



Glasgow City Region Cabinet

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Item 13

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Regional Economic Strategy: Electric Vehicle Charging Infrastructure Procurement Update

Purpose of Report:

This report provides the Cabinet with an update of the progress made to date on the Glasgow City Region Electric Vehicle Charging Infrastructure (EVCI) project and the process to engage a commercial charge point operator (CPO) to expand the network of electric vehicle charging infrastructure (EVCI) across Glasgow City Region.

Recommendations

The Cabinet is invited to note the content of the report.

1. Purpose of the Report

- 1.1. This report provides the Cabinet with an update of the progress made to date on the Glasgow City Region Electric Vehicle Charging Infrastructure (EVCI) project and the process to engage a commercial charge point operator (CPO) to expand the network of electric vehicle charging infrastructure (EVCI) across Glasgow City Region.

2. Background

- 2.1. In terms of the proposed number of new publicly available electric vehicle charging devices it will deliver, the GCR EVCI Project is the largest project of its kind in Scotland, and is among the largest in the UK.
- 2.2. The Project has been in development among the 8 GCR Member Authorities (MAs) since 2023, and the key project milestones to date are listed:
 - **April 2023** – Chief Executives' Group & Transport Scotland discussion on the potential commercial model;
 - **Summer/Autumn 2023** – MAs detailed discussion regarding the potential commercial models;
 - **October 2023** - Chief Executives' Group endorsed a concession contract as preferred way forward;
 - **February 2024** – GCR Cabinet agreed the preferred way forward;
 - **October 2024** - MAs signed Procurement Phase Inter Authority Agreement (IAA) designating Glasgow City Council (GCC) as Lead Authority, and formalising the role of the Senior Officers' Group;
 - **December 2024** – Expert consultants appointed to support the development of the Project;
 - **January to December 2025**: Development of technical and procurement documents; site selection process;
 - **December 2025** – Chief Executives' Group agreed commencement of procurement; publication of Invitation to Participate (ITP);
 - **February to May 2026** – Engagement with Finance Strategy Group on key commercial terms;
 - **May 2026** – Five bidders shortlisted for the Invitation to Tender stage (ITT);
 - **February to August 2026** – Development of draft contract and of ITT documents.

3. Project Scope

- 3.1 The key elements of the project scope are set out below:
 - Commercial contract that allows a CPO to use local authority owned or controlled assets to own, operate and maintain a public electric vehicle charging network, for the 20-year duration of the contract;
 - Estimate private sector investment required to deliver the project scope circa £45-£50m;
 - MAs will receive a revenue share payment (distribution methodology agreed by GCR Cabinet on 19/8/25);
 - Transport Scotland has provided grant funding through the Electric Vehicle Infrastructure Fund to support the development and delivery of the project;
 - Ownership of all existing charging device assets (approximately 625 across GCR) will transfer from the MAs to the new CPO;
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- CPO responsible for maintenance and ensuring standard of the equipment throughout the lifetime of the contract, with performance monitored by Key Performance Indicators;
- Minimum 3,034 new charge points will be installed under the contract – timescale for delivery to be agreed during the procurement process;
- Each year the roll-out of new charging devices across GCR will reflect the % population share of each MA;
- Contract Value over a 20-year contract term – approx. £780m (based upon total turnover from the existing and newly installed chargepoints, in line with definition within The Concession Contracts (Scotland) Regulations 2016);
- At contract expiry the ownership of charging assets revert to the MAs;
- No MA funding required for the infrastructure or operational costs of the project; and,
- Majority of risks transferred to CPO, however with some risks retained by MAs in relation to Authority Default and Force Majeure scenarios (mitigations are in place and the approach has been discussed and agreed with the Finance Strategy Group).

4. Member Authority Involvement and Governance

- 4.1 The governance arrangements for the project to the point of contract award to the CPO are set out in the Procurement Phase Inter Authority Agreement (IAA), signed by all MAs in October 2024.
 - 4.2 The Procurement Phase IAA designated Glasgow City Council (GCC) as the Lead Authority with responsibility to undertake the procurement process on behalf of all MAs. GCC will enter into a contract with the successful supplier and the relevant terms of the contract, alongside wider governance and project management arrangements, will be passed down to the other MAs through the Contract Management Phase IAA.
 - 4.3 GCC has provided significant officer resources (including legal, procurement, finance, sustainability, and cyber security) to support the development of the project, and the drafting of the procurement documents and concession contract.
 - 4.4 The development of the project has been guided by the GCR Electric Vehicle Senior Officers' Group (SOG), which serves as the steering group to provide advice and guidance and is comprised of representatives from each MA. Each MA's representative on the SOG serves as the main point of contact between the GCR PMO and the MA in relation to the project. The SOG meets 4 weekly or as otherwise required.
 - 4.5 The Technical Officers' Group (TOG), consisting of operational EV charging representatives of each MA meets fortnightly and has provided technical input to the development of the project, particularly in relation to the Technical Specification. The Project maintains a risk register and decisions log which are provided to both the SOG and TOG.
 - 4.6 Quarterly project updates are provided through the established GCR PMO reporting mechanisms into Cabinet, the Chief Executives' Group, and Regional Partnership.
 - 4.7 In addition to GCR structures to support the development of the project, each MA will take reports through their own decision-making structures as required.
 - 4.8 As Cabinet was previously advised, Glasgow City Council as the Lead Authority for the project will host overall Contract Management Team (CMT) for the project within it's
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Neighbourhoods, Regeneration & Sustainability (NRS) department. The CMT will be funded through an annual Contract Management Fee paid by the appointed CPO. The CMT will be responsible for the day-to-day running of the contract and will support programme governance during the delivery phase.

- 4.9 With the CPO likely to be appointed in Spring 2027, officers from Glasgow City Council will imminently start the engagement with all MAs to develop the Contract Management Phase IAA, contract management and programme governance arrangements for the delivery phase of the contract.

5. Finance Strategy Group

- 5.1 Between February to May 2026 the GCR PMO engaged with the GCR Finance Strategy Group in relation to the key commercial terms of the contract. The FSG provided a clear steer on the level of financial risk that the MAs would be willing to tolerate in relation to specific compensation scenarios:

- Authority default;
- CPO default;
- Right to voluntarily terminate the contract; and,
- Force majeure.

- 5.2 The outcome of these discussions has been reflected in the draft concession contract which has been shared with MA legal officers. Where there are areas of financial risk to MAs, mainly in relation to an authority default scenario, significant mitigations have been identified and put in place in the draft contract in order to reduce both the likelihood and significant impact.

6. Site Selection Process

- 6.1 The objective of the Site Selection Process was to provide each MA with expert external technical support to allow them to identify and agree the sites that they want to proceed with as part of the Project.

- 6.2 The Site Selection Process started in January 2025 and technical consultants Jacobs worked with each MA. The process covered:

- Off-Street sites: MA owned or controlled sites.
- On-Street sites: No precise locations but priority zones identified; exact locations to be agreed subsequently in discussion between the MAs and CPO.

- 6.3 The factors taken into account in identifying the locations included:

- Existing and other proposed EVCI from other suppliers;
- Other Transport Infrastructure, especially active travel;
- Flooding;
- Land Ownership;
- Type or location (e.g. school car parks);
- SIMD; and
- Lack of access to off-street parking.

- 6.4 The Site Selection Process was scheduled to conclude in June 2025, however the process took longer than anticipated.

7. Route to Market and Project Timeline

7.1 Glasgow City Council (GCC) will undertake the procurement activity to appoint the CPO on behalf of all 8 MAs using the procedure of Competitive Procedure with Negotiation. This approach allows the opportunity for negotiation with bidders should it be required, while also allowing GCC to appoint a CPO based upon the evaluation of initial bidder responses.

7.2 The current indicative programme for the procurement is set out below. The shaded cells are already complete.

Timescale	Stage
December 2025	Publication of Concession Notice & Pre - selection Invitation to Participate (ITP) stage [Complete]
Early February 2026	Closing Date for ITP Responses [Complete]
February – early April 2026	ITP Evaluation Period – the evaluation of the ITP submissions and shortlist of five bidders to be invited to next stage of the procurement process [Complete]
February to August 2026	Finalising the ITT Documentation and Draft Contract. This will include engagement with MAs and feedback on the Technical Specification and Draft Concession Contract.
August 2026	Issue of Tender (ITT) stage – The full technical, legal and commercial package will be issued to five shortlisted bidders. This will include the detailed specification, the contract terms and conditions, and the award criteria/weightings.
August – December 2026	Development of the Second Inter Authority Agreement: this will be a parallel workstream to the procurement process. Officers from each of the MAs, including legal officers, will work to develop and finalise the document.
November - December 2026	Evaluation of Initial Bids - Upon receipt and successful evaluation of Initial bids, GCC reserves the right of awarding the contract without undertaking any negotiations
Only if required - December 2026 – February 2027	Negotiation Phase - If no bids meet the requirements, GCC may undertake negotiations with bidders prior to inviting the next stage of bids so that a winning tender can be identified. If necessary, the process of negotiation and further bid submissions can continue until a winning tender is identified.
January 2027	Preferred Bidder Identified and Conclusion of Economic & Financial Standing checks
February – March 2027	Sign Off and Approvals This will include seeking approval from GCC's Contract and Property Committee for GCC; signing of the contract by GCC will be dependent upon all other MAs subsequently securing necessary local approvals to enter into the Contract Management Phase IAA. GCR Cabinet's endorsement will also be sought.

7.3 The panel is in place to evaluate all elements of the tender submissions, including the technical response, financial model, sustainability, cyber security, and commercial elements.

7.4 The project has been developed with the input of a wide range of expert advisers:

- Scottish Futures Trust
- National Wealth Fund

- PA Consulting
- Jacobs - technical
- MFMac – legal

8. Recommendations

8.1 The Cabinet is invited to note the content of the report.