 'Fairer Fares' initiative to offer to make bus travel more affordable and accessible for communities across Wales. We're planning integrated ticketing to make travelling in Wales seamless and less complicated.

Welsh Government has provided emergency funding to the bus industry since the beginning of the pandemic. Patronage has recovered at varying levels across Wales. At the end of June, we announced a further £48m support package for the bus industry to support their continued recovery from the pandemic. This means that in

total over £150m of funding has been made available to the industry since the beginning of the pandemic. This provides gap funding for the industry when they need it the most, and in return gives greater public control over services.

We would like to thank the members of the Climate Change, Environment and Rural Affairs Committee for their report on the future of Bus and Rail in Wales. We are particularly pleased to see the Committee's recommendations are in line with our current and future plans. We have set out our response to the Report's individual recommendations below

## **Detailed Responses to the report's recommendations are set out below:**

### **Recommendation 1**

In future, TfW should publish its business plan and the associated financial plan and do so in advance of the start of the financial year unless there are exceptional circumstances

#### **Response: Accept**

This is the timeframe that we work towards every financial year. However, the timing of the publication of budgets means that the timescales are very tight. This year, we published TfW's term of government remit letter ([Transport for Wales: term of government remit letter](#)) and sent their annual funding letter at the beginning of April. TfW's business plan for 2022-23 was published in the summer ([Business plan 2022-23 | Transport for Wales \(tfw.wales\)](#)).

### **Recommendation 2**

TfW should ensure that its Key Performance Indicators are published and accessible. It should provide an update to the Committee on this matter six months after the publication of this report.

#### **Response: Accept**

Following the Committee's report, TfW now publishes KPIs on a monthly basis. ([Performance | TfW](#))

### **Recommendation 3**

Welsh Government officials should work with TfW to ensure that its budget allocations as set out in the Welsh Government's budget are transparent and accessible.

**Response: Accept**

We will work with TfW to ensure that their budget allocations are transparent and accessible, possibly through the publication of the Welsh Government's funding letter.

**Recommendation 4**

Welsh Government officials and TfW should work together to streamline the budget-setting process to make it as effective as possible. Details of the TfW budget should be published in full in good time. We believe it should be possible for this Committee to scrutinise the TfW budget in full during the draft budget scrutiny process.

**Response: Accept**

Given that TfW is still a relatively new and evolving organisation, we are continually looking for ways to expedite and streamline processes, particularly around their annual business planning development and agreement. This year, we are expecting TfW's draft business plan by the beginning of January when we will be aligning costs and activities with the draft Welsh Government budget in time for the beginning of the financial year. We are currently working with TfW to bring forward their business planning in future years so that the timescales are better aligned with the Welsh Government's budget setting and scrutiny process.

**Recommendation 5**

TfW should provide the Committee with an update within the next six months on partnership working with Corporate Joint Committees and local authorities around the development of Regional Transport Plans.

**Response: Accept**

Welsh Government welcomes the opportunity to update the Committee on the development of Regional Transport Plans.

The Welsh Government intends to shortly issue guidance to the Corporate Joint Committees on the development of Regional Transport Plans. Guidance will aim to support efficient and collaborative development of effective Plans that achieve local, regional and national objectives. The Welsh Government aims to provide support to CJsCs throughout development of the RTPs, making use of technical expertise within Transport for Wales. Welsh Government will work with the CJsCs to agree the right level and type of support, recognising that ownership of the RTPs is with the CJsCs.

## **Recommendation 6**

The Welsh Government should provide an update on the work it is undertaking with other partners to understand future travel patterns, including work and leisure, and their impact on transport policy.

### **Response: Accept**

Welsh Government welcomes the opportunity to update the Committee on the work it is undertaking to understand future travel patterns and their impact on transport policy.

Welsh Government is developing plans for the introduction of a National Travel Survey for Wales. This survey will ask a representative sample of Welsh residents about their travel habits and views on different modes and key transport issues. The data collected will help track progress towards our climate change targets and the priorities and ambitions set out in Llwybr Newydd, the Wales Transport Strategy. Welsh Government is currently working with our delivery partner Transport for Wales to identify the most cost-efficient mode of delivery and survey design.

The monitoring framework for Llwybr Newydd, the Wales Transport Strategy, was published in May 2022. The framework will enable us to track progress against our priorities and ambitions, supporting our aims of mode shift and carbon reduction. Baseline data was published by Transport for Wales in May 2022 [here](#), and will be reviewed and updated annually.

## **Recommendation 7**

The Welsh Government should set out a clear plan of action of how it will encourage, or support the encouragement, of passengers to return to public bus services. It should set out the timescales for this work and how it will assess its impact.

### **Response: Accept**

The Welsh Government is bringing forward once in a generation change to our bus network. Our consultation on bus reform received overwhelming support. A bill will be introduced to the Senedd which will set out a new legislative framework that will allow us to build a bus network with people at its heart, not profits.

This is a long term project and we will be working with our partners in Local Authorities and industry to develop an implementation plan which will set out how and when these changes will be achieved. The implementation planning work will begin in the New Year and will be led by Transport for Wales. We're currently working with Transport for Wales to set out the timeline for this work.

Throughout the pandemic we have supported the bus industry with over £150m worth of funding. In addition, Transport for Wales have carried out marketing

campaigns such as the real social network to encourage people to return to public transport after the pandemic.

### **Recommendation 8**

The Welsh Government should work with the bus sector to address the shortages of drivers and the impact on service provision.

#### **Response: Accept**

The Welsh Government is participating in the UK wide working group to address driver shortages. The working group is made up of representatives from the UK, Scottish and Welsh Governments as well as leaders from the sector.

### **Recommendation 9**

The Welsh Government should bring forward proposals as soon as possible to address transport poverty in Wales arising from the cost-of-living crisis, including subsidised fare pricing and other financial support.

#### **Response: Accept in principle**

Welsh Government already fund the MyTravelPass scheme which offers young bus users a third off their tickets. Our Programme for Government commitment also sets out how we will build on the success of that scheme. Detailed work is underway to consider a range of options to deliver a system of more equitable bus fares across Wales.

We are currently examining a range of options to introduce a new 'Fairer Fares' policy to make bus travel more affordable and bus use more attractive to all in the community. This includes and builds on our Programme for Government Commitment to enhance discounted travel opportunities for younger people. There is a lot of interest in low fares initiatives from public bodies across the UK.

Whilst we haven't ruled out such a policy we must be realistic about the budgetary restrictions within which we must operate. In terms of purchasing power the Welsh Government budget is worth significantly less today than it was twelve months ago.

We recognise the impact the cost of living crisis is having and alongside the budgetary restrictions will inform decisions on regulated rail fares and other rail fare products Transport for Wales are developing. We are also working with Transport for Wales on the development of Pay as You Go rail fares, which will be "tap in – out" product that is planned to be initially deployed in South Wales Metro area. These will offer a range of value for money single leg fares with a daily, weekly and monthly price cap similar to that used for public transport in London.

### **Recommendation 10**

The UK Government must ensure that Wales has a level of funding for rail infrastructure enhancement which is fair and reflects the significant need for investment in a network which has fallen behind.

#### **Response: Accept**

We will continue to push the UK Government to provide the necessary funding to improve rail infrastructure in Wales. Despite the compelling case for the full devolution of responsibilities for rail, alongside a fair funding allocation, the UK Government has refused our calls for this. Full devolution will enable the transformational development of the railway across Wales needed to deliver the vision for rail set out in Llwybr Newydd, our Wales Transport Strategy, providing passengers with an accessible integrated and sustainable public transport system.

### **Recommendation 11**

The Welsh Government must move quickly to deliver its own proposed infrastructure enhancements, such as Maesteg frequency enhancements. The Welsh Government response to this report should include details of schemes to be funded by the Welsh Government/TfW, including progress to date and a timeline for delivery.

#### **Response: Accept**

Welsh Government welcomes the opportunity to set out its delivery plans to the committee in light of the recent UK Government budget settlement

Welsh Government will work with TfW to produce a plan containing on updated timelines and plans for its frequency enhancements at Maesteg.

### **Recommendation 12**

The Welsh Government should set out its assessment of the costs arising from its target of decarbonising 50% of the Welsh bus fleet over the next 6 years. It should explain what funding it will make available over that period to assist bus operators to decarbonise the fleet. It should report regularly on progress.

#### **Response: Accept in principle**

The Welsh Government welcomes the opportunity to set out its delivery plans to the committee in light of the recent UK Government budget settlement.

The Welsh Government has spent the last 12 months engaging with stakeholders and developing a Business Case and delivery plans to meet the targets set in Net Zero Wales. These plans are due to be completed in early December and Ministerial approval will then be sought, following this The Welsh Government will set out this assessment.

### **Recommendation 13**

To maximise the funding in Wales available for decarbonisation, the Welsh Government should provide advice, support and guidance to bus operators who wish to apply to UK Government programmes for funding for ultra-low emission buses.

#### **Response: Reject**

The Welsh Government have sought clarity on the availability of UK Government funded programmes for bus operators in Wales and have been informed that these schemes are only available on an England only basis. For that reason the Welsh Government has spent the last year developing its own programme.

### **Recommendation 14**

The Welsh Government should update the Committee on any discussions it has held with the UK Government on road pricing policy.

#### **Response: Accept**

The Welsh Government has not had specific discussions with the UK Government on road pricing policy. The Wales Transport Strategy and National Transport Delivery Plan (consultation draft) set out the Welsh Government's intention to deliver a strategy for fair road-user charging in Wales as part of a broader package of measures to improve travel choices.

### **Recommendation 15**

The Welsh Government should set out what assessment it has made of the impact of energy costs and the cost-of-living crisis on its modal shift targets. If it has not already done so, it should undertake this work and report back to the Committee within the next 3 months on progress.

#### **Response: Accept**

Welsh Government welcomes the opportunity to set out its assessment of the impact of energy costs and the cost-of-living crisis on its modal shift targets. We will work with Transport for Wales to collate our existing and emerging evidence base and present an update back to the Committee within the next three months.

### **Recommendation 16**

The Welsh Government should explore the possibility of developing more granular targets, for example, on a regional level for modal shift and linking these to policy delivery at the regional and local levels.

### **Response: Accept in principle**

Corporate Joint Committees are under a duty to produce Regional Transport Plans, which will contain detail of how they will be delivered and by when. These plans will include detail of how the region will look to meet Wales' net zero targets. The Regional Transport Plans will be informed by data collected through the National Travel Survey on personal trips by mode and perceptions of sustainable travel options.

### **Recommendation 17**

The Welsh Government should provide an update on the work of the group that is being established to examine potential pathways to net zero by 2035. It should explain why it has not asked the UK Committee on Climate Change, the statutory adviser to UK governments, to undertake this analysis on its behalf.

### **Response: Accept**

Welsh Government welcomes the opportunity to update the Committee on the work of the group that is being established to examine potential pathways to net zero by 2035.

The commitment in the Cooperation Agreement is to "Commission independent advice to examine potential pathways to net zero by 2035 – the current target date is 2050. This will look at the impact on society and sectors of our economy and how any adverse effects may be mitigated, including how the costs and benefits are shared fairly. We support devolution of further powers and resources Wales needs to respond most effectively to reach net zero."

The development of the detailed approach for this piece of work has been undertaken collaboratively between the Minister for Climate Change and the Plaid Cymru Designated Member.

In August 2022, a Written Statement informed the Senedd, the approach to fulfilling the commitment was still being developed, but noted Jane Davidson would chair the work. Subsequently, a specification for the work has been developed and an approach agreed where the Wales Centre for Public Policy will conduct initial research for an expert Group Chaired by Jane Davidson to consider. The panel will then undertake an exploration as they determine appropriate to explore the social, environmental, economic and cultural impacts and benefits to Wales of accelerating progress on decarbonisation. The Senedd will be informed of further detail through a Written Statement shortly. Given the agreement between the Minister for Climate Change and the Designated Member on scope of the work, it was deemed more appropriate for the approach being taken rather than to ask the Climate Change Committee.

## **Recommendation 18**

The Welsh Government should set out how much funding has been redirected from projects because of the roads review and how that redirected funding has been used, including whether any funding has been used to support bus or rail. The Welsh Government should ensure that funding from cancelled projects should be used for sustainable transport and decarbonisation measures in the same area or region.

### **Accept in principle**

The transport schemes included in the Roads Review have been developed over a number of years, and limited funding has been allocated to some of these schemes within the current budget round. Restricted transport budgets have been allocated in favour of sustainable transport options, in line with the Wales Transport Strategy and National Transport Delivery Plan (consultation draft). Traditionally, these schemes would have been programmed to be delivered over a number of years and would not all have been affordable in the current budget round.

## **Recommendation 19**

The Welsh Government should provide an update on the work it has undertaken to date on behaviour change and transport.

### **Response: Accept**

Llwybr Newydd – The Wales Transport Strategy, 2021 and Net Zero Wales Carbon Budget 2 set out ambitious targets for mode shift away from private car use to active and sustainable transport. To deliver on the behaviour change required, we are investing in making the shift to active and sustainable transport the easy thing to do, through a combination of improving capability, providing the opportunity through improved infrastructure and services and motivating people to make a switch. There are a number of known interventions which can make a successful impact on changing behaviour and we will continue to implement proven interventions, building on best practice examples.

We are working with partners on behaviour change programmes to encourage the uptake of healthy and active travel. Initiatives including the 20mph speed limit programme and measures to tackle pavement parking will help make it easier for everyone to walk and cycle. We will take further actions to encourage replacing car journeys with active and sustainable travel options. The journey to school is a key focus of our action to increase uptake of active travel due to the multiple benefits in terms of health and well-being, educational, environmental and road safety impacts. We are working with partners to encourage holistic approaches that combine infrastructure improvements through new routes and facilities or street closures as part of school streets with promotional interventions.

Our Active Journeys programme continues to work with a large number of school communities across Wales to encourage children and families to walk, scoot or cycle to school for all or part of their journeys. To complement this, it is our ambition to encourage eventually all schools to produce active travel school plans for their pupils, parents and staff. We will be providing access to resources and advice to schools to support them in the development of their travel plans. We will continue to support the safety of our pupils with school-based training. This will include child pedestrian training and improving consistency of cycle training delivery through the introduction of the Bikeability National Standards into Wales. We will increasingly encourage the expansion of training outside of school. This will include the provision of inclusive training opportunities within our communities for all adults as well as children.

Further information on behaviour change activities being undertaken is set out in the National Transport Delivery Plan (Consultation Draft), available: [national-transport-delivery-plan-2022-to-2027.pdf](https://www.gov.wales/national-transport-delivery-plan-2022-to-2027.pdf) (gov.wales).

## **Recommendation 20**

The Welsh Government should provide the Committee with an update on specific interventions aimed at encouraging modal shift in the large population living in rural areas in Wales.

### **Response: Accept**

Welsh Government welcomes the opportunity to set out its rural transport pathway to support people living in rural parts of Wales to access public transport and use their own cars less. This pathway includes measures such as increasing Transport for Wales' successful Fflecsi scheme pilots, supporting community owned and run car clubs, better integration with community transport, and improving integration between rural and urban transport networks within a region. We have undertaken a series of round tables with local authority partners and wider stakeholders to scrutinise our plans, which was welcomed by stakeholders. We will look to publish our finalised rural pathway in spring 2022.

## **Recommendation 21**

The Welsh Government should set out its position on the suggestions made by members of the public through our engagement work, which are included in this Report (*Removing barriers and increasing public transport use: 10 principles from our engagement work – p.47 of report*)

### **Response: Accept**

Welsh Government would welcome the opportunity to set out its position on the suggestions made by members of the public through the committee's engagement work.

<b>Suggestion</b>	<b>Welsh Government position</b>
Integrated ticketing to provide passengers with transferability across different modes, operators, and locations.	Welsh Government is already progressing work via TfW on developing its approach to integrated ticketing across modes and with different operators in Wales.
Flexible ticketing to enable passengers to block buy trips to take when they want.	Transport for Wales already offer “multiflex tickets” which are a discounted block of 12 single trips. We are also working with Transport for Wales on Pay as You Go ticketing initially in the South Wales Metro area.
Real-time integrated travel information across all available platforms, from online to station announcements, from one information source.	Welsh Government is already progressing work via TfW on developing real time information for busses, and has systems already in place for displaying real time information to customers at rail stations bilingually.
Sensible connection times between modes of transport to give enough time for all passengers to successfully board their connection.	Welsh Government is already progressing work via TfW on integrated journey planning between busses and rail. This is supported by Welsh Government’s investment in transport interchanges across Wales, bringing rail, bus and active travel together into one place to support people to change between modes.
Public transport to run to a headway (time between vehicles) as opposed to being scheduled for any specific time of the day.	Bus timetabling is currently a matter for individual operators. Our bus reform bill will give us the power to set the timetable.
Increase capacity to transport bicycles on public transport	Welsh Government will be considering the specifications of vehicles as part of the planning for the introduction of bus franchising. The £800m investment in brand new trains includes that the new trains will have improved and increased capacity for cycle carriage. TfW are also looking at options to develop “Active Travel” carriages for use on the Heart of Wales Line.
Reintroduce paper timetables	The production of timetables is a matter for individual bus operators. All bus timetables are available online, through the Traveline Cymru app, or the Traveline Cymru contact centre. Paper rail timetables are available at staffed stations across Wales.

<p>Integration of transport policy with other policies affecting land use planning or infrastructure-related investments, such as hospitals and housing developments.</p>	<p>Welsh Government is supporting Local Authorities and Corporate Joint Committees in ensuring better alignment between land use planning, regional economic frameworks and regional transport plans to ensure there is alignment from the outset, in particular when focusing on public services.</p>
<p>Improve Newport to Pembrokeshire rail services by addressing the ‘dogleg’ in Swansea; completing the electrification of the South Wales mainline; developing Carmarthen as a railhead to provide more frequent trains across West Wales; and introducing a two-hourly service to Fishguard.</p>	<p>Rail infrastructure, such as the “dogleg” in Swansea and electrification of the South Wales Main Line, is a non-devolved reserved matter for the UK Government. We continue to make the case to UK Government for greater investment in rail infrastructure in Wales. The recent announcement of new services from Grand Union Trains and extension of Great Western Railway services to Carmarthen will increase journey opportunities. Transport for Wales are considering their service offer in West Wales including the potential for a two-hourly service to Fishguard.</p>
<p>Improve public transport services in North Wales by developing routes beyond the main transport corridor of Holyhead, Bangor, Conway, and Chester; developing East to West public transport routes, connectivity, and frequency; reopening the Bangor to Caernarvon railway line; and directing day visitor traffic to a public transport interchange where visitors continue their journey using public transport</p>	<p>The North Wales Transport Commission is examining public transport connectivity across all parts of North Wales, which includes rural as well as urban areas, to support people to make sustainable choices about the way they travel.</p> <p>In addition, the commitment within the Cooperation Agreement to improve public transport connectivity between north and south Wales, including protecting travel corridors, is being progressed in partnership with TfW.</p>

## Recommendation 22

Great British Railways should proceed based on parity of status for the UK and devolved governments.

### Response: Accept

Our response to the UK Government consultation on Great British Railways highlighted the unacceptable position that UK Government’s current plans for Great British Railways included no accountability to Wales or Welsh Ministers. We will continue to raise this matter with the UK Government.

### **Recommendation 23**

Transport for Wales should provide an update on the latest position on Metro costs in light of rising inflation and any impact this has had on the delivery timetable for each of the schemes.

#### **Response: Accept**

There have been delays to the overall programme of work on the transformation of the Core Valley Lines due to the impact of the pandemic, the on-going global material supply constraints and the insecurity caused by the Ukraine conflict.

We would be happy to set out the latest position on Metro schemes and Core Valley Lines transformation following the conclusion of the 2023-24 budget setting round.

### **Recommendation 24**

Transport for Wales should publish the latest iteration of its five-year delivery plan for all three Welsh Metro schemes.

#### **Response: Accept**

Welsh Government would welcome the opportunity to provide an update on the Metro projects being delivered across Wales and the programmes which will be delivered as a result. These programmes will form a key part of the regional transport plans for those regions which include Metro projects.

We will produce a Written Statement in the new year.

### **Recommendation 25**

Transport for Wales should provide an update on the integrated ticketing pilots and should explain the next steps.

#### **Response: Accept**

Welsh Government would welcome the opportunity to provide an update on integrated ticketing pilots. The plans we have for the T1 bus route provide an exciting opportunity to showcase rail and bus integration.

### **Recommendation 26**

Subject to discussions with the organisation, the Welsh Government should bring forward proposals for the inclusion of Transport for Wales as a statutory planning consultee for major developments.

**Response: Accept in principle**

We will investigate whether the inclusion of Transport for Wales as a statutory consultee is appropriate, whether it offers the best mechanism for influencing major developments, and if so, how this would be achieved.

**Recommendation 2.** We must see demonstrable progress from NRW on its work to bring ‘unpermitted’ storm overflows within the regulatory regime. We expect NRW to report back to the Committee on progress no later than 6 months of the publication of this Report.

NRW wrote to Dŵr Cymru in July 2021 setting out our expectations for unpermitted assets to be brought within our regulatory regime. Discussions with Hafren Dyfrdwy have also been undertaken with the company agreeing to provide details on any unpermitted assets by the end of 2022, with the aim of working with NRW Permitting team in the new year to work up a programme for permit applications where required.

In line with our guidance, we have required water companies to undertake technical assessments and provide us with evidence confirming whether spills from these assets impact the environment, and whether they meet modern design standards. These technical assessments are required as part of the permit application process. The Permit’s conditions will then hold the operator to any required improvements.

Dŵr Cymru have commissioned a programme of investigation for all unpermitted assets. In October 2021, Dŵr Cymru provided NRW with an initial estimate that, of 174 unpermitted storm overflows identified, only 16 were estimated to be satisfactory (i.e. no environmental impact and meet modern design standards), and 40 were Emergency Overflows, operating as Storm Overflows.

In parallel, we have identified the need to review NRW’s existing Storm Overflow Classification guidance, commissioning consultants to undertake the review in February 2022, who aim to finalise this by the end of this year.

The updated guidance is a critical part of NRW’s commitment to improve our regulatory framework as identified in the Storm Overflow Roadmap developed by the Better River Quality Taskforce.

Within the guidance NRW will:

- clarify a definition of what constitutes a dry day spill
- introduce a framework for assessing spills against rainfall
- tighten the aesthetics standard by requiring all storm overflows to have 6mm screens fitted. The guidance is to be applied to both unpermitted and permitted storm overflows.

Once the revised guidance has been issued, NRW will require Dŵr Cymru and Hafren Dyfrdwy to assess and classify each asset and apply for a permit. Through

the Price review 2024 (PR24) process, NRW expects water companies in Wales to ensure all unpermitted storm overflows meet satisfactory standards over the course of the asset management plan period (2025-30). Discussions on how this will be accommodated into the National Environment Programme priorities for 2025-30 are ongoing.

**Recommendation 3.** NRW and water companies should publish annual data and/or information on the proportion of sewage spills that are not within permit conditions, which category of pollution incidents these resulted in, and whether enforcement action was taken.

In July 2022 we published our 2021 annual water company environmental performance reports for [Dŵr Cymru Welsh Water](#) and [Hafren Dyfrdwy](#). These demonstrate how the companies are performing in respect of environmental permit compliance and the delivery of capital improvement schemes. We publish these annually, and in the 2021 report we included a new section to share Event Duration Monitoring data from 2020. Pollution incidents and permit compliance activity for storm overflows are already included within the reports, but the granularity of the data does not currently meet the committee's recommendation in full.

In line with the Storm overflow roadmap actions, NRW will provide a Storm Overflow report by the end of March 2023 which will give greater detail on the approach and steps required. NRW will continue to enhance the storm overflow section of our annual water company environmental report (when published in the July 2023 performance report), and we will look to match the committee recommendation more closely, publishing this within or alongside our existing reports.

These Annual reports include performance against Environmental Performance Assessment (EPA) metrics. These are standardised metrics across England and Wales and allow the performance of the ten largest water and sewerage companies to be monitored, assessed and compared in a consistent way by the environmental regulators.

In addition, by introducing subsets of the EPA metrics, we propose to report three data sets to respond to recommendation 3:

1. Percentage of permitted storm overflows which are non-compliant with their permit
2. Number of incidents classified as Category 1-3 (i.e. High-Major, High-Significant and Low pollution incidents) caused by permitted storm overflows
3. Number of permitted storm overflows where we used our enforcement and sanctioning tools, broken down into the following categories:

- Issued advice and guidance,
- Issued a warning, enforcement action being considered (awaiting decision),
- Served notice,
- Formal caution,
- Prosecution.

NRW is continuously improving our assessment of compliance, guidance and training required by regulatory staff in assessing compliance with permit conditions. We are also working with Dŵr Cymru and Hafren Dyfrdwy in developing new metrics for inclusion within the Storm Overflow environmental performance reports. As we develop our guidance and tools as highlighted, we will develop our metrics further. This is likely to mean changes to the reporting in subsequent years with an emphasis on tighter standards and greater transparency.

**Recommendation 4.** NRW, water companies and other relevant stakeholders should develop enhanced monitoring arrangements with a view to better understanding the impact of sewage spills on receiving water. In taking this work forward, consideration should be given to the potential role of citizen science within enhanced arrangements.

As part of the Storm Overflow taskforce, and in line with the action plan published in July 2022, NRW committed to a review of the current evidence to enable a strategic monitoring programme of intermittent discharges to be established. Following the evidence review in early 2023, NRW will instigate a programme of monitoring alongside the monitoring of intermittent assets implemented by the water companies as part of the PR24 process.

Working with the water companies and Ofwat, we will ensure the funding is in place for water companies to monitor storm overflows at agreed locations to provide both greater evidence and understanding of the impact of storm overflows on the environment.

At present we do not intend to instruct water companies to monitor every asset across Wales, our monitoring and evidence programme will look at strategic locations, such as bathing waters, designated sites as well as high spilling assets. We will consider the findings before agreeing any additional requirements or expanded monitoring programme.

**Recommendation 8.** NRW should report back to the Committee on action taken as a result of the findings of Ofwat and the Environment Agency's investigations, as soon as practicable. This should include details of any review of NRW's compliance approach, and any work undertaken with, or enforcement action taken against, water companies as a result of those findings.

NRW is in close contact with both Ofwat, and Environment Agency on the current status of both investigations. No information or findings regarding Dŵr Cymru or Hafren Dyfrdwy have been shared at this stage by Ofwat given the sensitivity and legal standing investigations.

NRW will continue at pace to develop our approach to the regulation of intermittent discharges as outlined in the Storm Overflow action plan but will not hesitate to react to the findings of both investigations as information regarding Welsh companies are shared and reserves the right to take enforcement action whenever necessary.

For further information or queries, please contact  
kate.v.evans@cyfoethnaturiolcymru.gov.uk

Chair, Children, Young People, and Education Committee

Chair, Climate Change, Environment, and Infrastructure Committee

Chair, Culture, Communications, Welsh Language, Sport, and International

Relations Committee

Chair, Economy, Trade, and Rural Affairs Committee

Chair, Equality and Social Justice Committee

Chair, Health and Social Care Committee

Chair, Legislation, Justice and Constitution Committee

Chair, Local Government and Housing Committee

12 December 2022

Dear Committee Chairs,

#### Draft Budget 2023-24

I wrote to you prior to the summer recess in relation to the Finance Committee's pre-Budget engagement work and the Committee's Plenary debate on the Welsh Government's Spending Priorities for the forthcoming Budget. I am now writing to provide a further update on the Draft Budget scrutiny.

#### Consultation

At the start of the autumn term, the Finance Committee undertook a consultation seeking information on the Draft Budget on behalf of all Committees. We received 29 responses which are available on the Finance Committee webpage.

#### Timetable

As you will be aware the publication of the Welsh Government's Draft Budget has been delayed again this year due to the UK Autumn Statement that was announced on 17 November. The Minister for Finance and Local Government (the Minister) has confirmed that she will publish the outline and detailed Draft Budget together on 13 December. The Minister will appear before the Finance Committee on 14 December for an initial evidence session on the Draft Budget.

## Budget focus

The focus of this year's budget is likely to centre on the cost of living crisis, rising energy costs and high inflation. In addition, the Finance Committee has identified a number of areas which we would like to see the focus of scrutiny, these are:

- what impact are inflationary pressures having on revenue and capital budgets and how has this changed affordability of previous plans;
- how resources should be targeted to support economic recovery and what sectors in particular need to be prioritised;
- to what extent alleviating climate change should be prioritised in supporting economic recovery;
- how budget allocations support aspirations of the Net Zero Wales plan;
- Welsh Government policies to reduce poverty and the impact of cost of living crisis and gender inequality;
- approach to preventative spending and how is this represented in resource allocations (preventative spending = spending which focuses on preventing problems and eases future demand on services by intervening early);
- sustainability of public services, innovation and service transformation;
- how evidence is driving Welsh Government priority setting and budget allocations;
- how the Welsh Government should use taxation powers and borrowing;
- support for businesses, economic growth and agriculture post-EU transition;
- what are the key opportunities for Government investment to support 'building back better' (i.e. supporting an economy and public services that better deliver against the well-being goals in the Well-being of Future Generations Act).

In addition, the following areas were identified as priorities during the Committee's stakeholder and engagement events during the summer term:

- tackling inequality and poverty – what are the priorities and how suitable is the current support given the proportion of people living in relative income poverty in Wales?

- NHS waiting lists – is there evidence of a robust plan, supported by adequate resources, to address the record number of people in Wales on waiting lists for planned or non-urgent NHS treatment, is it clear this is a priority for the Welsh Government?
- children and young people – is sufficient funding being provided and appropriately directed to support children and young people whose education, development, mental health and well-being have been affected by the pandemic?
- issues for long term sustainability of NHS, social care, further and higher education, local government and other public services, including how they can make efficiencies and transform how they deliver services.
- economy and infrastructure – are the right schemes being prioritised to support Welsh businesses and the economy, how does the Welsh Government enable Wales to prosper post COVID-19 and Brexit?
- how should the Budget address the needs of people living in rural communities and develop rural economies?
- creating a greener Wales – are Welsh Government’s plans to move to a greener economy clear and is sufficient investment being made to tackle climate change and its impacts? Do these plans need to be revised to reflect the increased urgency to reduce reliance on gas and oil given the war in Ukraine?
- third sector and volunteering – how can the Welsh Government support third sector organisations as they deal with financial challenges and increased demand for some services as a result of the cost of living crisis and pandemic.
- taxation – How should the Welsh Government use its tax raising and borrowing powers and do you feel these powers should be expanded, kept the same or reduced?

We hope that the [consultation](#) and [engagement work](#) will complement and inform the work of policy Committees and I would encourage you to use some of the areas outlined above as the focus for your budget scrutiny.

### Budget Process Protocol

As mentioned, the publication of the Welsh Government Draft Budget has been delayed again this year. This is the fourth consecutive year there has been a delay, which has resulted in curtailed scrutiny periods for the Senedd. The Finance Committee therefore believes the time is right to review the [Budget Process Protocol](#) that was introduced in 2017. Whilst the protocol has many benefits, we believe it requires updating to reflect established practices and recent experiences, particularly the trend in recent years for the publication of the Welsh Government’s Draft Budget to be delayed in

light of the timing of UK fiscal events. I have recently written to the Minister proposing changes in the following areas:

- formalising the Committee's pre-budget engagement and scrutiny work; and
- providing greater certainty in relation to the timing of the Draft Budget.

The Minister has previously expressed a willingness to engage with the Finance Committee on this issue, and we hope that she will consider these changes to be proportionate. I will update Committee Chairs on this issue once I have received the Minister's response. The Finance Committee hopes that these changes can be addressed and implemented ahead of the 2024-25 budget round.

If you have any questions about any aspect of the Draft Budget process, please feel free to contact me or the Clerk to the Finance Committee, Owain Roberts, 0300 200 6388, [seneddfinance@senedd.wales](mailto:seneddfinance@senedd.wales).

Yours sincerely,



Peredur Owen Griffiths  
Chair, Finance Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg.

We welcome correspondence in Welsh or English.

Julie James AS/MS  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change



Llywodraeth Cymru  
Welsh Government

Llyr Gruffydd MS  
Chair, Climate Change, Environment and Infrastructure Committee

13 December 2022

Dear Llyr,

I am writing to you regarding a recommendation made by the Climate Change, Environment & Infrastructure Committee in its report on Scrutiny of the Welsh Government Draft Budget – 2022-23:

**Recommendation 2.** *The Welsh Government should provide a comprehensive explanation of work it is undertaking to leverage private investment to meet the cost of transitioning to Net Zero.*

In my response to the Committee's report on 7 March, I accepted this recommendation and committed to providing an update on this question alongside our first statement of progress on decarbonisation later this year. My officials have prepared the attached paper by way of meeting this commitment.

I hope you find this paper satisfactory, and I would like to thank the members of the Climate Change, Environment and Rural Affairs Committee for your report.

Yours sincerely



Julie James AS/MS  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

## **Annex – How the Welsh Government are leveraging private sector investment**

### **Introduction**

Net Zero Wales<sup>1</sup> set out the latest estimates on the approximate level of additional investment required for delivering net zero in Wales, based on analysis by the Climate Change Committee (CCC 2020)<sup>2</sup>. These estimates suggest that to meet future statutory emissions targets, investment in the net zero transition needs to ramp up significantly over the short, medium and long-term.

Whilst the public sector has a very important role to play in financing some of the transition to net zero, the majority of investment is expected to be made by the private sector (CCC 2020). For example, the Office for Budget Responsibility (OBR) (2021)<sup>3</sup> has produced scenarios to forecast how much the net zero transition would cost the public sector in the UK. Their central estimate assumed just over 25% of the cost up to 2050 would be met by the public sector, leaving almost 75% to be met by the private sector.

The actions taken by Government can have a major influence over the levels of private sector investment. Governments can drive private sector investment in a number of ways, for example by shaping incentives (like taxes on polluting and subsidies for low-carbon technology), removing barriers to investment, provision of information to address information gaps, command and control policies (like regulation), and investing in research and development to develop new technologies and bring future prices down.

The Senedd's Climate Change, Environment and Infrastructure Committee made a recommendation to provide a summary of the work which Welsh Government is undertaking to leverage investment by the private sector to meet the cost of transitioning to Net Zero. Whilst the UK Government holds many of the key levers in driving private investment, the Welsh Government has a range of tools which it can use to boost and encourage private investment. The Minister for Climate Change accepted the recommendation and below sets out some examples of how we are leveraging investment.

### **Examples of Welsh Government action to leverage private sector investment.**

#### **Agriculture**

- In April 2022 the Welsh Government announced a package of support worth over £227 million over the next three financial years dedicated to support the resilience of the rural economy, which includes support for farm businesses to respond to the challenges of climate change. Utilising this budget, through a package of **transitional schemes**, the Welsh Government supports farm businesses to enhance their environmental performance and respond to the challenges of climate change.
- Infrastructure investments and support towards new technology and equipment is financed at a maximum 40% of eligible costs. Farm businesses therefore have to provide the **match funding** to be eligible for support (in this instance, funding 60% of the project costs). In 2022, our schemes will offer support totalling £23m which will lever in £57.5m of private sector investment, assuming the full take up of the budget offer.

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<sup>1</sup> [Net Zero Wales Carbon Budget 2 \(2021 to 2025\) | GOV.WALES](#)

<sup>2</sup> [Sixth Carbon Budget - Climate Change Committee \(theccc.org.uk\)](#)

<sup>3</sup> [Fiscal risks report – July 2021 - Office for Budget Responsibility \(obr.uk\)](#)

- We have also delivered a series of other **investment matching programmes** to incentivise farm businesses to invest in and enhance their environmental performance. For example, the **Farm Business Grant** (funding being provided by the EU Rural Development Programme) supported farmers to invest in new equipment and machinery to boost farm efficiencies and lower on-farm emissions. In addition, the Sustainable Production Grant provided contributions towards capital investment in equipment and machinery which reduces the impacts of agricultural pollution, thus safeguarding nutrient management, and boosting water, air and soil quality.
- The Welsh Government has also introduced **Control of Agricultural Pollution (CoAP) regulations**<sup>4</sup>, with some of these regulated measures likely resulting in reduced nitrous oxide emissions. These regulations will be fully implemented by August 2024, and will motivate farmers to invest in on-farm infrastructure to reduce agricultural pollution and nitrous oxide emissions. The Welsh Government will also provide financial support to farmers with on-farm infrastructure investment, paid at 40% the equivalent private sector investment, to help farmers reduce agricultural pollution.
- The **Wales Animal Health and Welfare Framework** drives investment in **improving animal health** in Wales, consequently improving efficiency of production and reducing on-farm emissions. The framework supports preventative veterinary interventions like animal health planning, biosecurity measures and vaccinations. The Welsh Government also provides other incentives for private investment in animal health, for example in influencing farm assurance standards and including animal health considerations (e.g. disease eradication programmes) in our support grants and knowledge exchange programmes.
- Finally, we have several schemes designed to **provide information and offer support** to farmers, which in many cases may encourage investment in areas which reduce on-farm agricultural emissions. One example is Farming Connect, a major programme providing subsidised independent, tailored business support on how to achieve optimum results from livestock, which in turn helps reduce emissions. Farming Connect also has an interactive tool developed to demonstrate different ways a typical Welsh farm could reduce emissions and invest in low-emission farming practices while increasing profitability.

#### Land use:

- The **Woodland Finance Working Group** was formed following a recommendation from the “deep dive” tree planting exercise led by the Deputy Minister for Climate Change. The group is made up of forestry, finance and economics experts supported by Welsh Government officials. The working group aims to identify models to encourage non-Government investment in tree planting in Wales that avoid disadvantaging rural communities and disrupting existing patterns of land ownership. The recommendations from the group have been published<sup>5</sup> and work is continuing on implementing these. Most woodland creation over the next 3 years will be funded through Welsh Government grant schemes whilst suitable private investment is secured. However, pilot projects to test approaches to private investment will be introduced in the short term.

#### Residential buildings:

- The Welsh Government have introduced new **Part L Building Regulations**<sup>6</sup>, which sets minimum standards for new build housing and conversions. The regulation requires a 37%

<sup>4</sup> [The Water Resources \(Control of Agricultural Pollution\) \(Wales\) Regulations 2021: guidance for farmers and land managers | GOV.WALES](#)

<sup>5</sup> [Woodland Finance Working Group: recommendations for woodland creation \[HTML\] | GOV.WALES](#)

<sup>6</sup> [Building regulations guidance: part L \(conservation of fuel and power\) | GOV.WALES](#)

reduction in carbon emissions (compared with current standards) for new dwellings from the end of 2022. These improved standards will require the private sector to boost investment in new homes, whilst also generating long-run benefits from lower operating costs due to improved efficiency. We will make further changes to Building Regulations in 2025, raising the bar to require new homes to emit 75% less carbon dioxide than homes built to current requirements. We are also generating demand for new-build homes which meet new energy efficiency and building standards through delivering a **Help to Buy Wales**<sup>7</sup> (HtBW) scheme, providing shared equity loans to eligible buyers of new-build homes.

- A revised **Welsh Housing Quality Standards (WHQS)**<sup>8</sup> 2023 has recently been consulted on that would require higher Standard Assessment Procedure (SAP) ratings and energy efficiency improvements in existing social homes. The standards proposed a focus on fabric-first principles, and would seek to bring all social housing as close as feasible to EPC A or equivalent within a decade, as well as setting other targets on the future decarbonisation of homes. Some public funding is available to support Registered Social Landlords (RSL) with meeting these new standards, however significant private investment from landlords as well as from financial institutions will also be required. Currently the responses from the consultation are being considered and the final form of the standard may be adjusted following this feedback.
- The **Optimised Retrofit Programme (ORP)**<sup>9</sup> provides funding to support RSLs and stock holding local authorities to retrofit social housing stock through part funding retrofit investments. The Welsh Government have provided £70mn during this term of government and a further £150mn is planned over the rest of the term, whilst also leveraging significant levels of private investment. This financial year, we are looking to offer grant support to all RSLs via a formula funded approach and are also looking to expand ORP into the private rented sector in the future.

### Industry and Business:

- **The UK Emissions Trading Scheme (UK ETS)** is a 'cap and trade' scheme with participants being our largest carbon emitters (heavy industry, gas-fired power generators and aviation). It adopts a 'polluter pay's' principle, where participants must surrender an allowance for every tonne of carbon emissions emitted. The scheme works by setting a cap on the total greenhouse gas emissions allowed by all participants within the UK scheme. The cap decreases over time to help bring down total emissions. The cap is converted into tradable emission allowances, giving holders the right to emit one tonne of CO<sub>2</sub> equivalent per allowance. By applying a carbon price and allowing trading, where participants can invest to decarbonise at less cost than buying allowances, they will do so. This ensures decarbonisation is achieved at the lowest cost across the whole scheme.
- The Welsh Government is rolling out free **Sustainability and Decarbonisation Workshops tailored to the Food and Drink Industry**. Businesses who have attended the Sustainability Course are also eligible to apply for up to £15,000 funding to conduct feasibility studies to explore the best solutions for their specific business to reduce greenhouse gas emissions. Through providing this support, businesses will have a better understanding of what investments they can make to reduce emissions, whilst maximising profitability.

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<sup>7</sup> [Help to Buy – Wales | GOV.WALES](#)

<sup>8</sup> [Welsh housing quality standard | GOV.WALES](#)

<sup>9</sup> [Optimised RetroFit Programme | GOV.WALES](#)

- Following publication of a **shared vision for the Retail Sector**<sup>10</sup>, we are now co-producing a Delivery Plan with our Retail Forum that includes representatives from trade unions and other businesses representative organisations. The intention is for the Delivery plan to focus on several key areas, including Decarbonisation. This plan and engagement will advise on and encourage effective investment in measures resulting in reduced energy consumption and greenhouse gas emissions.
- **Net Zero Industry Wales (NZIW)**<sup>11</sup> is a new entity that has been created to provide the essential collaboration between industries, academia and government that will be needed on the journey towards net zero. NZIW will initially focus on South Wales by providing the governance to the South Wales Industrial Cluster (SWIC) but will have the capability to expand it to cover mid and North Wales at a future point in time, based on an industry requirement. NZIW will work with an existing group of forty business and academic partners operating within a wide range of energy-intensive industries to help them achieve Net Zero. This will include enabling industry to explore new economic growth opportunities by becoming a world-leader in low-carbon manufacturing - playing to Wales's existing strengths; Support future development of a Circular Economy in Wales; Stimulate and anchor new investments to create and retain high-skilled jobs; Engage with stakeholders to support public and private investment.
- The **Manufacturing Action Plan**<sup>12</sup> is driving a more collaborative approach to supporting the manufacturing sector to respond to major challenges like climate change and the need to decarbonise. It is promoting best practice and supporting industry through a range of activities to embed and invest in industry 4.0 technologies to become more efficient and reduce their carbon use.
- The **Economy Futures Fund (EFF)** pools together a number of existing funding streams to support businesses to invest in one of the five Calls to Action (outlined in the Economic Action Plan), one of which is decarbonisation. The fund will support businesses invest in areas which will drive the net zero transition, such as new technologies which reduce the carbon footprint of its goods and services, and invest in research and development for new low-carbon technologies or fuels.
- We published a report on the **Carbon Capture Utilisation and Storage Network for Wales**<sup>13</sup> in October 2021, alongside a supplementary report<sup>14</sup> in June 2022. These reports demonstrate that CCUS is a feasible technical option to support Wales in meeting Net Zero. Following publication of the latest report, we are considering the actions and recommendations, as well as engaging with industrial stakeholders on next steps, including consideration of the potential infrastructure required to utilise the technology in Wales.

#### Transport:

- To incentivise uptake and investment in electric vehicles in Wales, the Welsh Government has committed to delivering a network of **electric vehicle charging points** on the strategic trunk road network every 20 miles across Wales by 2025 and will ensure that there is at

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<sup>10</sup> [A shared strategic vision for the retail sector \[HTML\] | GOV.WALES](#)

<sup>11</sup> [Net Zero Industry Wales established to support decarbonisation of Welsh industry | GOV.WALES](#)

<sup>12</sup> [Written Statement: Manufacturing Action Plan for Wales \(25 February 2021\) | GOV.WALES](#)

<sup>13</sup> [A carbon capture, utilisation, and storage network for Wales: report | GOV.WALES](#)

<sup>14</sup> [Carbon capture, utilisation, and storage \(CCUS\) strategy sensitivity analysis: supplementary report | GOV.WALES](#)

least one publicly accessible charging point for between every 7 and 11 electric cars and vans in Wales.

- We have also committed to deliver a **zero tailpipe emission taxi and private hire fleet by 2028**. Although the majority of investment will be made by the private hire fleet, the Welsh Government will support this transition in a number of ways, for example through running a 'try before you buy' scheme, developing a complementary lease scheme for drivers with limited access to finance, and providing other financial incentives like capital grants, loans and support packages to incentivise investment in zero-emission wheelchair accessible vehicles.
- The Welsh Government have mandated targets for a **zero-emission bus fleet** by between 2028 and 2035, with the most polluting 50% of service buses to be replaced by zero-emission buses by 2028. We will support this transition, for example by providing funds through the Bus Services Support Grant, however significant private investment will also be required to decarbonise the bus fleet.
- Within our competence, we will trial new technologies for **zero-emission HGVs** using the financial incentives available from the UK Government. We will also support this innovation work through aligning trials for new technologies with emerging opportunities for the production of clean energy, such as the Holyhead Hydrogen Hub.

#### **Electricity and heat generation:**

- Welsh Government is funding the **development of plans across Wales, at local, regional and national levels**<sup>15</sup> to set out the changes needed to decarbonise the energy system, across power, heat and transport. These plans will provide evidence that will generate a range of projects and add confidence for investors. They will enable regions and local authorities to develop partnerships with the private sector to invest in these projects. The four regional energy strategies have each set out an estimate of the level of investment required under their plans to 2035.
- Since April 2019, Welsh Ministers **powers to consent** have been expanded from the upper limit of 50MW onshore to 350MW both on and offshore (excluding onshore wind, the consenting for which is already devolved). We will continue to increase renewable energy developments through our planning regime within the Future Wales framework, and we will improve and unify the consenting of energy generation projects in Wales to provide a quicker and more proportionate consenting regime for energy infrastructure.
- Many of the powers and financial mechanisms with respect to reducing emissions in the power sector sit with the UK Government. The principle barrier to deployment of renewables in Wales (and the rest of the UK) is the lack of a consistent and predictable route to market. We are therefore asking the UK Government for a long-term approach which supports a broad range of renewable technologies, creating a sustainable market for the wide range of low carbon heat technologies.

#### **Public sector:**

- Public Sector Decarbonisation provides technical and financial support to organisations across the Welsh public sector. This support is to help the public sector decarbonise and reach the collective ambition of a net zero public sector by 2030. Projects are financed and paid back from annual savings/revenues from the investment. Two examples of

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<sup>15</sup> Development plans can be found here: [Low carbon energy | Sub-topic | GOV.WALES](#)

projects financed by this support, are; 1) Flintshire schools received £59,022 for LED lighting across 4 sites, 2) Swansea Bay Health Board received £3.3mn for Solar PV and battery storage. Whilst these projects are funded by public finance, they are delivered by the private sector, thus helping to develop the supply chain and develop necessary skills to facilitate future decarbonisation projects.

### Cross cutting

- The **Circular Economy Fund (CEF)**<sup>16</sup> was launched in April 2019 as a 3-year, £6.5mn capital investment scheme to help Wales move towards a Circular Economy and boost private investment in resource efficient manufacturing processes. The fund was delivered by WRAP Cymru on behalf of the Welsh Government. CEF supports investment in manufacturing processes in Wales to increase the use of recycled and re-used content in products or components, or extend the lifetime of products/materials through preparation for re-use, refurbishing or re-manufacturing activities. Funding was available from £25,000 to £200,000 at a maximum 60% intervention rate, or from £200,000 to £750,000 at an intervention rate of 35% to 70% of total capital costs. According to WRAP research, over the past 3 years, CEF has delivered significant emissions savings through more efficient use of resources, boosted manufacturers profitability and spurred private sector investment in more resource efficient production. We will continue to scope options for the future direction of the fund, beyond the 3-year pilot.
- As an arm's length body of the Welsh Government, the **Development Bank of Wales (DBW)** provides loans to and makes equity investments in businesses from £1k to £10m from a range of funds which support decarbonisation activities. In doing so, it co-invests alongside private sector funders. DBW investments can cover all business needs from short-term working capital (up to 12-month loans) to longer term patient capital loans (6 to 15 years). This will include providing finance for businesses which are making capex investments of any type. However, it will also include finance to decarbonise their businesses. So, for example, if a business needed £1m for insulation, new LED lighting or a new heat pump system, DBW may provide £600k and a high street bank may provide the other £400k. In 2021/22 DBW invested £109m into business and also attracted £64m of private sector investment (a breakdown of how much of this investment was related to the net zero transition is not available, although it will be investigating how it can capture such information in the future). In its 5-year corporate plan<sup>17</sup>, published recently, it is targeted to invest £651mn into businesses, and attract £651mn of private sector investment – an increasing proportion of this investment will contribute to the net zero transition. DBW is also developing specific new decarbonisation products for launch to the market from 2023/24. These include Green Loans and Incentives for Businesses and housing retrofit loans for the owner-occupied market.

The above presents an overview of examples across the different emissions sectors. Over Carbon Budget 2 (2021-2025) and 3 (2026-2030), we will continue to look for opportunities for leveraging investment and call on UK Government and others to work with us in doing so.

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<sup>16</sup> [£6.5 million Circular Economy Fund launches to increase the use of recycled materials | GOV.WALES, Circular Economy Fund | WRAP \(wrapcymru.org.uk\)](#)

<sup>17</sup> [Development Bank of Wales corporate plan](#)



Eich cyf/Your ref  
Ein cyf/Our ref

Peredur Owen Griffiths MS  
Chair of the Finance Committee

7 December 2022

Dear Peredur,

### **Scrutiny of the financial implications of Bills**

I am writing in response to your letter of 16 November 2022 regarding the scrutiny of the financial implications of Government Bills.

Your letter highlights concern that the Welsh Government has moved away from practice in the Fifth Senedd where Welsh Ministers provided written responses to Stage 1 reports in advance of the General Principles debate and Financial Resolution.

It is during the Stage 1 debate that Ministers provide an explanation of the Government's response to the recommendations in each Committee report and in most, but not all, circumstances have provided further detail through a formal letter.

While there were occasions during the Fifth Senedd where the Government responses were issued before or on the date of the General Principles debate, this was not routine practice for all Bills. In fact, over half of responses were issued in writing after the debate or provided verbally during the debate.

Ministers endeavour to respond to the Committees as soon as reasonably possible but it is not always practical for Welsh Ministers to do this prior to the Stage 1 debate for every Bill, so in practice these written responses may be provided after the debate has taken place.

There may be circumstances where more time is required to consider the implications of the recommendations or where the detail needed to provide an informed response is not available in advance of the Stage 1 debate. In addition, the legislation may be novel and while we aim to provide best estimates of the likely costs, there are situations where multiple varying factors mean precise costings are not achievable until the provision is

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

tested and assessed. Nonetheless, we will continue to inform the Finance Committee of the financial information relating to each Bill as they go through the various Senedd scrutiny stages.

In addition, Welsh Ministers will continue the practice established during the Fifth Senedd of writing to the subject and Finance Committees in advance of Stage 3 proceedings of a Bill if significant changes have been made to the Regulatory Impact Assessment post Stage 2.

Your letter along with this reply has been copied to all Welsh Ministers. This reply is also issued to the Business Committee and the Chairs of Policy Committees.

A handwritten signature in black ink that reads "Mark Drakeford". The signature is written in a cursive, slightly slanted style.

**MARK DRAKEFORD**

Mark Drakeford MS  
First Minister

19 December 2022

Dear First Minister

### Scrutiny of the financial implications of Bills

Thank you for your letter of 7 December, in response to the Finance Committee's request for the Welsh Government to revert back to the practice of providing a written response to Committee Stage 1 reports prior to the Stage 1 debate taking place.

It is disappointing that you are not able to give a commitment to this modest request. Your letter suggests that "it is during the Stage 1 debate that Ministers provide an explanation of the Government's response to the recommendations in each Committee report". However, we believe that this should not be considered common practice as it is not always possible for Ministers to provide a full and thorough response to each recommendation given the limited time available during the debate itself. As highlighted in my initial letter, it is standard practice that the Financial Resolution motion is taken immediately after the Stage 1 motion has been agreed. The Senedd therefore has very little time to consider the Government's response, before having to make a decision to commit resources.

You also state that there may be circumstances where more time is required to consider certain recommendations or where the detail needed to provide an informed response is not available in advance of the Stage 1 debate. Given that the timetables for Government Bills are proposed by the Welsh Government, with the Business Committee agreeing the deadlines for Stages 1 and 2, consideration should be given to moving away from the practice of voting on the Financial Resolution motion on the same day as the Stage 1 debate takes place. A similar decision was taken in the Fourth Assembly, reversing the default position to delaying voting on the Stage 4 motion until a week after Stage 3 proceedings had concluded, to allow Members the opportunity to consider the



final version of a Bill prior to the Senedd being asked to approve it. We believe the same principle should apply to the Financial Resolution motion. This would allow time for Members to reflect on the Welsh Government's response to the Finance Committee's report. We consider this to be particularly important given that there is no further opportunity for the Senedd to formally consider the financial implications of Bills after the motion has been agreed.

Finally, you state that legislation "may be novel" and that there may be "situations where multiple varying factors mean precise costings are not achievable until the provision is tested and assessed". The Committee acknowledges these challenges, however, it is not acceptable for the Welsh Government to simply not attempt to calculate the potential costs of legislation. The Regulatory Impact Assessment (RIA) is a key tool to critically assess a range of methods explored in relation to the development of a legislative proposal and to provide an evidence based approach to policy making-decisions. We recognise that "precise costings" may not always be possible but it is imperative that RIAs contain the best estimate possible for costs and benefits to enable us to fully scrutinise the overall financial implications of a Bill, a point we have made as a Committee on a number of occasions.

We find it regrettable that the RIAs that have accompanied Bills introduced so far this Senedd seem to be more of a "by-product" of the decision-making process, rather than the tool driving it. The latest Bill we considered, the Agricultural (Wales) Bill, is a framework Bill where a significant proportion of costs relate to a future Sustainable Land Management scheme that will not be finalised until next year. In these situations, the Senedd may end up agreeing a Financial Resolution to a Bill based on the information contained in the RIA on introduction that subsequently could escalate significantly. This lack of clarity makes our role as a Finance Committee very challenging and significantly hampers our ability to take a decision on whether or not costs are reasonable.

Should the Welsh Government continue to provide RIAs where information is incomplete or insufficient, it will leave the Committee with little choice but to compel Ministers to reappear before the Committee once the information requested is available to ensure the financial information provided by the Welsh Government stands up to robust scrutiny.

As you are aware, a number of Senedd Committee have raised similar concerns regarding the timeliness of Welsh Government responses ahead of Stage 1 debates. This paints an unfortunate picture and calls into question the spirit in which the Welsh Government engages with the Senedd on legislative matters. I therefore ask you to reflect on the issues above and reconsider the Welsh Government's position of providing a written response to the Finance Committee's reports prior to the Stage 1 debate and to give consideration to tabling the Financial Resolution motion at least a week after Stage 1 has been



agreed. Given the current pressures on public finances it is more important than ever that the Welsh Government provides as much clarity and assurance as possible before Members are required to authorise spending arising from a Bill.

As these issues cut across Committee remits, a copy of this letter has been sent to the Chairs of all Senedd Committees.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Peredur Owen Griffiths MS'. The signature is fluid and cursive, with a prominent initial 'P' and a long horizontal stroke at the end.

Peredur Owen Griffiths MS  
Chair of the Finance Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg.

We welcome correspondence in Welsh or English.



# Agenda Item 5.6

Y Cynullyn Deudfwrtaeth  
Cyfiawnder a'r Cyfansoddiad

## Legislation, Justice and Constitution Committee

Rt Hon Elin Jones MS  
Llywydd  
Chair, Business Committee

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13 December 2022

Annwyl Lywydd

The Environmental Protection (Single-use Plastic Products) (Wales) Bill

Thank you for your letter of 6 December regarding expedited scrutiny of the above Bill.

I also wish to draw your attention to the response we have received from Julie James MS, Minister for Climate Change which responds to our letter of 25 November 2022 and which we copied to you on the same date.

The letter does not adequately address the questions we raised and does not alleviate our concerns about the expedited scrutiny of this Bill.

We are due to meet this week to discuss the procedure for Statutory Instrument Consent Memoranda and I confirm that I would also like to raise the expedited scrutiny of Bills.

I am copying this letter to the Chair of the Climate Change, Environment and Infrastructure Committee.

Yours sincerely,



Huw Irranca-Davies  
Chair



Llyr Gruffydd MS  
Chair, Climate Change, Environment, and  
Infrastructure Committee

14 December 2022

Dear Llyr

## Legislative Consent: Retained EU Law (Revocation and Reform) Bill

You will be aware that the UK Government has introduced to the UK Parliament the Retained EU Law (Revocation and Reform) Bill (the Bill). If passed, the Bill would set in motion the UK Government's plan to retain, revoke or reform thousands of pieces of retained EU law (REUL). It would also begin a countdown to 31 December 2023, when the majority of REUL will automatically expire unless Ministers take action to save or reform it. Of concern to us, as legislators, is the fact that the Bill would enable Ministers, rather than parliaments, to significantly alter the UK's regulatory and legal landscape.

My Committee has, for some time, been keeping a watching eye on the UK Government's plan for REUL, and we began asking questions of the Welsh Government some months ago.

With the laying of the Bill before the UK Parliament, and in anticipation of the Welsh Government bringing forward the likely necessary consent memorandum, my Committee agreed to seek the views of stakeholders both in Wales and across the UK. We sought views on a number of matters including to what extent the Bill might impact Wales' regulatory landscape; what role should the Senedd have in the revocation and reform of REUL in devolved areas; the Welsh Government's decision not to carry out its own assessment of REUL, including not forming its own view on what is devolved and what is reserved; and whether the Bill might introduce new limitations for the Welsh Government, which wants to improve pre-Brexit standards, where possible.

Enclosed are the submissions we received from Dr Gravey and Dr Whitten of Queen's University Belfast, the RSPCA, the UK Environmental Law Association, the Marine Conservation Society, and Wales Environment Link. We believe this evidence may be of interest to your Committee.

You will also be aware that the Welsh Government has now laid before the Senedd a legislative consent memorandum in respect of the Bill, and that my Committee has lead responsibility for scrutinising the memorandum.

At our meeting on Monday 5 December, we took evidence from Mick Antoniw MS, the Counsel General and Minister for the Constitution, in respect of the Bill and the Welsh Government's legislative consent memorandum. You may wish to note that the Counsel General repeated his concerns that the implementation of the Bill, should it be passed and enacted, has the potential to overwhelm the governments of the UK. You may also wish to note that concerns about implications for Senedd Business and for the Welsh Government's own legislative programme were also discussed.

I am writing to other Senedd Committees to draw attention to the evidence we received which falls within the remit and interests of their Committees.

Yours sincerely,

*Huw Irranca-Davies*

Huw Irranca-Davies  
Chair



## **Legislative Consent: Retained EU Law (Revocation and Reform) Bill**

Submissions from stakeholder to the Legislation Justice and Constitution Committee call for views on the Bill.

[Dr Gravey and Dr Whitten](#)

[RSPCA](#)

[UK Environmental Law Association \(UKELA\)](#)

[Marine Conservation Society](#)

[Wales Environment Link](#)

# Agenda Item 5.8

Julie James MS/MS  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change



Llywodraeth Cymru  
Welsh Government

Llyr Gruffydd MS,  
Chair, Climate Change, Environment and Infrastructure Committee  
Welsh Parliament  
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9<sup>th</sup> December 2022

Dear Llyr,

Thank you for your letter of 18 November. I welcome the committee's attention to these matters.

A [progress report](#) on our current climate change adaptation plan, [Prosperity for All: A Climate Conscious Wales](#), was published on 7 December. This has involved considerable input by officials working across government and as such I am afraid has taken longer than originally anticipated. The report sets out the actions taken to date as well as considering further measures which may be required, in the light of the Climate Change Committee's (CCC) third climate risk independent assessment. In addition, we have commissioned the CCC to undertake an independent assessment of progress and future priorities for climate change adaptation in Wales, which will be published in summer 2023.

We do not intend to publish an update to our current adaptation plan. Policy officials are working to address the specific areas of risk raised by the CCC and we have set out the additional steps being taken within the Climate Conscious Wales progress report. My officials are also working to develop an improved and updated strategic approach for our next national plan, which we are planning to publish in autumn 2024. This will be informed by the CCC's latest climate risk advice and their forthcoming independent progress report on Wales.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

I can also confirm that, in accordance with the Environment (Wales) Act 2016, the full Net Welsh Emissions Account upon which our legal targets are based has also been published. The Account will be set out in our legislative [Final Statement](#) for the first Carbon Budget period, transparently showing the analysis of data, the final carbon accounting choices and progress in relation to our first Plan [Prosperity for All: A Low Carbon Wales](#).

The Statement will also take a broader view, providing the first assessment of the emissions not just generated in Wales, but generated by Wales through the goods and services we consume. Only by considering this broader picture and shouldering our global responsibility can we truly protect our precious world for future generations.

I hope this update is helpful and would be happy to address any further questions you may have.

Yours sincerely



**Julie James AS/MS**  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change

# Agenda Item 5.9

Y Pwyllgor Cyfrifon Cyhoeddus a  
Gweinyddiaeth Gyhoeddus

—

## Public Accounts and Public Administration Committee

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7 December 2022

Dear Chair

### Public Accounts and Public Administration Committee Inquiry into Public Appointments

The Public Accounts and Public Administration Committee is undertaking an Inquiry into Public Appointments. Evidence received from the Committee's consultation on the scrutiny of public administration in autumn 2021 recommended that an inquiry be conducted in this area. It was considered to be an issue that had been 'under-examined' since the establishment of the Senedd.

Our agreed Terms of the Reference for the inquiry are detailed in Annex A. However, we are aware that concerns regarding the public appointments process may extend beyond those terms of reference. We therefore welcome the views and experiences of your committees on the matters listed and any other issues that you feel are relevant to our work.

I look forward to hearing from you and kindly ask for responses by Friday 27 January 2023.

Thank You.

Kind Regards,



Mark Isherwood MS  
Committee Chair

Croesewir gohebiaeth yn Gymraeg neu Saesneg.  
We welcome correspondence in Welsh or English.

## Annex A

The Committee is undertaking an inquiry into the Welsh Government's approach to the public appointments process, including where this could be improved to increase the diversity of candidates for public appointments made by Welsh Ministers. Issues to be considered include the following:

- The role of the Public Bodies Unit and the effectiveness of its relationship with Public Bodies' Boards in terms of ensuring good governance and effective public appointment arrangements. This includes any ongoing support for board members.
- The views of those corporate bodies that receive public appointments on the public appointments process;
- The role the Commissioner for Public Appointments.
- What are the main barriers to increasing the diversity of candidates for public appointments in Wales? How do these vary by factors including:
  - Age
  - Sex
  - Ethnicity
  - Disability
- How effective are current approaches being taken by the Welsh Government to encourage and increase the diversity of candidates?
- How can the public appointments process be improved to achieve this?
- How can the Welsh Government create a more transparent and open public appointments process?
- Are there examples of best practice elsewhere in the UK and internationally that Wales should learn from?

# Agenda Item 5.10

**Y Gwir Anrhydeddus Elin Jones AS**

Llywydd, Senedd Cymru

**Right Honourable Elin Jones MS**

Llywydd, Welsh Parliament

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All members

Via email

1 Rhagfyr 2022

Dear Member,

## **Prioritising Committee Business**

At recent meetings of the Chairs' Forum some concerns have been raised that a minority of committee members are prioritising other commitments over committee business, at times.

Guidance on Virtual and Hybrid Proceedings, including Committee proceedings was issued recently. I would like to remind members also of the importance of making time for committee business.

Whilst occasional absence from committee meetings is anticipated in our procedures, it is expected that a substitute will be sent in place of an absent member to avoid disruption to committee business.

One issue, described by Chairs, is that some committee members routinely leave at the end of the public part of a meeting. This means they are not present for private agenda items that might be scheduled at the end of a meeting. This is disrupting the work of some committees.

The Chairs' Forum has endorsed the report by Professor Diana Stirbu: *Power, Influence and Impact of Senedd Committees: Developing a framework for measuring committees' effectiveness*.

As part of her work, Professor Stirbu considered the features of committee effectiveness. One feature arising from her research is:

*Effective committees have Members who are fully engaged and interested in their work. Members are prepared, are listening, and supporting each other in committee sessions.*

Committee Chairs expect members of their committees to be fully engaged with all aspects of a committee's work, and to prioritise committee work over other commitments for the full duration of committee meetings (including any private items scheduled). This is essential if committees are to be effective in the delivery of their objectives.

Of course, there are legitimate reasons why a member might not be able to engage fully with the work of a committee. In such circumstances, a Member should discuss this with the relevant committee Chair. The committee Chair can take account of this, from the perspective of supporting the Member, and delivering the committee's objectives.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Elin Jones'.

**Rt. Hon. Elin Jones MS**

Llywydd

Croesewir gohebiaeth yn Gymraeg neu Saesneg / We welcome correspondence in Welsh or English

—  
**Climate Change, Environment,  
and Infrastructure Committee**

Julie James,  
Minister for Climate Change

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20 December 2022

Dear Julie,

## Welsh Government draft budget scrutiny 2023-24

Further to an invitation issued to you to attend the Committee's meeting on 25 January, I understand that it is your preference to attend the session virtually.

I can confirm that it is my preference that Ministerial scrutiny sessions should be held in person unless there are specific reasons not to do so, as this facilitates more effective scrutiny. In-person attendance makes for better engagement between Members and Ministers.

This approach is consistent with the Llywydd's guidance, issued in November to all Members of the Senedd under Standing Order 6.17, following consultation with the Business Committee and the Chairs' Forum, which states that:

"Where a committee is meeting in person, it is expected that Ministers will also attend in person".

The guidance acknowledges that there will be occasions where this may not be possible, and states that in such cases there should be constructive engagement between Chairs and Ministers to identify an appropriate solution.

Given the importance of the Committee's annual scrutiny of the Welsh Government's draft budget, I would be grateful if you would attend the scrutiny session on 25 January in person.

Yours sincerely,



Llyr Gruffydd MS,  
Chair, Climate Change, Environment and Infrastructure Committee



# Agenda Item 5.12

Lesley Griffiths AS/MS  
Y Gweinidog Materion Gwledig a Gogledd Cymru, a'r Trefnydd  
Minister for Rural Affairs and North Wales, and Trefnydd



Llywodraeth Cymru  
Welsh Government

Llyr Gruffydd MS  
Chair  
Climate Change, Environment, and Infrastructure Committee  
Senedd Cymru  
[SeneddClimate@senedd.wales](mailto:SeneddClimate@senedd.wales)

20 December 2022

Dear Llyr,

Further to my letter of 23 November, I wish to inform the Committee I have now given my consent to the Minister of State for the Department for Environment, Food and Rural Affairs to lay The Plant Health and Trade in Animals and Related Products (Amendment) Regulations 2022 by 19 December. I have laid a Written Statement which can be found at <https://senedd.wales/media/crij4zc4/ws-ld15574-e.pdf>

The Regulations enable the establishment of demarcated areas outside of the country in which plant pests or diseases have been found. These are important biosecurity measures which are put in place during plant pest or disease outbreaks which restrict the movement of timber, plants for planting or forestry material. This is needed as current legislation does not allow a demarcated area to be established based on the findings of a pest within another GB territory. This means when one nation has a plant pest or disease outbreak alongside the border, currently the other nation has no power to bring in demarcated areas as a biosecurity measure.

In this case, the provisions could not be made by Welsh Ministers in exercise of our own powers as the power to amend is consequential on an amendment being made by the Secretary of State. As the Welsh Regulations are made under section 2(2) of the European Communities Act 1972, under section 8 of the European Union (Withdrawal) Act (EUWA) 2018 these Regulations can be amended by a Minister of the Crown. The Plant Health (Amendment) (EU Exit) Regulations 2022 are being made under section 8(1) of EUWA and Paragraph 21 of Schedule 7 of EUWA provides power allowing consequential amendments to be made to regulations as necessary (in this case, following the amendment of the Plant Health Regulations). The Regulations intersect with devolved policy and will apply to England, Scotland and Wales.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

The regulations also correct minor drafting errors within The Animals, Food, Plant Health, Plant Propagating Material and Seeds (Miscellaneous Amendments etc.) Regulations 2022 relating to Lebanese Potatoes not for planting.

There is an urgent need to introduce this legislation, to protect biosecurity in Wales. I consider this is the most appropriate way to give effect to the necessary changes.

I have written similarly to the Chair of the Legislation, Justice, and Constitution Committee, Huw Irranca-Davies MS.

Yours sincerely,

A handwritten signature in black ink that reads "Lesley Griffiths". The signature is written in a cursive style with a large, sweeping flourish at the end.

**Lesley Griffiths AS/MS**  
**Y Gweinidog Materion Gwledig a Gogledd Cymru, a'r Trefnydd**  
**Minister for Rural Affairs and North Wales, and Trefnydd**

Julie James AS/MS  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change



Llywodraeth Cymru  
Welsh Government

4 January 2023

Llyr Gruffydd  
Chair Climate Change, Environment, and Infrastructure Committee

Dear Llyr Gruffydd,

I would like to share with the Climate Change Environment and Infrastructure, (CCEI) Committee links to the published Framework Outline Agreement and Concordat for the following common frameworks which fall within my portfolio:

- Waste and Resources

<https://www.gov.uk/government/publications/resources-and-waste-provisional-common-framework>

This document will aid your committee in its scrutiny of provisional framework. Should you wish to scrutinise; my officials stand ready to assist.

I am copying this letter to Huw Irranca-Davies MS, Chair of the Senedd Legislation, Justice and Constitution Committee.

Yours sincerely,



**Julie James AS/MS**  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:  
0300 0604400

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[Gohebiaeth.Julie.James@llyw.cymru](mailto:Gohebiaeth.Julie.James@llyw.cymru)  
[Correspondence.Julie.James@gov.Wales](mailto:Correspondence.Julie.James@gov.Wales)

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

# Agenda Item 5.14

Julie James AS/MS

Y Gweinidog Newid Hinsawdd  
Minister for Climate Change



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref  
Ein cyf/Our ref

23 December 2022

Dear Huw,

In accordance with the inter-institutional relations agreement, I wish to notify you a further meeting of the Inter-Ministerial Group for Environment, Food and Rural Affairs was held on 5 December.

The meeting was chaired by Lord Richard Benyon, Minister for Biosecurity, Marine and Rural Affairs, UK Government. The meeting was also attended by Mairi Gougeon MSP, Cabinet Secretary for Rural Affairs and the Islands, Scottish Government; Lorna Slater MSP, Minister for Green Skills, Circular Economy and Biodiversity, Scottish Government; Mrs Katrina Godfrey, Permanent Secretary, Department of Agriculture Environment and Rural Affairs, Northern Ireland Government (in lieu of Minister); James Davies MP, Parliamentary Under-Secretary of State for Wales; and John Lamont MP, Under-Secretary of State for Scotland.

At the meeting we discussed the issues currently impacting on the poultry and egg sector, as requested by Lesley Griffiths, Minister for Rural Affairs, North Wales and Trefnydd, following concerns raised by our stakeholders.

We discussed the status of the Retained EU Law (Reform and Revocation) Bill. I requested Defra provide officials with details on its plans as soon as possible.

Lord Benyon gave an update on Offshore Wind Environment Improvement Package, and proposed reforms to consenting of offshore wind projects. While I agree with the intentions of the work, I emphasised my concerns over the proposed legislation and stressed that the devolution settlement must be respected.

Borders and the implementation of the Target Operating Model, were discussed next and I outlined the importance of UKG engaging early with devolved governments.

Finally, we spoke about the upcoming COP15 meeting and discussed our ambitions and our collective response on biodiversity.

The next meeting will be held on Monday 23 January 2023.

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:  
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[Gohebiaeth.Julie.James@llyw.cymru](mailto:Gohebiaeth.Julie.James@llyw.cymru)  
[Correspondence.Julie.James@gov.Wales](mailto:Correspondence.Julie.James@gov.Wales)

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

A communique regarding this meeting will be published on the UK Government website at <https://www.gov.uk/government/publications/communique-from-the-inter-ministerial-group-for-environment-food-and-rural-affairs>.

I am copying this letter to the Climate Change, Environment, and Infrastructure Committee and to the Economy, Trade and Rural Affairs Committee

Yours sincerely



**Julie James AS/MS**  
Y Gweinidog Newid Hinsawdd  
Minister for Climate Change

# Agenda Item 8

By virtue of paragraph(s) vi of Standing Order 17.42

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