

Agenda – Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith

Lleoliad: I gael rhagor o wybodaeth cysylltwch a:
Ystafell Bwyllgora 4 Tŷ Hywel a **Marc Wyn Jones**
fideogynadledd drwy Zoom Clerc y Pwyllgor
Dyddiad: Dydd Iau, 22 Chwefror 2024 0300 200 6565
Amser: 09.30 SeneddHinsawdd@senedd.cymru

Hybrid

Rhag-gyfarfod preifat (09.15–09.30)

Cyfarfod cyhoeddus (09.30–16.00)

1 **Cyflwyniadau, ymddiheuriadau, dirprwyon a datgan buddiannau**
(09.30)

2 **Bil Seilwaith (Cymru) – Trafodion Cyfnod 2**
(09.30–12.30)

Julie James AS, y Gweinidog Newid Hinsawdd

Neil Hemington, Prif Gynllunydd – Llywodraeth Cymru

Owen Struthers, Pennaeth Cydsynio Cenedlaethol – Llywodraeth Cymru

Nicholas Webb, Cyfreithiwr – Llywodraeth Cymru

Bydd y dogfennau sy'n berthnasol i drafodion Cyfnod 2 ar gael ar [dudalen we'r Bil](#).

Cytunodd Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith ar 31 Ionawr 2024, o dan Reol Sefydlog 26.21, y byddai'r drefn ystyried ar gyfer trafodion Cyfnod 2 fel a ganlyn:



Adrannau 1–60; Atodlen 1; Adrannau 61–90; Atodlen 2; Adrannau 91–142;
Atodlen 3; Teitl Hir

Egwyl i ginio (12.30–13.15)

3 Bil Seilwaith (Cymru) – Trafodion Cyfnod 2 yn parhau

(13.15–16.00)

4 Papurau i'w nodi (16.00)

4.1 Gwefru Cerbydau Trydan

(Tudalennau 1 – 50)

Dogfennau atodol:

Llythyr oddi wrth y Dirprwy Weinidog Newid Hinsawdd at y Cadeirydd mewn perthynas ag adroddiad y Pwyllgor ar Wefru Cerbydau Trydan – Ionawr 2024
Ymateb ychwanegol gan Lywodraeth Cymru i adroddiad y Pwyllgor ar Wefru Cerbydau Trydan – Ionawr 2024

Achos Busnes Amlinellol Strategol Llywodraeth Cymru – Crynodeb
Gweithredol (Saesneg yn Unig)

4.2 Claddu ceblau

(Tudalennau 51 – 87)

Dogfennau atodol:

Llythyr oddi wrth Grŵp Peilonau Cymunedol Ardal Llanarthne at y Cadeirydd mewn perthynas ag aredig ceblau (Saesneg yn unig)

4.3 Cytundeb Cysylltiadau Rhyngsefydliadol

(Tudalen 88)

Dogfennau atodol:

Llythyr oddi wrth y Dirprwy Weinidog Newid Hinsawdd at Gadeirydd y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad mewn perthynas â'r Pwyllgor Sefydlog Rhyngweinidogol ar Drafnidiaeth

4.4 Mae'r Grwp Rhyngweinidogol ar Sero-Net, Ynni a Newid Hinsawdd

(Tudalennau 89 – 90)

Dogfennau atodol:

Llythyr oddi wrth y Weinidog Newid Hinsawdd at y Cadeirydd mewn perthynas â'r Grŵp Rhyngweinidogol ar Sero Net, Ynni a Newid Hinsawdd – 6 Chwefror 2024

Llythyr oddi wrth y Weinidog Newid Hinsawdd at y Cadeirydd mewn perthynas â'r Grŵp Rhyngweinidogol ar Sero Net, Ynni a Newid Hinsawdd – 16 Chwefror 2024

4.5 Y Rheoliadau Fframwaith Windsor (Symud Anifeiliaid Anwes yn Anfasnachol) 2024

(Tudalennau 91 – 92)

Dogfennau atodol:

Llythyr oddi wrth y Gweinidog Materion Gwledig a Gogledd Cymru, a'r Trefnydd at y Cadeirydd mewn perthynas â Rheoliadau Fframwaith Windsor (symud anifeiliaid anwes yn anfasnachol) 2024

4.6 Craffu ar waith Cyfoeth Naturiol Cymru

(Tudalen 93)

Dogfennau atodol:

Llythyr oddi wrth Cyfoeth Naturiol Cymru at y Cadeirydd mewn perthynas â Chraffu ar Waith Cyfoeth Naturiol Cymru

4.7 Fframwaith Cyffredin Gwastraff ac Adnoddau

(Tudalen 94)

Dogfennau atodol:

Llythyr oddi wrth y Weinidog Newid Hinsawdd at y Cadeirydd mewn perthynas â'r Rheoliadau Gwastraff Pecynwaith (Casglu ac Adrodd am Ddata) (Diwygio) (Cymru) 2024

5 Cynnig o dan Reol Sefydlog 17.42(vi) a (ix) i benderfynu gwahardd y cyhoedd o'r cyfarfod ar gynhelir ar 6 Mawrth (16.00)

Llŷr Gruffydd AS
Cadeirydd
Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith

SeneddHinsawdd@senedd.cymru

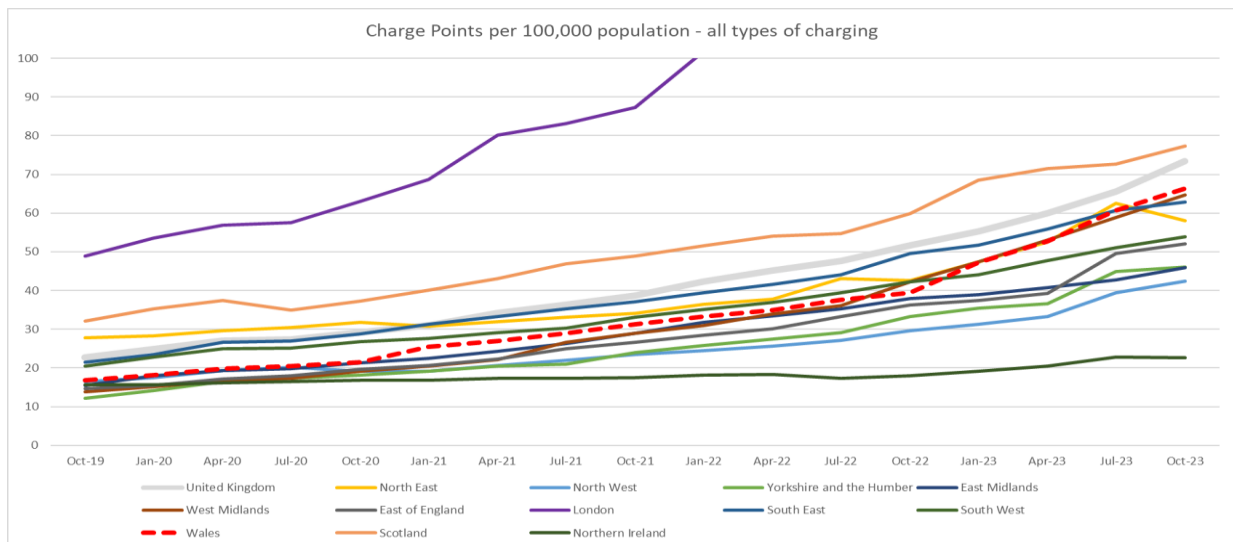
25 Ionawr 2024

Annwyl Llŷr,

Rwy'n ysgrifennu atoch i roi'r wybodaeth ddiweddaraf i'r Pwyllgor ac i ddangos y cynnydd sylweddol yr ydym wedi'i wneud ers ein hymateb blaenorol i adroddiad y Pwyllgor ar ein Strategaeth a Chynllun Gweithredu ar gyfer y Seilwaith Gwefru Cerbydau Trydan (Mawrth 2023).

Mae'r wybodaeth ddiweddaraf ar y 21 argymhelliad yn adroddiad y Pwyllgor ar seilwaith gwefru cerbydau trydan ynghlwm. Mae'r diweddariad yn egluro bod rhagolygon newydd sy'n seiliedig ar dystiolaeth ar gyfer cerbydau trydan yng Nghymru wedi'u datblygu i adlewyrchu galw'r farchnad.

Mae'r adroddiad diweddaraf gan yr Adran Drafnidiaeth yn dangos bod nifer y manau gwefru cerbydau trydan yng Nghymru wedi cynyddu 68% bob blwyddyn ac mai dim ond Llundain a'r Alban sydd â mwy o seilwaith fesul pen y boblogaeth. Mae'r llinell goch doredig ar y graff isod yn dangos y cynnydd hwn.



[Ystadegau dyfeisiau gwefru cerbydau trydan: Hydref 2023 - GOV.UK \(www.gov.uk\)](https://www.gov.uk)

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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.

Tudalen y pecyn 1

Bydd Llywodraeth Cymru yn parhau i weithio gydag awdurdodau lleol a gweithredwyr mannau gwefru yn y sector preifat a'u cefnogi i gyflwyno darpariaeth gwefru ddigonol ar gyfer seilwaith cerbydau trydan ledled Cymru, gan gydnabod y bydd hyn yn helpu i gynyddu'r nifer sy'n defnyddio cerbydau trydan.

O ystyried y cyfyngiadau cyllidebol a chapasiti y mae Llywodraeth Cymru yn eu hwynebu ar hyn o bryd, dros y misoedd nesaf byddwn yn canolbwyntio ar ddatblygu mecanweithiau a fydd yn cymell y sector preifat i osod a gweithredu seilwaith gwefru pan fo methiant y farchnad wedi'i nodi.

Yn gywir

A handwritten signature in black ink, appearing to read 'Lee', is centered on a white rectangular background.

Lee Waters AS/MS

Y Dirprwy Weinidog Newid Hinsawdd
Deputy Minister for Climate Change



Strategaeth a chynllun gweithredu Llywodraeth Cymru ar gyfer y seilwaith gwefru cerbydau trydan

Yr wybodaeth ddiweddaraf
ar gyfer y Pwyllgor Newid
Hinsawdd, Amgylchedd a
Seilwaith

Ionawr 2024

Ym mis Mawrth 2023, cyflwynodd y Pwyllgor Newid Hinsawdd, Amgylchedd a Seilwaith ei adroddiad ar Strategaeth a Chynllun Gweithredu Llywodraeth Cymru ar gyfer y Seilwaith Gwefru Cerbydau Trydan. Mae'r diweddariad hwn yn ailddatgan 21 o argymhellion y Pwyllgor ac ymateb Llywodraeth Cymru, ac mae'n cynnwys y diweddaraf o ran yr argymhellion pan fo'r wybodaeth ar gael.

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Cyflwyniad

Ers i Lywodraeth Cymru gyhoeddi ein Strategaeth Gwefru Cerbydau Trydan yn 2021, rydym wedi buddsoddi dros £26 miliwn mewn seilwaith gwefru ledled Cymru, gan gynyddu nifer y dyfeisiau cyhoeddus o 120%, sy'n cyfateb i gyfanswm o 1,465 man gwefru ar 1 Ionawr 2023.

Rhwng mis Hydref a mis Rhagfyr 2022, o'i gymharu â phob rhanbarth ledled y DU, Cymru oedd â'r cynnydd mwyaf yng nghyfanswm ei ddyfeisiau gwefru, sef 17.3%, yn ogystal â'r cynnydd canrannol mwyaf mewn dyfeisiau gwefru chwim neu uwch, sef 26.9%.

Bydd angen rhagor o fuddsoddiad sylweddol i fodloni'r lefelau a ragwelir o ran y galw am gerbydau trydan a nifer y bobl a fydd yn dechrau eu defnyddio, yn enwedig ar ôl y gwaharddiad arfaethedig ar injans tanio mewnol (ICE) ac ymlaen i'r 2030au.

Gan weithio gyda'n partneriaid cyflenwi, rydyn ni eisiau manteisio ar y cyfle i arwain drwy esiampl a helpu i adeiladu rhwydwaith gwefru cerbydau trydan dibynadwy ac effeithlon yng Nghymru, gan drawsnewid y ffordd mae trigolion ac ymwelwyr yn teithio. Er mwyn cyflawni hyn, mae Llywodraeth Cymru wedi datblygu map ar lefel rhaglen, sy'n nodi camau gweithredu ar draws pum blaenoriaeth allweddol ar gyfer Llywodraeth Cymru a phartneriaid cyflawni dros y 3-5 mlynedd nesaf, sy'n hanfodol i gyflymu'r seilwaith gwefru cerbydau trydan yn llwyddiannus ledled Cymru, ac i fodloni'r dangosyddion perfformiad allweddol diffiniedig a nodir yn y Strategaeth.

Hoffwn ddiolch i aelodau'r Pwyllgor Newid Hinsawdd, Amgylchedd a Seilwaith am eu hadroddiad ar strategaeth a chynllun gweithredu Llywodraeth Cymru ar gyfer seilwaith gwefru cerbydau trydan. Rwyf wedi nodi fy ymateb i argymhellion unigol yr adroddiad isod.

Ymateb i'r 21 argymhelliad

Argymhelliad 1

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru ailedrych ar y strategaeth gwefru cerbydau trydan yng ngoleuni'r newid ym mhatrymau'r defnydd o gerbydau trydan a'r twf mewn cerbydau trydan masnachol. Dylai Llywodraeth Cymru bennu amserlen ar gyfer y gwaith hwn ac ymgynghori â rhanddeiliaid perthnasol, gan gynnwys gyrwyr a darparwyr seilwaith gwefru

Ymateb: Derbyn

Rydym yn cydnabod bod patrymau defnyddio cerbydau trydan yn newid yn gyflym, o ganlyniad i'r cynnydd yn nifer y bobl sy'n defnyddio cerbydau trydan, gan gynnwys faniau trydan â batri, datblygiadau o ran capasiti batris a thechnoleg gwefru. Fodd bynnag, fe wnaethom ddatblygu'r strategaeth gwefru cerbydau trydan gan gadw hyn mewn cof a chredwn fod prif amcanion y strategaeth, sef cynyddu darpariaeth drwy gefnogi'r gwaith cyflwyno yn y sector preifat a mynd i'r afael â bylchau yn y farchnad, yn ogystal â galluogi teithio pellter hirach ledled Cymru, yn dal yn ddilys. Serch hynny, byddwn yn monitro tueddiadau sy'n dod i'r amlwg ac yn ceisio mynd i'r afael ag anghenion penodol o ran mannau gwefru cyhoeddus lle byddai hyn yn ddefnyddiol.

Fel y nodwyd gan y Pwyllgor, mae cynllun ar gyfer cludo nwyddau yn cael ei ddatblygu ac rydym yn cytuno y dylid ystyried datgarboneiddio fel rhan o'r cynllun hwnnw. Rydym yn datblygu gwell dealltwriaeth o'r anghenion posibl o ran seilwaith drwy ymgysylltu ag arbenigwyr fel llofnodwr y Memorandwm Cyd-ddealltwriaeth Byd-eang ar Gerbydau Gwaith Trwm di-allyriadau, gyda'r Adran Drafnidiaeth a gwahanol fforymau, ac rydym yn hyrwyddo cyfranogiad Cymru yn y Treialon Cludo Nwyddau ar y Ffyrdd yn Ddi-allyriadau.

Goblygiadau Ariannol – bydd y gwaith hwn yn cael ei gyflawni o fewn y cyllidebau presennol.

Yr wybodaeth ddiweddaraf: Mae TrC yn parhau i fonitro ac addasu ei ddull cyflawni yn unol â chyfraddau defnyddio cerbydau trydan, cyfleoedd arloesi newydd a newidiadau i safonau cenedlaethol ac arferion gorau. Mae gwybodaeth newydd yn cael ei rhannu drwy seminarau deufisol gyda'r holl Awdurdodau Lleol a chyrrff eraill yn y sector cyhoeddus, gyda Scottish Power Energy Networks (SPEN) a National Grid Electricity Distribution (NGED) drwy'r Gweithgor Cysylltiadau a chyda'r sector masnachol drwy'r Gweithgor Gweithredwyr Mannau Gwefru.

Argymhelliad 2

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru roi'r wybodaeth ddiweddaraf am ddatblygiad y Rhaglen Datgarboneiddio Trafnidiaeth, a fydd yn cefnogi'r broses o ddatgarboneiddio bysiau a thacsis a cherbydau hurio preifat

Ymateb: Derbyn

Mae Cymru Sero Net – Cyllideb Carbon 2 yn nodi'r ystod lawn o bolisiau i leihau carbon yn ystod y cyfnod rhwng 2021 a 2025.

Bydd Llywodraeth Cymru yn rhoi'r wybodaeth ddiweddaraf am y Rhaglen Datgarboneiddio Trafnidiaeth, a fydd yn cefnogi'r gwaith o ddatgarboneiddio bysiau, tacsis a cherbydau llogi preifat erbyn yr hydref.

Goblygiadau ariannol – Dim.

Yr wybodaeth ddiweddaraf: Cytunodd Gweinidog yr Economi a'r Dirprwy Weinidog Newid Hinsawdd i sefydlu Grŵp Gorchwyl a Gorffen i ddatblygu cynlluniau ar gyfer Datgarboneiddio'r Fflyd Bysiau a Chydgasglu'r Galw. Lluniodd y Grŵp hwn argymhellion mewn papur terfynol ym mis Mawrth 2022.

Rydym yn buddsoddi ac yn cefnogi camau i fuddsoddi mewn cerbydau di-allyriadau gwyrdd newydd i'w defnyddio ar gyfer gwasanaethau bysiau lleol ledled Cymru. Mae cynlluniau ar gyfer datgarboneiddio'r fflyd bysiau erbyn 2035 bron wedi'u cwblhau, a bydd achos busnes amlinellol wedi'i gwblhau erbyn diwedd y flwyddyn ariannol hon.

Mae bysiau trydan llawn bellach yn rhedeg bob dydd yng Nghaerdydd a Chasnewydd, ac mae gennym fflydoedd o fysiau trydan newydd wedi'u hariannu gan grant yng ngorllewin a gogledd Cymru i'w defnyddio ar rwydwaith Traws Cymru a ariennir gan Lywodraeth Cymru. Mae'r defnydd hwn yng Nghymru yn golygu ein bod yn symud mewn ffordd debyg i ardaloedd eraill o'r DU o ran canran y fflyd bysiau gwasanaeth sydd wedi'i datgarboneiddio.

- Mae 14 o fysiau trydan yn gweithredu ar wasanaeth Traws Cymru yn y Gogledd a'r Gorllewin sy'n costio £8.519 i Lywodraeth Cymru.
- Mae Bws Casnewydd wedi prynu 44 o gerbydau trydan sy'n cael eu hariannu gan Lywodraeth y DU a chyda benthyciad masnachol o £1.85m gan Lywodraeth Cymru. Yn 2023 dyfarnwyd grant o £6.323m i gwmni Bws Casnewydd gan Lywodraeth Cymru a fydd yn sicrhau 13 o fysiau eraill a fydd yn cael eu darparu yn gynnar yn 2024.
- Mae Bws Caerdydd wedi prynu 36 o gerbydau trydan. Yn 2023 dyfarnwyd grant o £8m i Bws Caerdydd gan Lywodraeth Cymru a fydd yn sicrhau 19 bws arall, a fydd yn cael eu darparu yn gynnar yn 2024.

Y gyllideb ar gyfer 2023-24 yw £11m, ond bydd hyn hefyd yn talu am rai costau diwygio'r rhwydwaith a chost paratoi ar gyfer masnachfreinio.

Mae'r Dirprwy Weinidog Newid Hinsawdd wedi ymgynghori ar gynigion ar gyfer Bil Taxis a Cherbydau Hurio Preifat (Cymru). Ym mis Hydref 2023, cyhoeddodd y Dirprwy Weinidog grynodedb o ymatebion i'r ymgynghoriad a gwnaeth Ddatganiad Llafar ar y Bil.

Rydym yn cydnabod bod heriau i'r diwydiant taxis a cherbydau hurio preifat, gan gynnwys cost prynu cerbyd di-allyriadau (ZEV), pryder am ba mor bell y gall cerbydau gyrraedd ac argaeledd seilwaith gwefru.

Er mwyn hyrwyddo'r broses o drosglwyddo i gerbydau di-allyriadau, rydym yn:

- Treialu manau gwefru pwrpasol ar gyfer taxis trydan mewn lleoliadau allweddol i geisio sicrhau eu bod yn cael blaenoriaeth wrth wefru pan fydd ei angen arnynt; a
- Darparu cyllid tuag at 44 o daxis trydan a ddefnyddir ar gyfer cynllun "profi cyn prynu" yng Nghymru.

Argymhelliad 3

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru sicrhau bod y strategaeth gwefru cerbydau trydan yn ystyried cwestiynau ynghylch cydraddoldeb a chyfiawnder cymdeithasol.

Ymateb: Derbyn

Mae Llywodraeth Cymru wedi datblygu asesiad o'r effaith ar gydraddoldeb sy'n edrych ar y risgiau cysylltiedig â phortffolio cyflawni Llywodraeth Cymru ar gyfer Gwefru Cerbydau Trydan (cynlluniau, prosiectau ac astudiaethau) sy'n arwain at effeithiau anghymesur neu wahaniaethol ar gydraddoldeb ar gyfer grwpiau â nodweddion gwarchoddedig. Mae'r Asesiad o'r Effaith ar Gydraddoldeb wedi cael ei gynnal yn unol â dyletswydd cydraddoldeb y sector cyhoeddus yn adran 149 o Ddeddf Cydraddoldeb 2010 (y Ddeddf). Er nad yw'n ofyniad ar gyfer yr Asesiad o'r Effaith ar Gydraddoldeb, mae'r adroddiad hefyd yn nodi sut mae materion cydraddoldeb wedi cael eu hintegreiddio yn natblygiad y portffolio gwefru cerbydau trydan hyd yma. Mae copi o'r Asesiad o'r Effaith ar Gydraddoldeb wedi'i atodi.

Goblygiadau Ariannol – Dim.

Yr wybodaeth ddiweddaraf: Mae'r adnodd modelu sy'n cael ei ddefnyddio i arwain buddsoddiad mewn seilwaith gwefru cerbydau trydan gan awdurdodau lleol yn cael ei bwysoli tuag at ardaloedd sydd fwyaf mewn perygl o golli allan ar fuddsoddiad masnachol. Bydd hyn yn cael ei weithredu o rownd ariannu nesaf y Gronfa Trawsnewid Cerbydau Allyriadau Isel Iawn.

Argymhelliad 4

Mae'r Pwyllgor yn argymhell y canlynol:

Heb fod yn hwyrach na chwe mis ar ôl cyhoeddi'r adroddiad hwn, dylai Llywodraeth Cymru roi'r wybodaeth ddiweddaraf i'r Pwyllgor am y canlynol: cynnydd yn erbyn y Cynllun Gweithredu; cynnydd yn erbyn yr ymrwymadau a roddodd mewn tystiolaeth ysgrifenedig (a nodir ym mharagraff 13 o'r adroddiad hwn); a chynnydd tuag at gyflawni pob un o'r argymhellion yn yr adroddiad hwn

Ymateb: Derbyn

Lluniodd swyddogion raglen gyflawni uchelgeisiol wedi'i hategu gan adnoddau modelu, Safonau Cenedlaethol a chysylltiadau effeithiol â phartneriaid cyflawni allweddol.

Mae TrC wedi bod yn arwain prosiect i ddarparu 19 man gwefru chwim ar gyfer cerbydau trydan ar y Rhwydwaith Ffyrdd Strategol. Mae hyn yn cael ei gyflawni gan bartneriaeth unigryw lle mae'r rhwydwaith yn cael ei ariannu'n fasnachol i raddau helaeth, ond mae cyllid cyhoeddus yn canolbwyntio ar "ddatgloi" safleoedd sydd â chyfyngiadau sylweddol o ran y grid, drwy ariannu gwaith Gweithredwyr Rhwydweithiau Dosbarthu. Mae lleoliad y safleoedd hyn yn canolbwyntio ar ardaloedd yr ystyrir eu bod yn annhebygol o elwa o fuddsoddiad masnachol yn unig yn y tymor byr i ganolig, ond sydd eto'n hanfodol er mwyn sicrhau darpariaeth gyson ar draws y rhwydwaith ffyrdd strategol ar gyfer gwefru i "adlenwi" ar hyd llwybrau i gyrchfannau twristiaeth allweddol a chyrchfannau eraill ledled Cymru. Mae'r gwaith datblygu hefyd yn canolbwyntio ar safleoedd sy'n eiddo cyhoeddus, gyda'r fantais ychwanegol o ddarparu ffrwd incwm gymedrol o'r brydles gyda gweithredwyr mannau gwefru. Mae safleoedd hefyd wedi cael eu dewis yn ofalus ar sail y cyfleusterau cyfagos, gan gynnwys eu gallu i ddarparu manteision i fusnesau lleol sy'n bodoli eisoes a'r sector lletygarwch. Bydd cwblhau'r prosiect hwn yn 2023 yn golygu bod mannau gwefru chwim bob 25 milltir o leiaf ledled Cymru, a phob 20 milltir ar gyfer y rhan fwyaf o'r rhwydwaith – a hynny ddwy flynedd cyn targed y Cynllun Gweithredu.

Yr wybodaeth ddiweddaraf: Mae'r holl safleoedd ar y Rhwydwaith Ffyrdd strategol ar wahân i dri wedi'u darparu, a'r eithriadau yw'r rhai pan fo materion trydydd parti cymhleth wedi dod i'r amlwg.

Mae'r seilwaith gwefru sylfaenol hwn ar draws Rhwydwaith Ffyrdd Strategol Cymru yn gam mawr tuag at roi'r hyder i ddefnyddwyr y gallant yrru ledled Cymru heb i fatri'r cerbyd fynd yn fflat – a thuag at weledigaeth y strategaeth, sef "Erbyn 2025, y bydd pawb sy'n defnyddio ceir a faniau trydan yng Nghymru yn hyderus eu bod yn gallu cael mynediad at seilwaith gwefru cerbydau trydan pryd bynnag a ble bynnag y bydd ei angen arnynt."

Fel yr oedd pethau ym mis Ionawr 2023, roedd nifer y mannau gwefru fesul 100,000 o breswylwyr a oedd wedi'u gosod yng Nghymru wedi cynyddu o 21 i 47.2

(cyfartaledd y DU yw 55.3) neu dwf o oddeutu 125%. Cymru sy'n dangos y cynnydd mwyaf o blith holl ranbarthau'r DU o ran cyfanswm y ddarpariaeth gwefru (17.3%) a gwefru chwim (26.9%).

Yr wybodaeth ddiweddaraf: Mae'r gyfradd twf calonogol yn parhau, gyda nifer y manau gwefru fesul 100,000 o breswylwyr bellach yn 66.4, gyda Chymru bellach yn drydydd yn y DU y tu ôl i'r Alban a Llundain.

Goblygiadau ariannol - Dim.

Argymhelliad 5

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai'r Dirprwy Weinidog egluro sut y bydd y cynllun cyflawni'n ymwneud â'r Cynllun Gweithredu a rhoi sicrwydd i'r Pwyllgor nad yw cynhyrchu cynlluniau yn cymryd lle'r angen i weithredu.

Ymateb: Derbyn

Pwrpas y cynllun cyflawnadwyedd yw nodi sut bydd y strategaeth a'r cynllun gweithredu yn cael eu cyflawni'n ymarferol, a chyfeirir atynt fel y Rhaglen Seilwaith gwefru cerbydau trydan (y Rhaglen), wrth i Lywodraeth Cymru geisio cyflymu'r gwaith o gyflwyno seilwaith gwefru ledled Cymru.

Mae'r Rhaglen yn canolbwyntio ar ba mor ymarferol yw cyflawni achosion ariannol, masnachol a rheoli'r strategaeth a'r cynllun gweithredu. Mae copi o'r Crynodeb Gweithredol o adroddiad y Rhaglen ynghlwm.

Mae'r achos ariannol yn awgrymu cost gwariant cyfalaf rhwng £351 miliwn a £1,550 miliwn ar gyfer gwefru Ar y Ffordd ac Yn y Gyrchfan erbyn 2040, heb unrhyw dwf ar ôl y pwynt hwnnw, gyda £114 miliwn i £689 miliwn yn cael ei wario ar wefru Ar y Ffordd a £236 miliwn i £861 miliwn ar wefru Yn y Gyrchfan. Erbyn hyn, mae nifer y manau gwefru Ar y Ffordd yn 1.1 i 6.5 mil a manau gwefru Yn y Gyrchfan yn 6.4 i 61.8 mil, gyda chyfanswm o 7.4 i 68.4 mil. Mae'r capasiti gwefru yn cyrraedd 141 i 1,165 MW, wedi'i ledaenu ar draws 968 i 23,500 o safleoedd. Mae'r dadansoddiad hwn yn amheus ynghylch pa gorff sy'n ysgwyddo'r cyfrifoldeb ariannol.

O safbwynt masnachol (ac o ystyried y costau sylweddol a nodir uchod), mae Llywodraeth Cymru yn disgwyl y bydd y rhan fwyaf o'r seilwaith gwefru yn cael ei ddarparu gan y sector preifat. Rôl Llywodraeth Cymru yw hwyluso buddsoddiadau yn y sector preifat ledled Cymru a sicrhau mynediad cyfartal i bawb drwy ymyriadau marchnad penodol fel cymorthdaliadau, consesiynau ac ati. Y cynllun ar gyfer gwefru cerbydau trydan yw sicrhau darpariaeth decach yn natblygiad y rhwydwaith drwyddo draw.

Mae'r Rhaglen yn argymhell y dylid blaenoriaethu dwy elfen o'r strategaeth gyflawni yn gyntaf (cyn symud ymlaen at eraill): y rhwydwaith gwefru ar y ffordd a

gwefru yn y gyrchfan / ar y stryd mewn ardaloedd adeiledig. Yr elfennau hyn fydd yn rhoi'r budd mwyaf i ddefnyddwyr yng Nghymru yn y tymor byr, gan ddarparu rhwydwaith traws-genedlaethol cryf a darparu ar gyfer defnyddwyr y mae mwy o angen cyfleusterau gwefru cyhoeddus arnynt.

Mae'r achos rheoli yn amlinellu'r prif ystyriaethau wrth ddarparu a rheoli'r rhaglen o ymyriadau sydd eu hangen i hwyluso a darparu'r rhwydwaith sy'n cael ei ffafrio. Mae maint a chymhlethdod y broses o gyflawni'r seilwaith gwefru cerbydau trydan yn golygu bod angen strwythur rheoli cryf ac effeithiol sy'n pennu sut bydd Llywodraeth Cymru a phartneriaid cyflawni yn rheoli ac yn cyflawni'r rhaglen seilwaith gwefru cerbydau trydan. Mae hyn yn gynnydd sylweddol o'i gymharu â'r adnoddau Llywodraeth Cymru sydd wedi'u neilltuo heddiw.

Mae angen rhagor o waith a datblygu i weithredu'r rhaglen seilwaith gwefru cerbydau trydan yn y cam nesaf, gan ddefnyddio'r gwaith sydd wedi'i wneud hyd yma (ee Safonau Cenedlaethol, ymgysylltu'n gynnar â'r farchnad). Er mwyn cyflawni hyn, mae Llywodraeth Cymru wedi datblygu map ar lefel rhaglen, sy'n nodi camau gweithredu ar draws pum blaenoriaeth allweddol ar gyfer Llywodraeth Cymru a phartneriaid cyflawni dros y 3-5 mlynedd nesaf, i gyflymu'r seilwaith gwefru cerbydau trydan yn llwyddiannus ledled Cymru, ac i fodloni'r dangosyddion perfformiad allweddol diffiniedig a nodir yn y Strategaeth.

5 blaenoriaeth allweddol:

1. Sefydlu Swyddfa Rheoli Prosiectau i reoli trefniadau cyflawni, gosod safonau a monitro cynnydd.
2. Darparu cymorth ac arweiniad i alluogi awdurdodau lleol (a'r sector preifat) i ddarparu'r rhwydwaith sy'n cael ei ffafrio.
3. Ymgysylltu â'r sector preifat i sicrhau ein bod yn gwneud y gorau o'r rhwydwaith sy'n cael ei ffafrio ac yn meithrin cydweithio rhwng y sector cyhoeddus a'r sector preifat.
4. Datblygu'r mecanweithiau, yr wybodaeth a'r adnoddau i ddarparu'r rhwydwaith sy'n cael ei ffafrio.
5. Sicrhau'r adnoddau a'r mecanweithiau sydd eu hangen i ddarparu'r rhwydwaith yn gyflym yn unol ag amcanion polisi.

Goblygiadau Ariannol – Mae'r gwaith hwn yn cael ei gyflawni gan TrC (drwy'r llythyr Cylch Gwaith), gyda chefnogaeth gan Lywodraeth Cymru.

Yr wybodaeth ddiweddaraf:

- Mae Swyddfa Rheoli Prosiectau ar waith yn TrC, gan gydlynu prosiectau cyflawni, rheoli risgiau, llywodraethu grwpiau gweithredu a chynlluniau a monitro'r ddarpariaeth yn y sectorau cyhoeddus a phreifat.
- Mae cymorth i'r Awdurdodau Lleol bellach ar waith, sy'n cynnwys seminarau misol, mynediad i gyfres o gyngor a chanllawiau 'NEVIS' Cenex ar gyfer cyflawni (gan gynnwys cynlluniau caffael, prydlesi, optimeiddio strategaeth gyflawni) a gwybodaeth ar yr hyn a ragwelir o ran y defnydd o gerbydau trydan â batri (BEV) a mannau gwefru ar gyfer pob awdurdod lleol. Caiff hyn ei ategu gan yr offeryn Mapio Rhwydwaith sy'n cael ei Ffaffrio sy'n helpu i nodi'r mathau o fodelau masnachol a fydd yn gweithio mewn lleoliadau penodol, a sicrhau bod dyfarniadau cyllid yn cyd-fynd â hyn.
- Sefydlwyd gweithgor Gweithredwyr Mannau Gwefru yng ngwanwyn 2023 ac mae'n mynd ati i ddatblygu portffolio o gamau gweithredu ar gyfer aelodau unigol a'r sector cyhoeddus. Y nod yw rhannu argymhellion allweddol er mwyn hwyluso'r broses o gyflawni yn ystod tymor yr hydref 2023.
- Mae mecanweithiau ac adnoddau yn cynnwys yr offeryn Mapio Rhwydwaith sy'n cael ei Ffaffrio a ddisgrifir uchod, offer gwerthuso ychwanegol ar gyfer cydleoili ynni adnewyddadwy, templedi prydlesi, arferion gorau o ran caffael a strategaethau ymgysylltu masnachol.

Argymhelliad 6

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru adolygu'r dangosyddion perfformiad allweddol yn y Cynllun Gweithredu. Ar gyfer camau gweithredu sydd i'w cyflawni o fewn amserlen hirach, megis camau 1 a 7, dylai anelu at ddatblygu dangosyddion perfformiad allweddol sy'n fwy penodol, gydag is-gamau gweithredu a therfynau amser cysylltiedig.

Ymateb: Derbyn

Bydd Llywodraeth Cymru yn adolygu'r Dangosyddion Perfformiad Allweddol yn y Cynllun Gweithredu i sicrhau eu bod yn gyraeddadwy, yn amserol, yn fesuradwy, yn benodol, yn uchelgeisiol ac yn synhwyrol (CAMPUS).

Mae Llywodraeth Cymru o'r farn bod datganiad y pwyllgor, sef bod "*Llywodraeth Cymru wedi methu'n llwyr â chyflawni llawer o'r Camau Gweithredu yn y Cynllun Gweithredu a bod diffyg cynnydd tuag at gyflawni eraill*", yn werthusiad annheg o'r gwaith a'r canlyniadau sydd wedi'u cwblhau hyd yma. Nid yw darparu seilwaith gwefru cerbydau trydan yn un o flaenoriaethau'r Rhaglen Lywodraethu, sy'n golygu mai cyfyngedig iawn yw'r adnoddau y mae'r prosiect wedi elwa arnynt. Ond mae Llywodraeth Cymru o'r farn ei bod wedi cyflawni cynnydd sylweddol er gwaethaf hyn.

Mae angen cydnabod pa mor gymhleth yw cyflawni'r strategaeth. Yr hyn sy'n allweddol i strategaeth fasnachol Llywodraeth Cymru yw'r egwyddor sylfaenol na ellir cael dull "un ateb i bawb" o ymyrryd yn y farchnad. Mae strategaeth Llywodraeth Cymru yn nodi'r angen i gydbwysu'r anghenion gwefru gwirioneddol â nodau'r rhwydwaith sy'n cael ei ffafrio, gan sicrhau'r elw mwyaf posibl o ddarparu seilwaith ar yr un pryd â lleihau gwariant cyhoeddus a dyrannu'r risg fwyaf i'r sector preifat. Mae angen asesu bylchau o ran cydraddoldeb ym muddsoddiad y sector preifat fesul achos. Ar ben hynny, mae angen i ymyriadau ariannol fod yn gyfyngedig ac wedi'u targedu, gan ystyried ffactorau fel perchnogaeth tir, y costau a fydd yn cael eu trosglwyddo i'r defnyddiwr, a'r angen gwirioneddol am wefru yn yr ardal – er enghraifft, gallai'r Llywodraeth roi cymhorthdal gwariant cyfalaf ar gyfer cysylltu â'r grid mewn safleoedd allweddol ar y ffordd lle mae capasiti'r grid yn gyfyngedig neu lle mae pellter mawr i'r pwynt cysylltu agosaf.

Ers cyhoeddi'r strategaeth, mae Llywodraeth Cymru wedi canolbwyntio ei hadnoddau cyfyngedig ar ddwy flaenoriaeth allweddol: darparu seilwaith gwefru sylfaenol Cymru sy'n rhoi hyder i ddefnyddwyr y gallant deithio ledled Cymru heb ofni na fydd modd gwefru'r cerbyd cyn i'r batri fynd yn fflat (gweledigaeth y strategaeth); a datblygu offer a chynlluniau a fydd yn helpu awdurdodau lleol a phartneriaid cyflawni eraill i gyflymu'r gwaith o gyflwyno cyfleusterau gwefru sydd ar gael yn gyhoeddus ledled Cymru.

Camau gweithredu	Dangosyddion Perfformiad Allweddol disgwylidig	Dangosyddion Perfformiad Allweddol wedi'u cyflawni
1	1 man gwefru cyhoeddus ar gyfer pob 7-10 cerbyd trydan erbyn 2025	Ym mis Medi 2022 (sef y data diweddaraf sydd ar gael ar gyfer y gymhariaeth), roedd 1,417 o fannau gwefru cyhoeddus wedi'u gosod yng Nghymru, sef tua 1 man gwefru ar gyfer pob 9 cerbyd trydan â batri. Cyfanswm y DU yw 1 man gwefru ar gyfer pob 16 cerbyd trydan â batri. Yr wybodaeth ddiweddaraf: Ym mis Hydref 2023, roedd gan Gymru 2,061 o fannau gwefru cyhoeddus
2	Grŵp Cysylltiadau i adrodd yn y flwyddyn ariannol gyfredol (2021)	Eto i'w gyflawni. Gweler yr ymateb i Argymhelliad 12. Yr wybodaeth ddiweddaraf: Mae'r Grŵp Cysylltiadau bellach yn weithredol.

3	Rhwydwaith o orsafoedd gwefru ledled Cymru bob tua 20 milltir ar draws y rhwydwaith ffyrdd strategol erbyn 2025	<p>Bydd y gwaith o osod 19 o fannau gwefru chwim bob 25 milltir o leiaf ledled Cymru, a phob 20 milltir ar gyfer y rhan fwyaf o'r rhwydwaith, yn cael ei gwblhau yn 2023 – a hynny ddwy flynedd cyn targed y Cynllun Gweithredu.</p> <p>Yr wybodaeth ddiweddaraf: Mae pob un ond tri safle gwefru ar draws y rhwydwaith ffyrdd strategol bellach ar waith (mae gan bob un sy'n weddill ofynion cydsynio trydydd parti / sector preifat cymhleth)</p>
4	Bydd Llywodraeth Cymru yn cyflawni Safon Ansawdd Genedlaethol i'w defnyddio wrth gaffael yn y sector cyhoeddus erbyn diwedd 2021	<p>Mae Llywodraeth Cymru wedi datblygu Safonau Cenedlaethol ar gyfer y Seilwaith Gwefru Cerbydau Trydan yng Nghymru. Mae'r canllaw ar-lein yn rhoi manylion set o arferion gorau a argymhellir ar gyfer cyfleusterau gwefru cerbydau trydan cyhoeddus yng Nghymru sy'n ddiogel, yn hygyrch ac yn ddibynadwy. Mae'r Safonau wedi cael eu datblygu i'w defnyddio gan sefydliadau yn y sector cyhoeddus, mentrau cymunedol a phartneriaid cyflawni sy'n ymwneud â gosod seilwaith gwefru cerbydau trydan yng Nghymru.</p> <p>Mae'r canllaw wedi cael ei ddefnyddio gan awdurdodau lleol a phartneriaid cyflenwi eraill ers mis Ionawr 2022, a bydd yn cael ei gyhoeddi ar wefan Llywodraeth Cymru yn ystod yr wythnosau nesaf.</p>
5	Adolygu polisi a rheoliadau erbyn 2022 a gwneud diweddariadau, lle bo'n briodol, i gefnogi'r defnydd o gerbydau trydan	<p>Bydd Llywodraeth Cymru yn ymgynghori ar ddiwygiadau drafft i Reoliadau Adeiladu yn ystod hanner cyntaf 2023. Diben y diwygiadau drafft yw ei gwneud yn orfodol bod mannau gwefru cerbydau trydan yn cael eu darparu ar gyfer pob annedd newydd sydd â lle parcio cysylltiedig, a bod pob adeilad amhreswyl newydd sydd â mwy na 10 lle parcio ceir yn cynnwys un man gwefru ac yn llwybro ceblau ychwanegol.</p> <p>Bydd Llywodraeth Cymru yn gweithio gyda'r diwydiant trydan i hwyluso adolygiad</p>

		<p>pellach o bolisi a rheoliadau Llywodraeth Cymru i gefnogi'r gwaith o wefru cerbydau trydan. Bydd hyn yn cynnwys ystyried a oes modd rhoi unrhyw fesurau pellach ar waith i gefnogi cynllunio gofodol yn lleol ac yn rhanbarthol, a fframwaith ar gyfer cynlluniau datblygu lleol a strategol.</p> <p>Cynhelir adolygiad o hawliau Datblygu a Ganiateir a fydd yn ystyried aliniad y diwydiant ac yn mynd i'r afael ag unrhyw anghysondeb o ran rheoli'r datblygu neu'r ffordd y mae'n cael ei weithredu ledled y DU. Bydd ymgysylltu a chydweithio parhaus ag awdurdodau cynllunio lleol i gefnogi'r gwaith o ddatblygu dulliau gweithredu lleol.</p>
6	Sefydlu gweithgor gweithredwyr mannau gwefru yn 2021	<p>Eto i'w gyflawni. Gweler yr ymateb i Argymhelliad 17.</p> <p>Yr wybodaeth ddiweddaraf: Mae'r Gweithgor gweithredwyr mannau gwefru bellach yn weithredol</p>
7	Gwella hyder y cyhoedd mewn gwefru cerbydau trydan, gan symud Cymru o'r cam arloesi i'r cam mwyafrif cynnar o ran aeddfedrwydd y farchnad erbyn 2030.	<p>Mae Llywodraeth Cymru yn cynllunio rhaglen gyfathrebu a fydd yn rhoi'r wybodaeth ddiweddaraf i randdeiliaid a'r cyhoedd, gan gynyddu eu hyder mewn gwefru cerbydau trydan.</p> <p>Yr wybodaeth ddiweddaraf: Manteision cerbydau trydan wedi'u cyfleu i ddefnyddwyr drwy wefan Gweithredu ar Hinsawdd Cymru (Dewisiadau Teithio Gwyrdd). Bu'r Gweithgor gweithredwyr mannau gwefru yn rhoi cyflwyniadau yn ystod Wythnos Hinsawdd Cymru 2023</p>
8	Cwblhau adolygiad o gyfleoedd a'r gadwyn gyflenwi erbyn diwedd 2021. Sefydlu rhaglen i wireddu cyfleoedd ar gyfer	<p>Mae tîm Datgarboneiddio Trafnidiaeth Llywodraeth Cymru yn gweithio gyda'r is-adran Busnes a Rhanbarthau (gan gynnwys y timau Arloesi a Mewnfuddsoddi) i nodi a chefnogi arloesedd a chyfleoedd buddsoddi yn y sector preifat.</p>

	arloesi a buddsoddi.	<p>Mae Llywodraeth Cymru yn datblygu Fframwaith Caffael Cenedlaethol newydd a fydd yn rhoi cyfle i gydweithio ar draws y sector cyhoeddus yng Nghymru i sicrhau model cyflawni safonol ac osgoi ymarferion caffael ad-hoc. Bydd yn helpu i sicrhau manteision ehangach i Gymru, fel y cyfle i ddatblygu cadwyn gyflenwi yng Nghymru.</p> <p>Mae'r 19 safle gwefru cyflym ar y Rhwydwaith Ffyrdd Strategol wedi cael eu dewis yn ofalus ar sail y cyfleusterau cyfagos, gan gynnwys eu gallu i ddarparu manteision datblygu economaidd i fusnesau lleol presennol a'r sector lletygarwch.</p>
9	Ystyried y seilwaith gwefru ym mhob cynllun datblygu lleol a rhanbarthol newydd ac sy'n dod i'r amlwg, gan ddechrau yn 2021.	<p>Mae Polisi Cynllunio Cymru a Cymru'r Dyfodol eisoes yn ymdrin â gwefru cerbydau trydan.</p> <p>Mae bodloni'r gofyniad am seilwaith gwefru cerbydau trydan hefyd yn rhan allweddol o ddatblygu Cynllun Ynni Ardal Leol, sef dull gweithredu arloesol sy'n mynd i'r afael â'r system ynni gyfan.</p>

Goblygiadau ariannol - Dim.

Argymhelliad 7

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru gyflawni ei hymrwymiad i adolygu'r dangosyddion perfformiad allweddol yn flynyddol a chyhoeddi canlyniad yr adolygiad. At hynny, dylai Llywodraeth Cymru gyhoeddi diweddariadau rheolaidd ar gynnydd yn erbyn y dangosyddion perfformiad allweddol.

Ymateb: Derbyn mewn Egwyddor

Mae Llywodraeth Cymru yn cydnabod bod monitro cynnydd y ddarpariaeth seilwaith gwefru cerbydau trydan yn dasg hollbwysig i sicrhau bod y rhaglen ar y trywydd iawn i gyflawni'r amcanion a'r dangosyddion perfformiad allweddol a

bennwyd gan y Strategaeth, yn ogystal â sicrhau bod seilwaith gwefru digonol yn cael ei ddarparu i ateb galw cerbydau trydan yn y dyfodol.

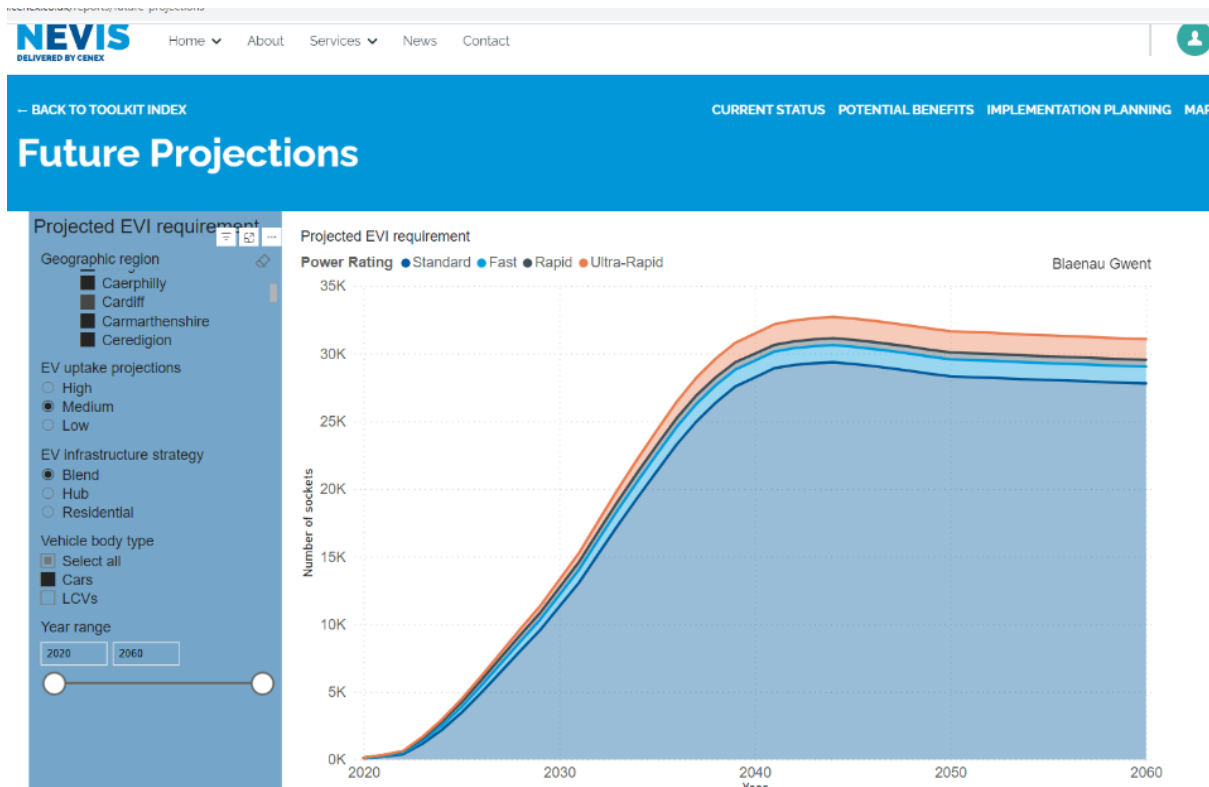
Mae Llywodraeth Cymru yn bwriadu adolygu a chyhoeddi'r dangosyddion perfformiad allweddol ar adegau strategol, gan adlewyrchu camau allweddol yn y rhaglen gyflawni a'r adnoddau sydd ar gael.

Goblygiadau Ariannol – bydd y gwaith hwn yn cael ei wneud o fewn y cyllidebau presennol.

Yr wybodaeth ddiweddaraf: Roedd Strategaeth Gwefru Cerbydau Trydan Cymru a gyhoeddwyd yn 2021 yn rhagweld nifer y cerbydau trydan ar y ffordd ar gyfer blynyddoedd i ddod, sef 2025 a 2030. Gwnaed y rhagolygon hyn ar adeg pan oedd y defnydd o gerbydau trydan yn is nag 1% yng Nghymru, yn ogystal ag ar sail yr amcangyfrif uchaf o'r galw ('Leading the Way') yn Senarios Ynni'r Dyfodol gan y Grid Cenedlaethol. Yn seiliedig ar y gwaharddiad ar Beiriannau Tanio Mewnol (ICEs) yn 2030 sydd wedi'i wrthdroi bellach, mae'n tybio na fyddai Peiriannau Tanio Mewnol yn cael eu prynu ar ôl 2032. Ar ben hynny, nid yw'n mynd i'r afael yn llawn â thargedau ymestynnol Llywodraeth Cymru ar gyfer trosglwyddo teithiau car yn sylweddol i weithio o bell a dulliau cynaliadwy, sydd yn y Cynllun Cyflawni Cenedlaethol ar gyfer Trafnidiaeth (2022-2027). Mae tystiolaeth bellach ynghylch newidiadau hirdymor o ran arferion teithio ar ôl COVID hefyd wedi cael eu deall yn well yn ystod y ddwy flynedd ddiwethaf.

Am y rhesymau uchod, darparodd Llywodraeth Cymru gyllid i awdurdodau lleol Cymru sydd wedi penodi Cenex i ddatblygu rhagolygon newydd ar sail tystiolaeth ar gyfer cerbydau trydan, a fydd yn meddu ar y manteision canlynol:

- Mae gan bob awdurdod lleol fynediad
- Diweddarau data sylfaenol yn barhaus
- Wedi'i ddadgyfuno yn ôl pob ALI ar gyfer pob blwyddyn
- Yn gysylltiedig â rhagolygon parcio cerbydau a setiau data byw eraill
- Safon a dderbynnir yn genedlaethol - a ddefnyddir gan ALLau yn Lloegr, wedi'i hariannu gan y Swyddfa Cerbydau Di-allyriadau (OZEV)



Llun: Darlun o ofyniad seilwaith gwefru cerbydau trydan a ragwelir ar gyfer Blaenau Gwent gan ddefnyddio NEVIS, sef adnodd modelu cenedlaethol Cenex sy'n rhoi Gwybodaeth ar Gerbydau Trydan.

Mae Cenex eisoes wedi'u penodi i gynghori awdurdodau lleol a chyrff eraill yn y sector cyhoeddus ar ragolygon a strategaeth ar gyfer cerbydau trydan. Bydd eu rhagolygon ciplun ar gyfer 2025 a 2030 yn cael eu cyhoeddi fel diweddariadau i Strategaeth 2021 a bydd eu diweddariadau yn y dyfodol yn cael eu sicrhau a'u cyhoeddi wrth i ddata newydd ddod ar gael.

Argymhelliad 8

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai'r Dirprwy Weinidog gadarnhau a yw'r targed i ddarparu manau gwefru chwim o leiaf bob 20 milltir ar y rhwydwaith ffyrdd strategol ar y trywydd iawn i gael ei gyflawni a chadarnhau pryd y mae'n disgwyl iddo gael ei gyflawni

Ymateb: Derbyn

Bydd y gwaith o osod 19 o fannau gwefru chwim bob 25 milltir o leiaf ledled Cymru, a phob 20 milltir ar gyfer y rhan fwyaf o'r rhwydwaith, yn cael ei gwblhau yn 2023 – ddwy flynedd cyn targed y Cynllun Gweithredu. Edrychwch ar yr ymateb i Argymhelliad 13 i gael rhagor o fanylion.

Goblygiadau ariannol – Dim.

Yr wybodaeth ddiweddaraf: Gweler yr ymateb i Argymhelliad 6.

Argymhelliad 9

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru roi manylion pellach am y camau gweithredu penodol mewn perthynas â seilwaith gwefru cerbydau trydan y bydd y Gronfa Trawsnewid Cerbydau Allyriadau Isel iawn yn cael ei defnyddio i'w hariannu

Ymateb: Derbyn

Mae gan awdurdodau lleol rôl hollbwysig i'w chwarae yn y gwaith o alluogi'r newid i gerbydau trydan yn eu hardaloedd, gan gynnwys mynd ati'n rhagweithiol i gefnogi a darparu manau gwefru cerbydau trydan.

Pwrpas y grant cerbydau allyriadau isel iawn yw rhoi cymorth ariannol i awdurdodau lleol i ddarparu seilwaith gwefru cerbydau trydan sydd ar gael i'r cyhoedd yn eu hardaloedd yn unol ag amcanion y strategaeth gwefru cerbydau trydan ar gyfer Cymru a'i Chynllun Gweithredu.

Meini prawf cymhwysedd cerbydau allyriadau isel iawn:

- **Darparu gwefru yn y gyrchfan**

Fel arfer, mae gwefru yn y gyrchfan yn digwydd mewn lleoliadau y byddai'r defnyddiwr yn ymweld â nhw beth bynnag: canolfannau manwerthu, siopau groser, campfeydd ac ati. Mae'r defnyddiwr yn gwefru ei gerbyd ym maes parcio'r gyrchfan tra maen nhw'n ymweld â hi. Mewn lleoliadau lle mae'r amser aros yn hirach, e.e. dros nos mewn gwestai, gellir defnyddio gwefru araf. Mae'r rhan fwyaf o fannau gwefru yn y gyrchfan yn gyflym, a gall rhai fod yn chwim, e.e. lle mae'r amser aros yn fyrrach. Mae PodPoint wedi rhagweld y bydd 7% o'r holl wefru'n digwydd mewn cyrchfannau mewn marchnad cerbydau trydan gwbl ddatblygedig. Mae cyfleusterau gwefru chwim a chwim iawn cyhoeddus - sy'n cynnwys gwefru hyb, gwefru ar y ffordd, a rhywfaint o wefru yn y gyrchfan - yn cyfrif am 45% o'r galw am wefru cyhoeddus yn ôl ynni, fel y'i modelwyd gan BloombergNEF.

- **Darparu gwefru ar y stryd**

Fel arfer, mae gwefru ar y stryd yn fath arafach o wefru cyhoeddus, gyda cherbydau'n aml yn aros wrth y gwefrwr dros nos. Mae manau gwefru araf a chyflym yn aml yn cael eu hymgorffori mewn pyst lampau ar ochr y stryd neu'n cael eu gosod ar hyd ymyl y palmant. Mae tariffau'n aml yn amrywio'n sylweddol, hyd yn oed o fewn rhwydwaith. Efallai y bydd cyfraddau is ar gael i breswylwyr sy'n gwefru yn eu hardal leol, i ardaloedd nad ydynt yn rhai trefol, a / neu i aelodau rhwydwaith. Mae modelu gan BloombergNEF yn dangos bod y rhan fwyaf o wefru ar y stryd yn digwydd ar wefrwyr araf.

Mae Llywodraeth Cymru yn annog awdurdodau lleol i gyflwyno ceisiadau i'r Swyddfa Cerbydau Di-allyriadau (OZEV) ar gyfer y Cynllun Mannau Gwefru Preswyl ar y Stryd (ORCS) ar ôl i'r cynllun gael ei lansio. Pwrpas y cynllun yw cynyddu'r manau gwefru sydd ar gael ar y stryd mewn strydoedd preswyl lle nad oes manau parcio oddi ar y stryd ar gael, gan sicrhau nad yw parcio ar y stryd yn rhwystr i wireddu manteision bod yn berchen ar gerbyd trydan. Gweler yr ymateb i Argymhelliad 11.

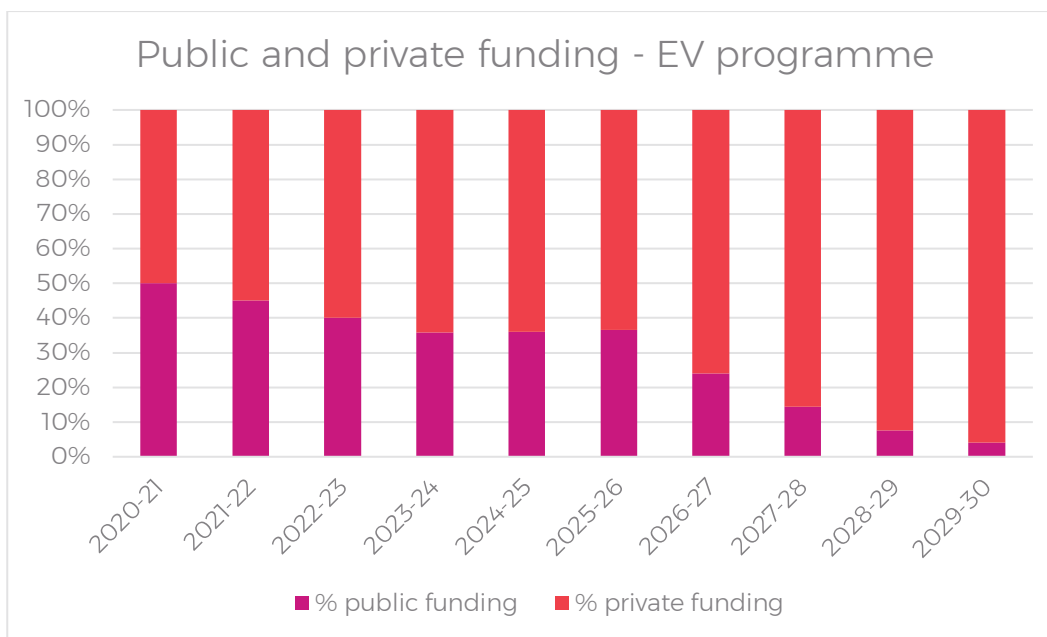
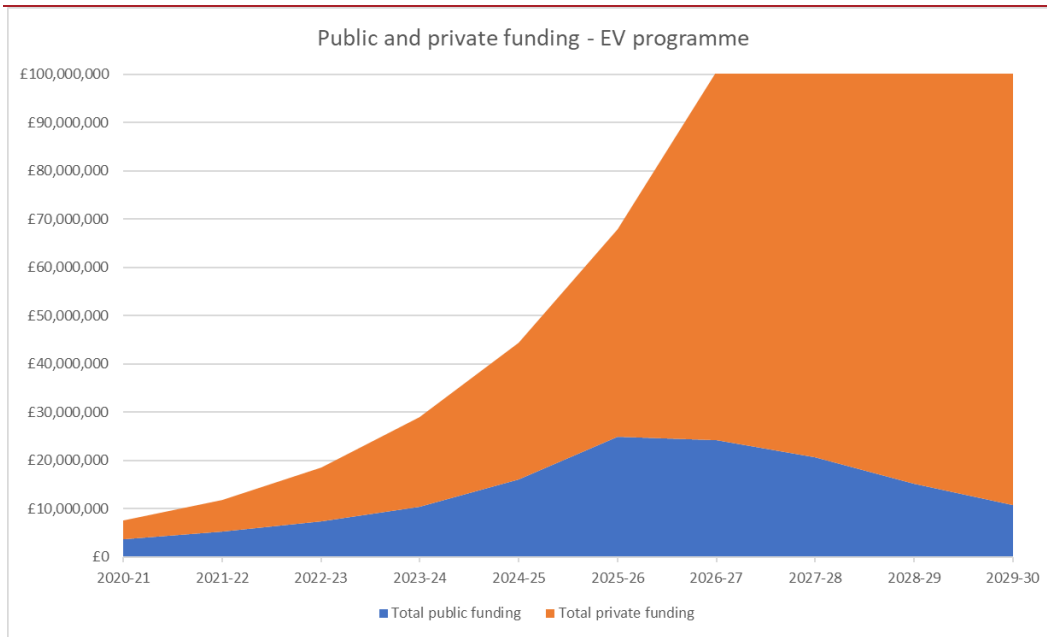
- **Darparu cyfleusterau gwefru hyb**

Mae hybiau'n safleoedd pwrpasol, sy'n aml yn gwasanaethu'r galw am gerbydau aml-ddull, weithiau gyda chyfleusterau diwydiannol neu fanwerthu ar y safle. Mae'r gwefru sydd ar gael mewn hybiau yn aml yn chwim a chwim iawn, gydag amseroedd aros byr. Mae hybiau weithiau'n cael eu defnyddio gan yrwyr sy'n gwefru ar y ffordd. Maent yn wahanol i wefru ar y stryd a gwefru yn y gyrchfan yn eu lleoliad a'u darpariaeth sy'n canolbwyntio ar wefru. Gall hybiau fod mewn ardaloedd anghysbell neu drefol, ond gall cyfyngiadau grid (sy'n cyfyngu ar faint y cysylltiad) ac argaeledd tir beri heriau, yn enwedig yn yr ail o'r rhain. Mae gan lawer o hybiau gyfleusterau gwefru sy'n benodol ar gyfer mathau gwahanol o ddefnyddiwr, ee tacsis, cerbydau fflyd, bysiau, ceir preifat. Mae gwasanaethu gwahanol fathau o gerbydau mewn un ganolfan yn gallu bod yn heriol os yw eu hanghenion gwefru technegol yn unigryw.

- **Darparu safleoedd cydleoli**
- **Asesu'r cyfle i gydleoli ynni adnewyddadwy gyda seilwaith gwefru cerbydau trydan.**

Goblygiadau Ariannol - Rydym wedi dyrannu £8.8 miliwn mewn grantiau Cerbydau Allyriadau Isel lawn ar gyfer 2023-24.

Rhagolygon y gyllideb yn y dyfodol - wrth ddatblygu ein Hachos Busnes Amlinellol Strategol rydym wedi gwneud asesiadau ar gyfer gofynion cyllideb gyhoeddus yn y dyfodol i ddiwallu'r angen amlwg, ond nid yw darparu'r cyllid hwn wedi'i gytuno eto a bydd yn parhau i fod yn heriol o ystyried pwysau cyllidebol presennol. Er mwyn cynnal y gyfran o cyfleusterau gwefru i geir trydan ar y ffordd bydd angen cynnydd sylweddol yn y ddarpariaeth seilwaith dros y 2020au, gyda chyfran y cyllid a ddarperir gan y sector preifat yn cynyddu'n gyflym. Mae'r graffiau isod yn darlunio'r gofynion cyllidebol yn seiliedig ar ragdybiaethau yn ein gwaith cynllunio busnes ac nid ydynt yn ddyraniadau cyllideb y cytunwyd arnynt, a byddant mewn unrhyw achos yn newid yn unol â'r gyfradd sy'n defnyddio cerbydau trydan.



Bydd cyfanswm y cyllid cyhoeddus (o dan y gronfa Gronfa Trawsnewid Cerbydau Allyriadau Isel lawn) yn parhau o dan bwysau ond mae disgwyl i'r sector preifat gyfrannu tua £825m dros y cyfnod hwn. Bydd Trafnidiaeth Cymru yn rheoli'r Gronfa Trawsnewid Cerbydau Allyriadau Isel lawn wrth symud ymlaen, gyda'u gallu i gynnig arbenigedd a chymorth rheoli prosiectau. Ategir hyn drwy annog awdurdodau lleol i gynnwys adnoddau staff sy'n ymroddedig i gyflawni yn eu cynlluniau, gan gynnwys ymgysylltu'n well â'r sector masnachol i sicrhau bod y buddsoddiad allanol hwn yn cael ei wireddu. Mae'r Gronfa Trawsnewid Cerbydau Allyriadau Isel lawn wedi'i ailstrwythuro i ffafrio prosiectau sy'n galluogi yn hytrach nag yn cystadlu â chynlluniau'r sector preifat.

Argymhelliad 10

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru weithio gyda rhanddeiliaid i ddatblygu canllawiau ar gyfer arfer gorau wrth osod seilwaith gwefru cyhoeddus.

Ymateb: Derbyn

Mae Llywodraeth Cymru wedi datblygu Safonau Cenedlaethol ar gyfer y Seilwaith Gwefru Cerbydau Trydan yng Nghymru. Mae'r canllaw ar-lein yn rhoi manylion set o arferion gorau a argymhellir ar gyfer cyfleusterau gwefru cerbydau trydan cyhoeddus yng Nghymru sy'n ddiogel, yn hygyrch ac yn ddibynadwy. Mae'r Safonau wedi cael eu datblygu i'w defnyddio gan sefydliadau yn y sector cyhoeddus, mentrau cymunedol a phartneriaid cyflawni sy'n ymwneud â gosod seilwaith gwefru cerbydau trydan yng Nghymru. Ac eithrio lle nodir yn benodol, nid yw'r argymhellion a nodir yn y Safonau Cenedlaethol yn rhwymo'n gyfreithiol. Yn hytrach, maent wedi cael eu datblygu fel canllaw arferion gorau llawn gwybodaeth i helpu Cymru tuag at ei thargedau carbon sero net.

Mae'r argymhellion yn ymdrin â meysydd yn cynnwys y manylebau sy'n ymwneud â dylunio manau gwefru, fel cyflymderau, gofynion cynllunio a mathau o gysylltiadau plwg, yn ogystal â lleoliad y man gwefru yn yr amgylchedd o amgylch. Maent hefyd yn ymdrin ag agweddau ar strydlyn, gan gynnwys hygyrchedd a diogelwch, anghenion ynni a chysylltiadau, agweddau gweithredol, nodiadau caffael ac ystyriaethau sy'n dod i'r amlwg ac ystyriaethau ar gyfer y dyfodol. Maent yn darparu atebion i osgoi unrhyw rwystr i droedffyrdd a diogelu llwybrau teithio. Gwerthfawrogir na fydd yr holl argymhellion yn berthnasol ym mhob sefyllfa gan fod angen i bob man gwefru unigol ymateb i anghenion a gwahaniaethau lleol, yn ogystal â fframweithiau polisi rhanbarthol a chenedlaethol. Fodd bynnag, mae'r Safonau Cenedlaethol yn ymdrechu i sicrhau bod pawb sy'n defnyddio cerbydau trydan yng Nghymru, wrth symud ymlaen, yn hyderus yn eu gallu i gael mynediad at seilwaith gwefru lle bynnag a phryd bynnag y bo angen.

Bydd y Safonau Cenedlaethol yn cael eu cyhoeddi cyn bo hir.

Goblygiadau ariannol - Dim.

[Yr wybodaeth ddiweddaraf: Cyhoeddwyd y Safonau Cenedlaethol a'u rhannu ar draws yr ALLau a'r diwydiant.](#)

Seilwaith gwefru cerbydau trydan: safonau cenedlaethol | LLYW.CYMRU

Argymhelliad 11

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru asesu effaith y penderfyniad i beidio â chaniatáu i gyllid Llywodraeth Cymru gael ei ddefnyddio mwyach i wneud yn iawn am y 25 y cant o'r cyllid nad yw'n dod o dan grant o dan y Cynllun Mannau Gwefru Preswyl ar y Stryd (ORCS), a rhoi gwybodaeth am drafodaethau a gynhaliwyd gyda Llywodraeth y DU ar y mater hwn.

Ymateb: Derbyn

Mae Llywodraeth Cymru yn annog awdurdodau lleol i gyflwyno ceisiadau i'r Swyddfa Cerbydau Di-allyriadau (OZEV) ar gyfer y Cynllun Mannau Gwefru Preswyl ar y Stryd (ORCS) ar ôl i'r cynllun gael ei lansio. Pwrpas y cynllun yw cynyddu'r manau gwefru sydd ar gael ar y stryd mewn strydoedd preswyl lle nad oes manau parcio oddi ar y stryd ar gael, gan sicrhau nad yw parcio ar y stryd yn rhwystr i wireddu manteision bod yn berchen ar gerbyd trydan.

Mae'r cynllun yn sicrhau bod awdurdodau lleol yn gallu cael gafael ar gyllid grant y gellir ei ddefnyddio i ariannu'n rhannol y gwaith o gaffael a gosod seilwaith manau gwefru cerbydau trydan ar y stryd ar gyfer anghenion preswyl. Wrth i'r galw am seilwaith gwefru ar y stryd gynyddu, mae Llywodraeth Cymru yn disgwyl i'r sector preifat fuddsoddi mwy i adeiladu a gweithredu rhwydwaith cyhoeddus sy'n ffynnu ac yn cynnal ei hun. Mae'n hanfodol bod awdurdodau lleol yn hwyluso modelau masnachol i sicrhau bod rhwydweithiau'n gallu parhau i ehangu a gwella, er mwyn diwallu anghenion preswylwyr. Mae awdurdodau lleol yn cael eu hannog i archwilio'r holl opsiynau masnachol sydd ar gael iddynt wrth gynllunio seilwaith cerbydau trydan.

Bydd ceisiadau ORCS 2023-24 yn gymwys i gael cyllid ORCS o 50% a bydd gofyn iddynt sicrhau 50% o arian cyfatebol preifat. Rydym yn gweithio'n agos gyda'r OZEV ac yn cytuno â nhw ynglŷn â'r angen i sicrhau bod cwmnïau preifat yn cyfrannu at gyflwyno manau gwefru.

Goblygiadau ariannol - Dim.

Yr wybodaeth ddiweddaraf: Wrth i'r sector masnachol dyfu ynghyd â'r galw am wefru ar y stryd, gellir darparu mwy a mwy o seilwaith gwefru cerbydau trydan ar y stryd am gost is neu gost isel i ALLau. Mae TrC yn cefnogi ALLau sydd eisoes yn defnyddio'r dull hwn ac yn awyddus i rannu'r hyn a ddysgwyd i gyflwyno prosiectau arddangos ar draws ardaloedd eraill lle mae parcio oddi ar y stryd yn gyfyngedig.

Argymhelliad 12

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru esbonio pam na chafodd y grŵp cysylltiadau yr oedd wedi ymrwymo i'w sefydlu o dan Gam Gweithredu 2 ei sefydlu yn unol â'r amserlen yn y Cynllun Gweithredu. Dylai Llywodraeth Cymru sefydlu'r grŵp cysylltiadau o fewn yr wythnosau nesaf.

Ymateb: Derbyn mewn Egwyddor

Cynllun Llywodraeth Cymru yw sefydlu grŵp Cysylltiadau ddechrau hydref 2023 a fydd yn cynnwys Llywodraeth Cymru, TrC a Gweithredwyr Rhwydweithiau Dosbarthu i ddechrau cwmpasu cylch gwaith y grŵp. Ar y pwynt hwnnw, bydd y grŵp yn nodi pa bartion eraill fydd angen eu cynnwys. Pwrpas cyffredinol y grŵp Cysylltiadau fydd sicrhau bod cymaint o bŵer â phosibl ar gael ar gyfer gwefru cerbydau.

Mae swyddogion wedi sefydlu perthynas waith dda gyda SPEN a National Grid (WPD). Teimlwyd bod angen datblygu rhaglen gyflawni gadarn cyn sefydlu'r Grŵp Cysylltiadau, fel bod modd cyflwyno cyfeiriad clir y cytunwyd arno i'r grŵp.

Goblygiadau ariannol – Dim.

Yr wybodaeth ddiweddaraf: Sefydlwyd Grŵp Cysylltiadau yn ystod gwanwyn 2023 gyda phresenoldeb calonogol gan Weithredwyr Rhwydweithiau Dosbarthu, y diwydiant ac ALLau, a rhestr o gamau gweithredu sydd eisoes yn darparu cymorth gwerthfawr wrth gyflawni ar draws yr holl bartneriaid. Mae'r rhain wedi cael croeso cynnes gan y Gweithredwyr Rhwydweithiau Dosbarthu. Dywedodd NGED:

'Mae National Grid Electricity Distribution yn gwerthfawrogi'r cyfle i weithio'n agos gyda grwpiau rhanddeiliaid fel TrC. Mae'r ymgysylltiad yn werthfawr iawn ac yn rhoi mwy o sicrwydd ar gyfer y lleoliad a'r cyfraddau adeiladu ar gyfer darparu manau gwefru cerbydau trydan ledled Cymru y mae gan TrC dylanwad uniongyrchol arnynt. Drwy fynd ati i ymgysylltu'n gynnar, gall NGED ymgorffori'r amcanestyniadau hyn yn ein proses gynllunio strategol a sicrhau ein bod yn buddsoddi yn ein rhwydweithiau i helpu ein holl gwsmeriaid i gyflawni eu huchelgeisiau datgarboneiddio.'

Argymhelliad 13

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai'r Dirprwy Weinidog roi'r wybodaeth ddiweddaraf am y sylwadau gan EVA Cymru bod seilwaith ar waith mewn dim ond 3 o'r 21 o leoliadau a nodwyd gan Trafnidiaeth Cymru fel rhai a oedd yn disgwyl seilwaith newydd o dan Gam Gweithredu 3.

Ymateb: Derbyn

Roedd prosiect chwim y rhwydwaith ffyrdd strategol yn cynnwys 11 safle yn wreiddiol (heb gyfrif y Bala fel y safle peilot). Roedd y ffigur o 21 yn adlewyrchu manau gwefru ar gyfer yr 11 safle gwreiddiol ac nid lleoliadau.

Mae TrC wedi ychwanegu 7 safle arall at y prosiect, sy'n golygu eu bod yn darparu 36 o fannau gwefru ar 19 safle (os ydyn ni'n cynnwys y Bala).

Cafodd safle yng Nghonwy ei dynnu o'r prosiect a'i ddisodli gan safle ar Ynys Môn.

Mae TrC eisoes wedi darparu 6 o'r 19 lleoliad ac mae ar y trywydd iawn i ddarparu'r 13 lleoliad sy'n weddill eleni, y rhan fwyaf ohonynt erbyn Ch3 2023.

Lleoliad:	Awdurdod Lleol	Safle Byw	Diweddariadau
Peilot Bala - Y Grîn (Safle Peilot)	Gwynedd	17/11/2021	Cwblhawyd - safle byw Trosglwyddo perchnogaeth i SWARCO - 22/11/22
Machynlleth - Stryd y Banc	Powys	14/07/2022	Cwblhawyd - safle byw
Crucywel - Stryd Beaufort	Powys	27/09/2022	Cwblhawyd - safle byw
Y Drenewydd - Back Lane	Powys	19/12/2022	Cwblhawyd - safle byw
Llanymddyfri – Maes Parcio'r Castell	Sir Gaerfyrddin	23/12/2022	Cwblhawyd - safle byw
Llanbydder - Man Gwefru oddi ar Deras-Yr-Orsaf	Sir Gaerfyrddin	23/12/2022	Cwblhawyd - safle byw
Dolgellau - Y Marian Mawr	Gwynedd	26/05/2023	Cwblhawyd - safle byw
Porthmadog - Iard-yr-Orsaf	Gwynedd	26/05/2023	Cwblhawyd - safle byw
Blaenau Ffestiniog - Diffwys	Gwynedd	26/05/2023	Cwblhawyd - safle byw
Rhydaman – Maes Parcio Carregaman	Sir Gaerfyrddin	Ch2 2023	Cwblhawyd - safle byw
Maes Parcio Corwen	Sir Ddinbych	Ch2 2023	Cwblhawyd - safle byw
Y Trallwng - Stryd yr Eglwys	Powys	12/05/2023	Cwblhawyd - safle byw
Llandrindod - Man Gwefru'r Stryd Fawr	Powys	19/05/2023	Cwblhawyd - safle byw
Porthcawl - Promenâd y Dwyrain	Pen-y-bont ar Ogwr	Ch3 2023 - I'w gadarnhau	Prydles i'w dychwelyd.
Man Gwefru Talgarth	Powys	Ch3 2023 - I'w gadarnhau	Rhagwelir ei gwblhau o hyd yn ystod Ch3 2023
Castell Newydd Emlyn - Man Gwefru'r Farchnad Da Byw	Sir Gaerfyrddin	I'w gadarnhau	Maes parcio i'w gofrestru cyn i'r fforddfraint allu clirio, yna mae angen adeiladu Trawsnewidydd.
Craig -y -Nos	Powys - Parc Cenedlaethol Bannau Brycheiniog	I'w gadarnhau	Angen cynllunio a darparu is-orsaf 1MW. Hefyd y ffyrddfreintiau a'r brydles i gael eu cwblhau
Llangurig - Blue Bell	Powys (landlord preifat)	I'w gadarnhau	Prydles i gael ei chytuno.
Canolfan Hamdden Plas Arthur	Cyngor Sir Ynys Môn	I'w gadarnhau	Angen cynllunio.

Bae Colwyn - Man Gwefru Rhodfa'r Tywysog	Conwy		Tynnwyd y safle o'r prosiect gan gyngor Conwy
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Goblygiadau Ariannol – Cyfanswm costau'r prosiect: £697,959. Derbyniwyd tua £500,000 o gyllid Adferiad Gwyrdd Ofgem tuag at gostau Gweithredwyr Rhwydweithiau Dosbarthu ar gyfer 8 o'r 19 safle.

Argymhelliad 14

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru egluro pam y cyflawnwyd Cam Gweithredu 4 yn hwyr a rhoi'r wybodaeth ddiweddaraf ynghylch pryd y cafodd y Safon ei chwblhau ac a yw awdurdodau lleol wedi ei defnyddio ers hynny.

Ymateb: Derbyn

Gweler yr ymateb i Argymhelliad 10.

Roedd datblygu'r Safonau Cenedlaethol yn rhan o bortffolio o chwe ffrwd waith gymhleth ac uchelgeisiol a gomisiynwyd gan Lywodraeth Cymru ac a ddarparwyd gan Arup rhwng mis Ebrill 2022 a mis Mawrth 2023 a fydd yn helpu TrC, awdurdodau lleol a phartneriaid cyflawni eraill i gyflymu'r gwaith o ddarparu seilwaith gwefru ledled Cymru.

Mae Llywodraeth Cymru yn credu ei bod yn bwysig cymryd yr amser sydd ei angen i ddatblygu Safonau cadarn sy'n seiliedig ar dystiolaeth.

Goblygiadau ariannol – Dim.

Argymhelliad 15

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru egluro pam na chafodd yr adolygiad o reoliadau adeiladu ei gyflawni yn 2022, fel yr ymrwymodd iddo o dan Gam Gweithredu 5.

Ymateb: Derbyn

Roedd y gofyniad i flaenoriaethu gwaith yn golygu bod yr ymgynghoriad ar ddiwygio'r Rheoliadau Adeiladu i orfodi manau gwefru cerbydau trydan wedi cael ei ohirio ond mae'r gwaith yn mynd rhagddo erbyn hyn, a bydd yr ymgynghoriad yn cael ei lansio yn ystod haf 2023.

Goblygiadau Ariannol – mae £100,000 wedi cael ei neilltuo i gyflawni'r ymgynghoriad ar Reoliadau Adeiladu.

Argymhelliad 16

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru weithio'n agos gydag awdurdodau lleol a rhanddeiliaid i sicrhau bod yr adolygiad o reoliadau adeiladu i gefnogi'r defnydd o gerbydau trydan yn cael ei gwblhau cyn gynted â phosibl. Dylai Llywodraeth Cymru roi amserlen i'r Pwyllgor ar gyfer cwblhau'r gwaith hwn. Dylai'r Llywodraeth ystyried sut y gall y system gynllunio annog neu fynnu bod seilwaith gwefru yn cael ei ddarparu ochr yn ochr â datblygiadau priodol eraill fel gwestai, atyniadau i ymwelwyr, a gorsafoedd gwefru

Ymateb: Derbyn

Disgwylir y bydd ymgynghoriad ar ddiwygio'r Rheoliadau Adeiladu i orfodi manau gwefru cerbydau trydan yn cael ei lansio yn ystod haf 2023.

Mae Polisi Cynllunio Cymru a Cymru'r Dyfodol yn cefnogi darparu manau gwefru cerbydau trydan. Mae Cymru'r Dyfodol, sydd â statws cynllun datblygu, yn datgan o dan Bolisi 12: Cysylltedd Rhanbarthol: "Lle y darperir lleoedd parcio ceir ar gyfer datblygiad amhreswyl newydd, dylai awdurdodau cynllunio geisio sicrhau bod gan o leiaf 10% o leoedd parcio ceir fannau gwefru cerbydau trydan."

Goblygiadau Ariannol – mae £100,000 wedi cael ei neilltuo i gyflawni'r ymgynghoriad ar Reoliadau Adeiladu.

Argymhelliad 17

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai Llywodraeth Cymru egluro pam na chafodd gweithgor gweithredwyr manau gwefru ei sefydlu yn 2021, fel yr ymrwymwyd iddo o dan Gam Gweithredu 6. Dylai Llywodraeth Cymru gyflawni'r ymrwymiad yn y cynllun gweithredu a sefydlu'r gweithgor gweithredwyr manau gwefru o fewn yr wythnosau nesaf. Mae'r gweithgor hwn yn hanfodol er mwyn cyflymu'r broses o ddarparu seilwaith gwefru cerbydau trydan.

Ymateb: Derbyn mewn Egwyddor

Roedd Llywodraeth Cymru a TrC yn cytuno bod y Rhaglen Seilwaith gwefru cerbydau trydan (fel y'i diffinnir mewn ymateb i Argymhelliad 5) yn rhagofyniad i'n hymgysylltiad ffurfiol â grŵp o weithredwyr manau gwefru. Rydym yn disgwyl y bydd y rhan fwyaf o'r seilwaith gwefru cerbydau trydan yng Nghymru yn cael ei ddarparu gan y sector preifat (ac mae Llywodraeth y DU yn cytuno â'r safbwynt). Mae ein gwaith modelu achosion ariannol yn amcangyfrif y bydd cost gosod yr holl seilwaith gwefru ar y ffordd a gwefru yn y gyrchfan yng Nghymru yn cyrraedd £351 miliwn i £1,550 miliwn erbyn 2040. Felly, roedd hi'n hanfodol ein bod yn cymryd yr amser i sefydlu blaenoriaethau a chamau gweithredu clir sy'n seiliedig

ar dystiolaeth a fydd yn galluogi partneriaid cyflenwi yn y sector cyhoeddus a'r sector preifat i gyflymu'r gwaith o ddarparu seilwaith ledled Cymru.

Mae'r Rhaglen Seilwaith bellach wedi'i chwblhau a bydd TrC, gyda chefnogaeth Llywodraeth Cymru, yn sefydlu Gweithgor Gweithredwyr Mannau Gwefru yn ystod haf 2023.

Goblygiadau ariannol - Dim.

Yr wybodaeth ddiweddaraf: Mae'r Gweithgor Gweithredwyr Mannau Gwefru wedi'i sefydlu fel y nodir uchod.

Argymhelliad 18

Mae'r Pwyllgor yn argymhell y canlynol:

Hoffai'r Pwyllgor gael y wybodaeth ddiweddaraf am ddatblygu'r cynnig ar gyfer desg gwasanaethau mewnol i hybu pob agwedd ar ddarparu a rheoli manau gwefru cerbydau trydan, gan gynnwys a fydd yn cael ei adlewyrchu mewn Cynllun Gweithredu diwygiedig neu ddangosyddion perfformiad allweddol cysylltiedig.

Ymateb: Derbyn

Cafodd capasiti TrC ei gynyddu ym mis Medi 2022 i oruchwylio'r gwaith o roi'r ddesg gymorth fewnol ar waith. Bu cyfarfodydd rhwng TrC â phob awdurdod lleol i gael gwell dealltwriaeth o'u cynlluniau seilwaith gwefru cerbydau trydan, eu problemau a'u gofynion o ran cymorth.

Mae'r ddesg gymorth yn weithredol ac yn darparu cymorth galw allan dwyieithog i bartneriaid cyflenwi gwefru cerbydau trydan yn y sector cyhoeddus a'r sector preifat, gan eu galluogi i ymateb yn Gymraeg i ymholiadau gan ddefnyddwyr.

Drwy'r ddesg gymorth, mae TrC yn trefnu ac yn darparu gweminarau ar faterion a phynciau sy'n cael eu codi gan bartneriaid cyflawni. Cyflwynodd y weminar gyntaf ar 14 Ebrill 2023 yr adnoddau [Gwybodaeth a Strategaeth Genedlaethol ar gyfer Cerbydau Trydan \(NEVIS\)](#). Arweiniodd hyn at adborth cadarnhaol cryf a arweiniodd at y penderfyniad i alluogi awdurdodau lleol a sefydliadau'r GIG i gael gafael ar adnoddau NEVIS drwy'r ddesg gymorth. Mae'r pecyn data Mewnwelediadau'n darparu dadansoddiad data sy'n sicrhau bod sefydliadau partner cyflawni wedi'u harfogi i gyflawni gweledigaeth, strategaeth a chynllun cyflawni clir ar gyfer seilwaith cerbydau trydan. Bydd y pecyn cymorth Storfa Wybodaeth yn arfogi ac yn darparu canllawiau a gwybodaeth allweddol i awdurdodau lleol a sefydliadau'r GIG ar gyfer pob cam o'r broses o ddarparu seilwaith cerbydau trydan (datblygu strategaeth; darparu cynllunio; caffael; symud a gosod; a gweithrediadau). Mae'r gwasanaeth hefyd yn darparu llwyfan grŵp trafod ar gyfer rhannu profiadau a syniadau am bynciau, gan annog cydweithio a chyfrannu.

Goblygiadau ariannol – Dim.

Yr wybodaeth ddiweddaraf: Mae'r holl adnoddau uchod yn parhau i fod ar gael ac maent yn cael eu datblygu'n gyson er budd y partneriaid masnachol a sector cyhoeddus.

Argymhelliad 19

Mae'r Pwyllgor yn argymhell y canlynol:

Dylid ailedrych ar y dangosydd perfformiad allweddol ar gyfer Cam Gweithredu 7 - 'Cynyddu ymwybyddiaeth y cyhoedd' - i'w wneud yn fwy manwl a mesuradwy.

Ymateb: Derbyn

Bydd Llywodraeth Cymru yn adolygu'r dangosydd perfformiad allweddol ar gyfer Cam Gweithredu 7, fel rhan o'n hadolygiad ehangach o ddangosyddion perfformiad allweddol (mae'n cyfeirio at ein hymateb i Argymhelliad 7).

Goblygiadau Ariannol – bydd y gwaith hwn yn cael ei wneud o fewn y cyllidebau presennol.

Yr wybodaeth ddiweddaraf: Cafodd manteision cerbydau trydan eu cyfleu i ddefnyddwyr drwy wefan [Gweithredu ar Hinsawdd Cymru \(Dewisiadau Teithio Gwyrdd\)](#). Bu'r Gweithgor Gweithredwyr Mannau Gwefru yn rhoi cyflwyniadau yn ystod [Wythnos Hinsawdd Cymru 2023](#)

Argymhelliad 20

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai'r Dirprwy Weinidog egluro pam na chafodd Cam Gweithredu 8 - 'Annog arloesedd a chyfleoedd i fuddsoddi' – ei gyflawni ar amser a chymryd camau i'w ddatblygu yn y chwe mis nesaf.

Ymateb: Derbyn

Mae Llywodraeth Cymru yn credu ei bod yn hanfodol datblygu rhaglen gyflawni gredadwy a rhwydwaith sy'n cael ei ffafrio cyn ymgysylltu â phartneriaid cyflawni i drafod cyfleoedd buddsoddi. Cymerodd y gwaith hwn tua 12 mis i Lywodraeth Cymru ei gyflawni.

Mae Llywodraeth Cymru yn dod â'r timau Datgarboneiddio Trafnidiaeth a Busnes a Rhanbarthau at ei gilydd i archwilio a darparu cyfleoedd buddsoddi ac arloesi yn y sector preifat ym maes cerbydau trydan a gwefru cerbydau trydan.

Mae Llywodraeth Cymru yn datblygu Fframwaith Caffael Cenedlaethol newydd ar gyfer Gwefru Cerbydau Trydan a fydd yn helpu i ddatblygu cyfleoedd ar gyfer y

gadwyn gyflenwi, arloesi a buddsoddi ledled Cymru. Mae disgwyl i'r Fframwaith fod yn barod erbyn diwedd yr haf.

Mae TrC yn gweithio gydag awdurdodau lleol a'r sector preifat i ganfod a gweithredu datrysiadau arloesol a chyfleoedd buddsoddi a fydd yn helpu i ddatrys materion allweddol sy'n llesteirio cynnydd ar hyn o bryd - ee datrysiadau gwefru ar y stryd.

Goblygiadau ariannol - Dim.

Yr wybodaeth ddiweddaraf: Mae TrC yn gweithio gyda darparwyr gwefru ar y stryd i nodi a rhannu gwybodaeth am dechnolegau newydd sy'n dod i'r amlwg a modelau masnachol newydd ar gyfer cyflawni.

Argymhelliad 21

Mae'r Pwyllgor yn argymhell y canlynol:

Dylai'r Dirprwy Weinidog roi diweddariad manwl ar y cynnydd mewn perthynas â Cham Gweithredu 9 a'r offeryn y mae wedi'i gomisiynu i asesu'r cyfle i gyd-leoli ynni adnewyddadwy gyda seilwaith gwefru cerbydau trydan.

Ymateb: Derbyn

Mae Llywodraeth Cymru wedi comisiynu Arup i ddylunio a chreu adnodd modelu i asesu'r cyfle i gydleoli ynni adnewyddadwy gyda seilwaith gwefru cerbydau trydan (y cyfeirir ato fel yr 'adnodd cydleoli'). Mae'r adnodd yn barod ac wedi'i ddylunio ar gyfer gwaith ar lefel y safle a allai fod o fewn Systemau Ynni Lleol Clyfar (SLES) neu Gynlluniau Ynni Ardal Leol (LAEP) ehangach.

Pwrpas yr adnodd yw gwerthuso cyfleoedd ar gyfer defnyddio ynni adnewyddadwy mewn safleoedd gwefru cerbydau trydan. Ar gyfer safle penodol, bydd yr offeryn yn cymharu:

- Cysylltu'r safle â'r grid trydan heb unrhyw ynni adnewyddadwy.
- Defnyddio canopi gwynt a solar gydag unrhyw ynni adnewyddadwy sydd dros ben yn cael ei allforio i'r grid.
- Defnyddio canopi solar a phaneli solar ar y ddaear gydag unrhyw ynni adnewyddadwy sydd dros ben yn cael ei allforio i'r grid.
- Defnyddio canopi gwynt a solar gyda storfa fatri.
- Defnyddio canopi solar a phaneli solar ar y ddaear gyda storfa fatri.

Gellir defnyddio'r adnodd i gymharu gwahanol safleoedd hefyd.

Mae'r adnodd cydleoli wedi'i ddylunio i wella dealltwriaeth o'r pwyntiau canlynol:

- Y mathau o safleoedd gwefru cerbydau trydan sydd fwyaf addas ar gyfer cydleoli ynni adnewyddadwy.

- Y ffurfweddiadau ynni adnewyddadwy a storio sydd fwyaf addas ar gyfer cydleoli â gwefru cerbydau trydan.
- Arwydd lefel uchel o gostau cymharol cydleoli.
- Lle gallai fod angen cymorth ariannol ychwanegol i gefnogi'r gwaith o osod safleoedd cydleoli.

Mae gosod ynni adnewyddadwy y tu ôl i'r mesurydd ar safleoedd cerbydau trydan yn gallu arwain at y manteision canlynol:

- Darparu trydan di-garbon neu garbon isel i gerbydau trydan
- Lleihau'r galw ar rwydweithiau trydan, yn enwedig mewn ardaloedd lle mae cyfyngiadau

Goblygiadau ariannol - Dim.

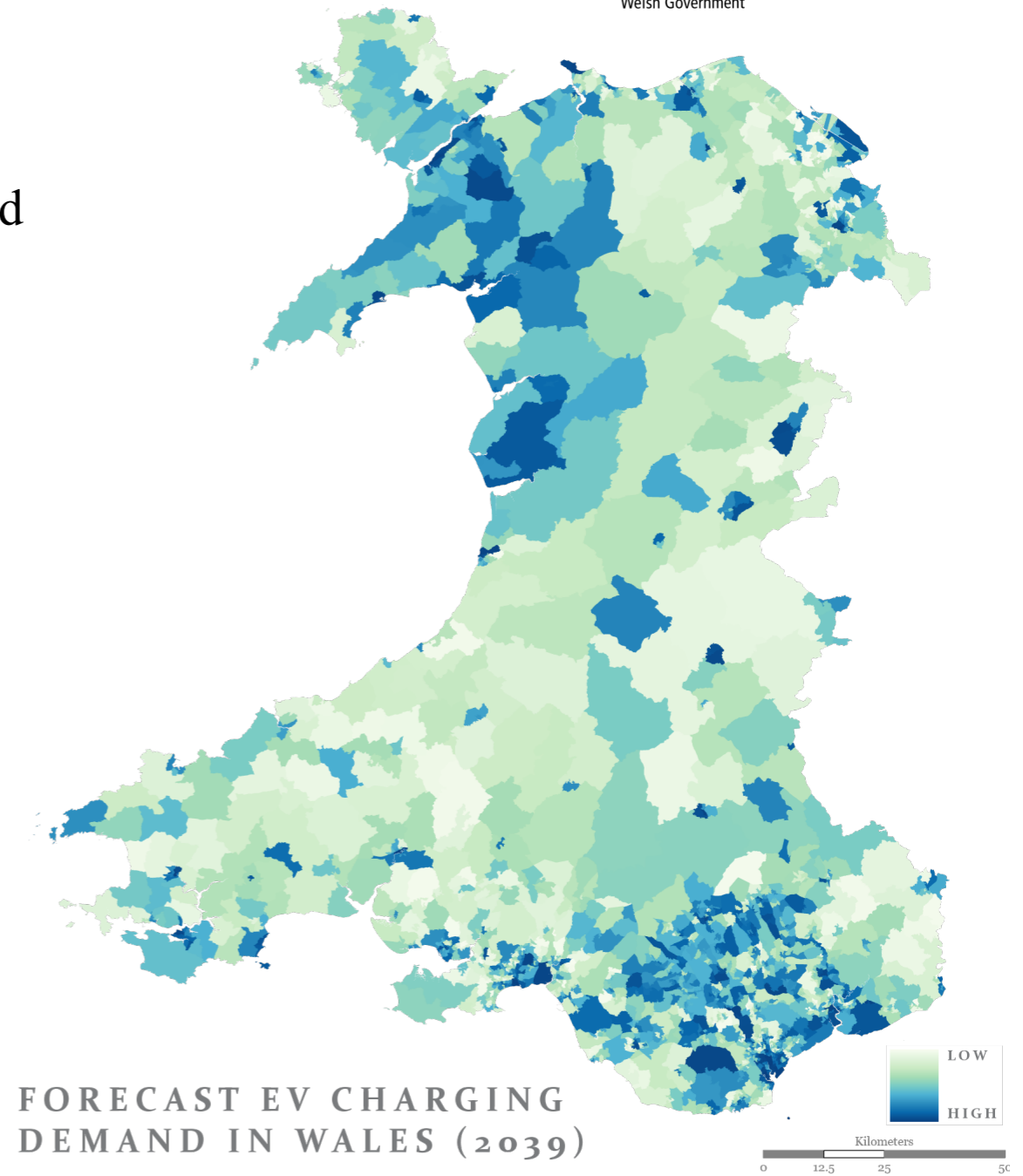
Welsh Government

Electric Vehicle Charging Infrastructure Programme Strategic Outline Business Case: Commercial, Financial and Management Cases

Executive Summary

Final Arup report to the Welsh Government
February 2023

Tudalen y pecyn 32



Reliance on Our Advice and Reports

This report is produced to the Strategic Outline Business case (SOBC) level, the scoping stage. At this stage the costs and affordability figures are indicative only.

This report and the capital expenditure (CAPEX) estimate results included in the Financial Case (the Results) has been prepared by Arup specifically for and under the instructions and requirements of Welsh Government in connection with the Electric Vehicle Charging Infrastructure Strategy for Wales, under the Schedule 2b contract dated 28 February 2022.

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Glossary of terms

Tudalen y pecyn 34

AIE	The European Association of Electrical Contractors	TfW	Transport for Wales
CE	Consumer Efficiency (demand scenario)	Tx	Transformation
CP	Chargepoint	ULEVs	Ultra Low Emission Vehicles
CPO	Charge point operator	WelTAG	Welsh Transport Appraisal Guidance
DfT	Department for Transport	WG	Welsh Government
DNOs	Distribution Network Operators	WLGA	Welsh Local Government Association
ESG	Environmental, Social, and Governance		
EVCi	Electric Vehicle Charging Infrastructure		
EV	Electric Vehicle		
GS	Government on-Street (demand scenario)		
LA	Local Authority		
LSOAs	Lower Super Output Areas		
MSOAs	Middle Super Output Areas		
OEM	Original Equipment Manufacturer		
RD	Rapid Dominant (demand scenario)		
SOBC	Strategic Outline Business Case		
TfL	Transport for London		

Executive summary

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Introduction and context

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Executive summary

Introduction

Purpose of this document

The purpose of this report is to explore how the Electric Vehicle Charging Infrastructure Strategy for Wales and accompanying Action Plan will be delivered in practice, to be referred to as the Electric Vehicle Charging Infrastructure Programme, as WG sets out to accelerate the roll-out of electric vehicle charging infrastructure across Wales. This report has been prepared for Welsh Government.

In 2021, Welsh Government launched the Electric Vehicle Charging Strategy for Wales (the Strategy), which sets out the vision for electric vehicle charging in Wales, outlining the current context, future charging needs, and how these can be met.

Welsh Government (WG) commissioned Arup to produce the three cases relevant to the deliverability of the Strategy to the Strategic Outline Business Case (SOBC) level, for the Electric Vehicle Charging Infrastructure (EVCI) Programme for Wales:

- **The commercial case** introduces key aspects of the charging market – including the EV charging value chain and a spectrum of potential business models. The case presents the results of a capability and capacity assessment of the public sector, capturing: existing and aspirational capability to deliver the Strategy, the roles to be played by different bodies in that delivery, barriers to strategy roll-out and interventions to overcome, and plans for engagement with the private sector.
- **The financial case** focuses on the total capital costs of the EV charging infrastructure roll-out required to meet future EV demand projections. The financial case presents a high-level estimate of the range of total capital cost of installing all on-route and destination charging infrastructure in Wales, agnostic of which body (whether public or private sector) is taking financial responsibility.
- **The management case** explores how the programme will be overseen, managed and delivered in the next phase, and subsequently. By defining and putting in the place the necessary management plans in place, such as programme management and risks management, this provides the reassurances the programme is achievable and that WG, Transport for Wales (TfW) and other delivery partners have the capacity to deliver the programme, which in this case, is the EV Charging Infrastructure for Wales Strategy.

The development of the three cases above are aligned with HM Treasury’s Green Book and the Welsh Transport Appraisal Guidance (WelTAG).



Figure 1: Electric Vehicle Charging Infrastructure Strategy for Wales

Source: Welsh Government, 2021

Executive summary

The EV market today

Wales currently has fewer EVs, and fewer chargepoints than other parts of the UK

Wales currently has a relatively low level of EV uptake per capita, compared to other regions of the UK. Installed charging infrastructure is also low, especially for On-Route rapid and ultra-rapid charging, creating gaps in the minimum viable network of charging required for longer trips.

Tudalen y pecyn 38

There are 1,310 public CPs installed in Wales, with eight battery electric vehicles (BEVs) or thirteen plug-in vehicles (BEVs, plug-in hybrids, other) per CP. 3.7% of public UK CPs are installed in Wales, where 2.2% of BEVs and 2.1% of all EVs are licensed.

Among UK regions, Wales ranks 10th in number of installed CPs, 2nd in CPs per licensed BEV, 3rd in CPs per licensed EV (BEVs and others), 6th in CPs per capita, and 10th in EVs per capita (out of 12 major UK regions). Lower levels of public charging infrastructure can have a dampening effect on EV uptake.

	# CPs	# BEVs /CP	# EVs /CP	# People /CP	# People /EV
Greater London	11,272	5	9	799	91
South East	4,606	24	40	2,001	50
Scotland	3,562	8	14	1,535	110
West Midlands	2,617	14	22	2,278	105
South West	2,438	30	46	2,321	50
East of England	2,303	17	35	2,722	77
North West	2,253	24	46	3,270	71
Yorkshire and the Humber	1,952	18	32	2,831	89
East Midlands	1,847	13	23	2,634	112
Wales	1,310	8	13	2,420	183
North East	1,069	8	12	2,508	203
Northern Ireland	352	17	29	5,385	184

KEY: Less infrastructure

More Infrastructure

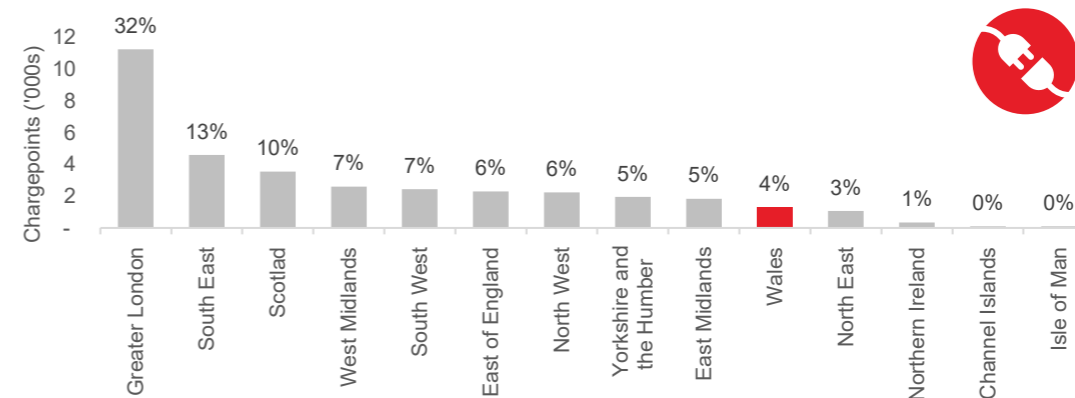


Figure 2: UK public chargepoints by region

Source: ZapMap August 2022

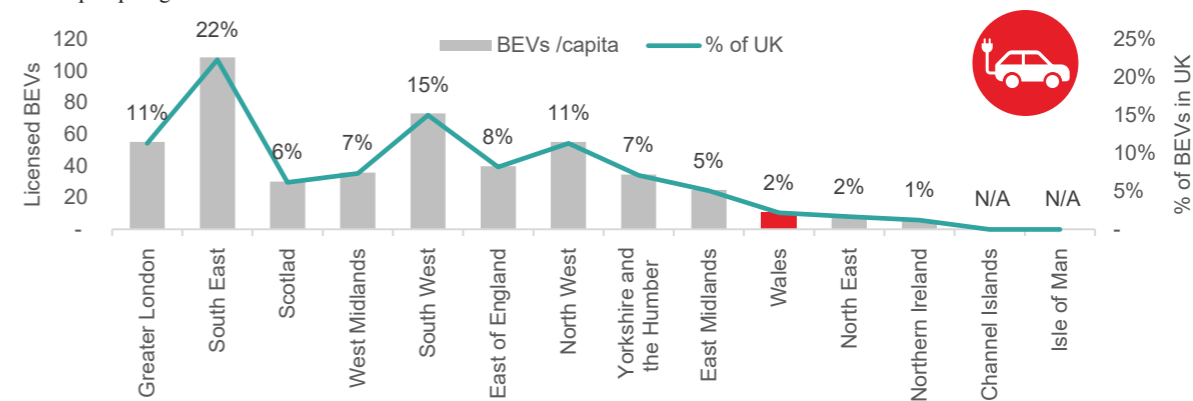


Figure 3: UK battery electric vehicles (BEVs) by region

Source: DfT, 2022

Executive summary

The EV market: future development and challenges

The current pace of EV charging roll-out in Wales is too slow and government intervention is needed to achieve the aims of the Strategy

Based on Arup modelling, to fulfil demand, the projected number of fast chargers needed across Wales will reach around 34,000 chargers by 2030. As of August 2022, Wales currently has 1.2% of this total installed. Furthermore, around 4,000 rapid chargers are projected to be needed by 2030, with 1.7% of this total installed so far.

DfT statistics currently show the growth of the number of licensed EVs in Wales is outpacing the growth of publicly-available chargers by a factor of almost three. Between October 2019 and July 2022, the number of licensed EVs increased by 305%, yet the number of publicly-owned chargers increased by 125%.

Key strategy elements include encouraging transport decarbonisation, delivering at high standards, and equality of coverage and access.

Given the impending 2030 ban on new wholly diesel and petrol car sales, the pace of delivery will need to accelerate significantly if the WG is to deliver sufficient and equitable accessibility to a CP across Wales, as per the Strategy.

As such, continuing with current trends and levels of intervention is highly unlikely to be enough to deliver the charging infrastructure needed to meet current and future demand.

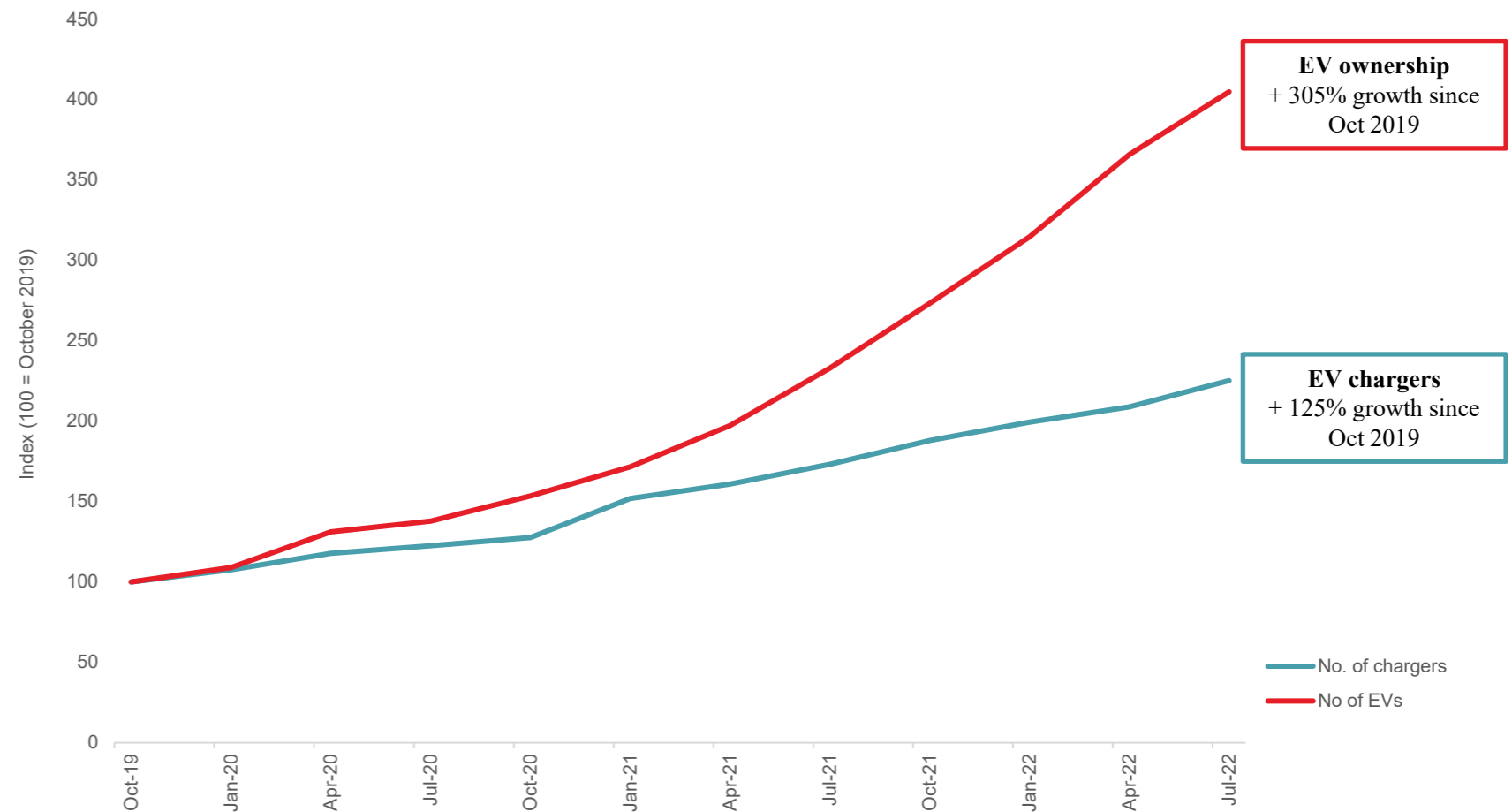


Figure 4: No. of EV chargers vs no. of licensed EVs in Wales (base index = 2019)

Source: DfT, as of October 2022

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Key findings of the commercial, financial and management cases

Tudalen y pecyn 40

Executive summary

Key findings of the Strategic Outline Business Case: commercial, financial and management cases

Commercial case [1/2]

Arup expects that the majority of charging will be delivered and funded by the private sector; however, where private sector roll-out would lead to opportunity gaps in the WG strategy, Arup recommends considering intervention through policy, selected subsidies, plans and developments. WG has a choice about the areas of the value chain in which to intervene, the role it will play and the funding or benefits funding it will provide – these should be considered on a case-by-case basis.

- Emerging recommendation
- Potential pathway
- Not recommended
- Not applicable

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Opportunity Type:	Key Take-Aways	Sites Developed on Private Land by Private CPOs	Sites Developed in PPP on Private Land	Sites Developed on Public Land by Private CPOs	Sites Developed in PPP on Public Land	Sites Developed on Public Land by Public Sector
* Policy Intervention	The Welsh Government's main role across all opportunities lies in policy-based interventions that remove barriers, promote decarbonisation, and incentivise investment. These policy interventions can support both the private sector and other public sector bodies.	●	●	●	●	●
A Subsidy / auction / franchise	Out of all Welsh public sector bodies, the Welsh Government has the most capacity – skill and resource – to financially intervene. This should be considered on a case-by case basis, with specific and targeted beneficiaries, with a special focus on closing equality gaps.	<i>Consider on a case-by-case basis where equality gaps emerge – all financial intervention should be targeted (specific sites, capex types, or areas) and balanced against other public needs.</i>			<i>Access to grants can help Local Authorities capture local opportunities.</i>	
A Plan and lease / licence	On publicly-owned land that is well suited to EV charging, public sector delivery entities (TfW and Local Authorities) could plan sites and lease them out to private CPOs. The public sector could also offer planning support to private investors to help de-risk and incentivise.	<i>Planning support can be offered by the public sector to help de-risk private investment</i>		●	●	●
A Develop and lease / licence	On publicly-owned land that is well suited to EV charging, public sector delivery entities (TfW and Local Authorities) could plan sites and develop sites, then lease them out to private CPOs. This option is more capital intensive, with not much public sector capability.	●	●	●	●	●
B Low-control JV	In a low-control JV, public sector delivery entities could have a degree of control over charging outcomes at the site, without taking on the full investment risk (however, still facing demand risk). Operations should largely be outsourced to private CPOs.	●	●	●	●	●
B High-control JV	In a high-control JV, a private sector partner would likely expect significant public sector investment, and the public sector would face demand risk. Operations should largely be outsourced to private CPOs, but the public sector could offer support (e.g., user experience).	●	●	●	●	●
C Own and appoint operator	The private sector could retain full ownership of a charging site on suitable public land and outsourcing site operations to a private sector CPO. This would require significant capital investment and full exposure to demand risk.	●	●	●	●	●
C Own and operate	Arup does not recommend this option to be deployed on a wide-scale basis, as it is in conflict with the Welsh Government's low appetite for operational risk. Select opportunities – especially in the On-Route network could be owned and operated by TfW.	●	●	●	●	●

Executive summary

Key findings of the Strategic Outline Business Case: commercial, financial and management cases

Commercial case [2/2]

Next steps should include socialising the EV charging strategy, engaging with the private sector and tailoring the approach to intervention.

Capability of the public sector

Public sector capability is strongest in planning, finance, power supply, and contract management activities. Significant gaps exist in public sector site design, CP installation and civils, operation, and maintenance capability.

Next Steps:

1. Roles across the Public Sector

Roles of the public sector should include:

- **Welsh Government** – oversight and socialisation of the EV charging strategy, setting standards, monitoring strategy progress, policy intervention, and financial intervention.
- **Transport for Wales** – delivering and monitoring the strategy at On-Route sites and rail station car parks, and providing delivery support to LAs and Welsh Government.
- **Local Authorities** – delivering and monitoring the strategy locally, at destinations and on-street, with support from TfW.

2. Engagement with the private sector

To understand the size and scope required public sector intervention, further engagement with the private sector is required. How much infrastructure will the public sector roll out? Where will this be located and who will it serve?

3. Prioritisation of Delivery

Arup recommends that two elements of the delivery strategy be prioritised first (before moving on to others): the **on-route network** and **destination /on-street charging in built-up areas**. These elements will have the most short-term benefit for users in Wales, providing a strong cross-national network and catering to users who have a greater need for public charging.

4. Approach to Intervention

There is no “one size fits all” business model or approach to public sector intervention. Different locations, modes, and sites will require different amounts and types of intervention. The table opposite outlines key take-aways from Arup’s emerging recommendations around business models to be employed on a targeted basis. Arup recommends that procurement take into account steps to mitigate identified barriers to strategy implementation – including flexible procurement, and larger opportunities and longer contractual terms that reflect the appetite of the private sector.

Executive summary

Key findings of the Strategic Outline Business Case: commercial, financial and management cases

Financial case

The financial case suggests a total capex cost of between £351 to £1,550m for On-Route and Destination charging by 2040. This analysis is agnostic of which body is taking financial responsibility.

Financial case modelling

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The financial case presents a high-level estimate of the cost of installing all On-Route and Destination charging infrastructure in Wales, agnostic of what body is taking financial responsibility. The case includes on On-Route and Destination charging only. Capital costs include grid connection and substation costs, equipment supply and installation, planning, and civils. The range of results is wide because of uncertainties inherent to the development of the EV charging market – in terms of EV uptake, total demand, user behaviour, and both location and speed of charging

From the minimum to maximum range across all scenarios and sensitivities, capex reaches **£351 to 1,550 million by 2040**, with no growth after that point, with £114 to 689 million spent on On-Route charging and £236 to 861 million on Destination charging. By this point On-Route chargepoints number 1.1 to 6.5 thousand and Destination 6.4 to 61.8 thousand, with a total of **7.4 to 68.4 thousand**. Charging capacity reaches 141 to 1,165 MW, spread across 968 to 23,500 sites.

Legend:

- Central case results
- Range of min to max results (sensitivities applied to *Central Case* demand)
- Range of min to max results (sensitivities applied to all demand scenarios)

Next Steps

We recommend the following next steps:

1. **Refine the range of results:** consider location-specific costs, like grid connection; excluded costs, like land and opex; and evaluate LSOA-level demand and indicative costs.
2. **Engage with the private sector to understand plans:** form a view of private sector roll-out that will happen without intervention to identify gaps; collaborate with the private sector to align investment to the preferred network.
3. **Determine the phasing of roll-out:** prioritise intervention in the on-route network and public local charging in built up areas; evaluate the effects of roll-out phasing on public and private financial investment into public charging.
4. **Determine the size & scope of the funding envelope:** once the range of results, private sector engagement, and phasing have been considered, determine the size of the government funding envelope – how much is the public sector willing to invest? What non-financial actions could be taken to reduce the need for financial intervention? In what aspects of the public charging value chain is the government willing to invest?
5. **Explore options for financing:** once the public funding envelope has been determined, explore the means for financing and detailed commercial approach – this might include bundling sites and using Financial Transaction Reserve.

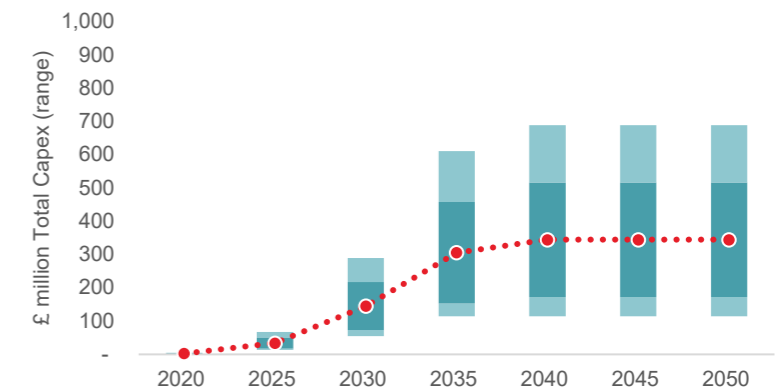


Figure 5: Total capex (£ million, range of results): on-route

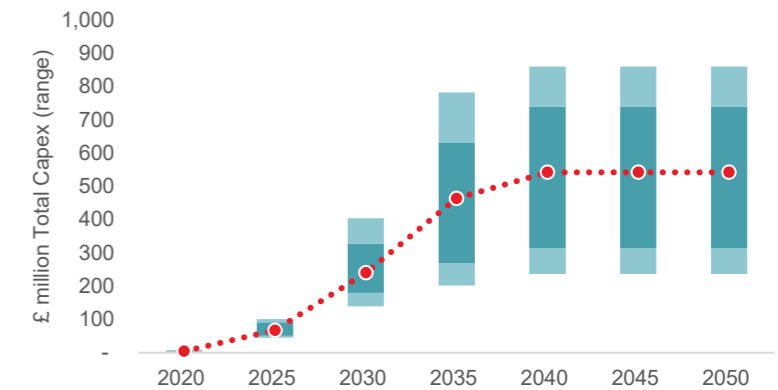


Figure 6: Total capex (£ million, range of results): destination

Executive summary

Key findings of the Strategic Outline Business Case: commercial, financial and management Cases

Management case

The management case outlines the key considerations when delivering and managing the programme of interventions needed to facilitate and deliver the preferred network.

The scale and complexity of delivering the EVCI programme necessitates a strong and effective management structure which determines how WG and delivery partners will deliver and manage the EVCI programme. This is a significant step-up from the WG resources that are devoted today. Key findings includes:

- The **need for a PMO** to manage and deliver the EVCI programme is imperative to delivering the preferred network in line with policy objectives. Furthermore, portfolios and projects will need to be identified - Figure 7 sets out an illustrative example of a proposed EVCI portfolio structure.
- **Governance arrangements needs to be in place** to oversee and be clear on accountability for the programme, An assurance framework will need to be created to provide independent assurance that the programme is meeting the intended outcomes, and that programme risks and control issues are managed effectively.
- **Monitoring and Evaluation** is critical in understanding the progress of the EV charging roll-out, and whether policy objectives and KPIs are met.
- A programme **risk register and management plan** needs to be developed within the next six months, identifying key risks as early as possible and identify mitigation measures, minimising disruptive impact on the programme.
- A **communications and stakeholder engagement plan** should be developed jointly by WG and TfW, ensuring engagement and messaging is streamlined with the private sector and the public, avoiding duplication of efforts between different parties, as well as raising public awareness of progress and EV charging infrastructure in Wales.

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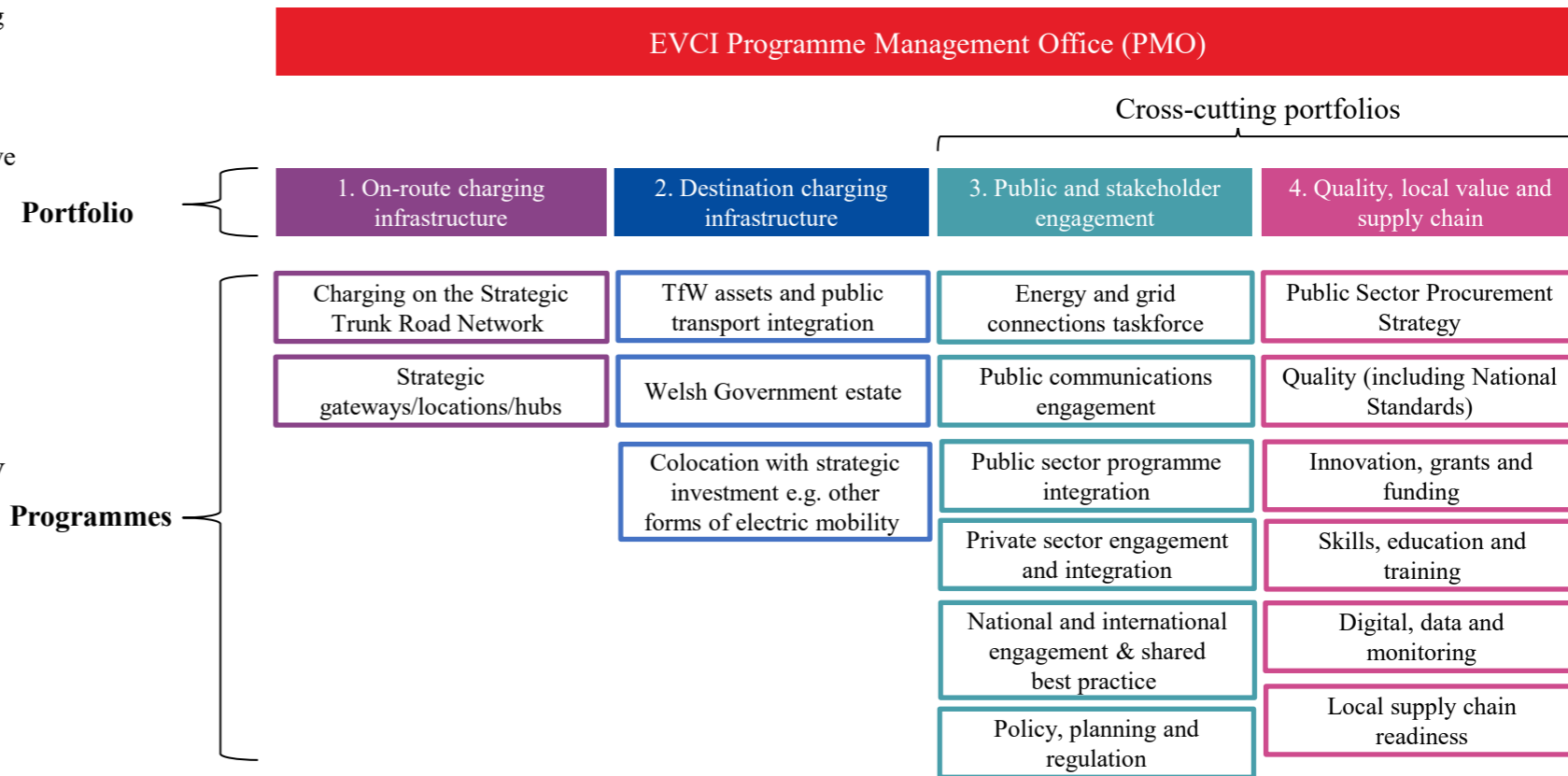


Figure 7: Illustrative example of the proposed EVCI portfolio structure

Roadmap for accelerating the roll-out of EV charging infrastructure in Wales

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Executive summary

Roadmap for accelerating the roll-out of EV charging infrastructure in Wales

Next steps: priorities for Welsh Government and delivery partners

The findings of this report suggests that more work and development is needed to implement the EVCI programme in the next phase, harnessing the work done to date (e.g. National Standards, early market engagement). To achieve this, a programme-level roadmap has been developed, setting out actions across five key priorities for WG and delivery partners for the next 3-5 years, to deliver successful acceleration of EV charging infrastructure across Wales, and meet the defined KPIs set by the Strategy. The roles and responsibility of WG, TFW, local authorities and the private sector are summarised on the right.

Roadmap: 5 key priorities



1. Establish a PMO to govern delivery arrangements, set standards and monitor progress



2. Provide support and guidance to enable local authorities (and private sector) to deliver the preferred network



3. Engagement with the private sector to ensure we optimise the delivery of the preferred network and foster public-private sector collaboration



4. Develop the mechanisms, knowledge and tools to deliver the preferred network



5. Leverage the resource and mechanisms necessary to rapidly deliver the network in line with policy objectives

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Role and responsibility

Delivering the preferred network within the required timescales will depend on the joint effort of the public and private sector, with the following key players:



Llywodraeth Cymru
Welsh Government

Welsh Government – Strategic Oversight and Policy

Oversight of the EV Charging Infrastructure Strategy, setting standards, monitoring strategy progress, policy intervention and financial intervention.



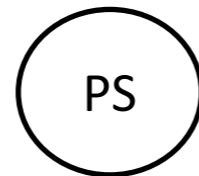
Transport for Wales– Delivery Partner

Delivery and monitoring the strategy at the on-route network, providing delivery support to local authorities and Welsh Government.



Local Authorities – Delivery Partner

Delivery and monitoring the strategy locally, at destinations and on-street sites, with support from Transport for Wales.

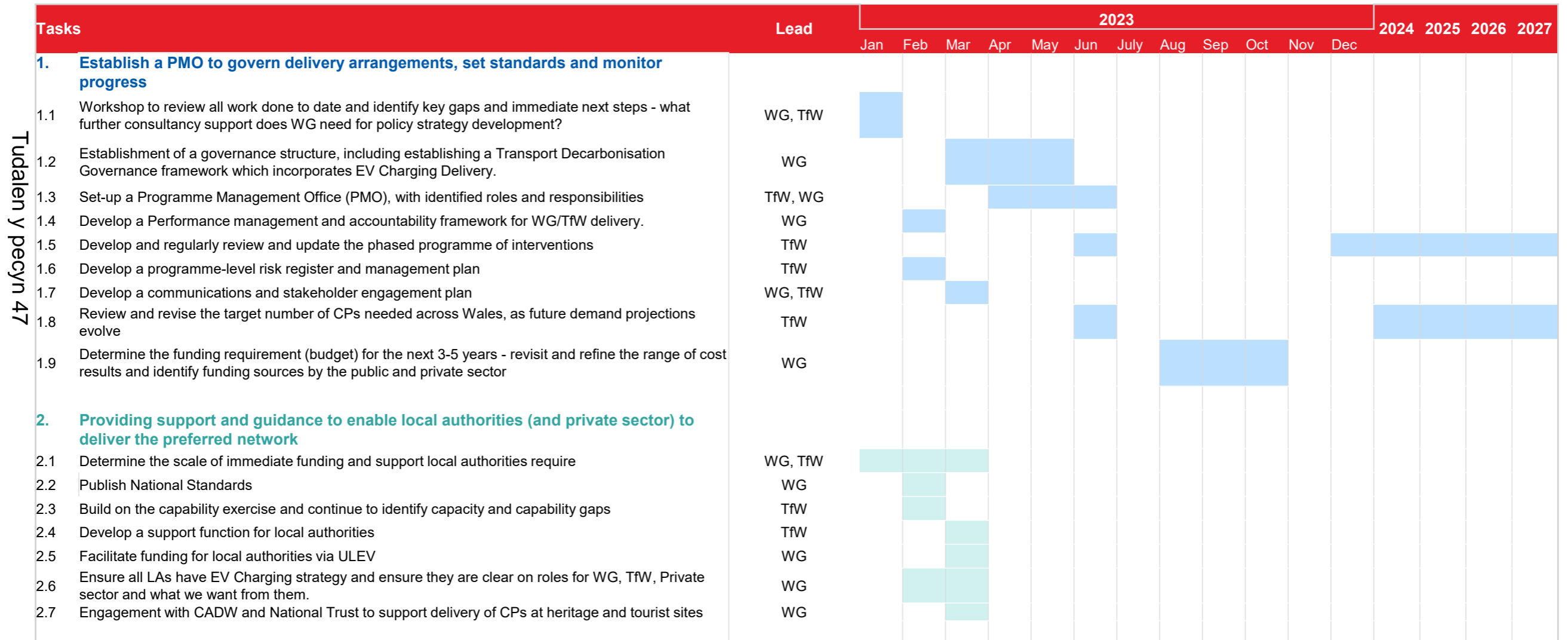


Private Sector– Delivery of the Preferred Network

The private sector will largely install and operate the preferred network, public sector intervention is targeted where market failure has been identified (e.g. TFW delivering charge-points at commercially unviable on-route sites).

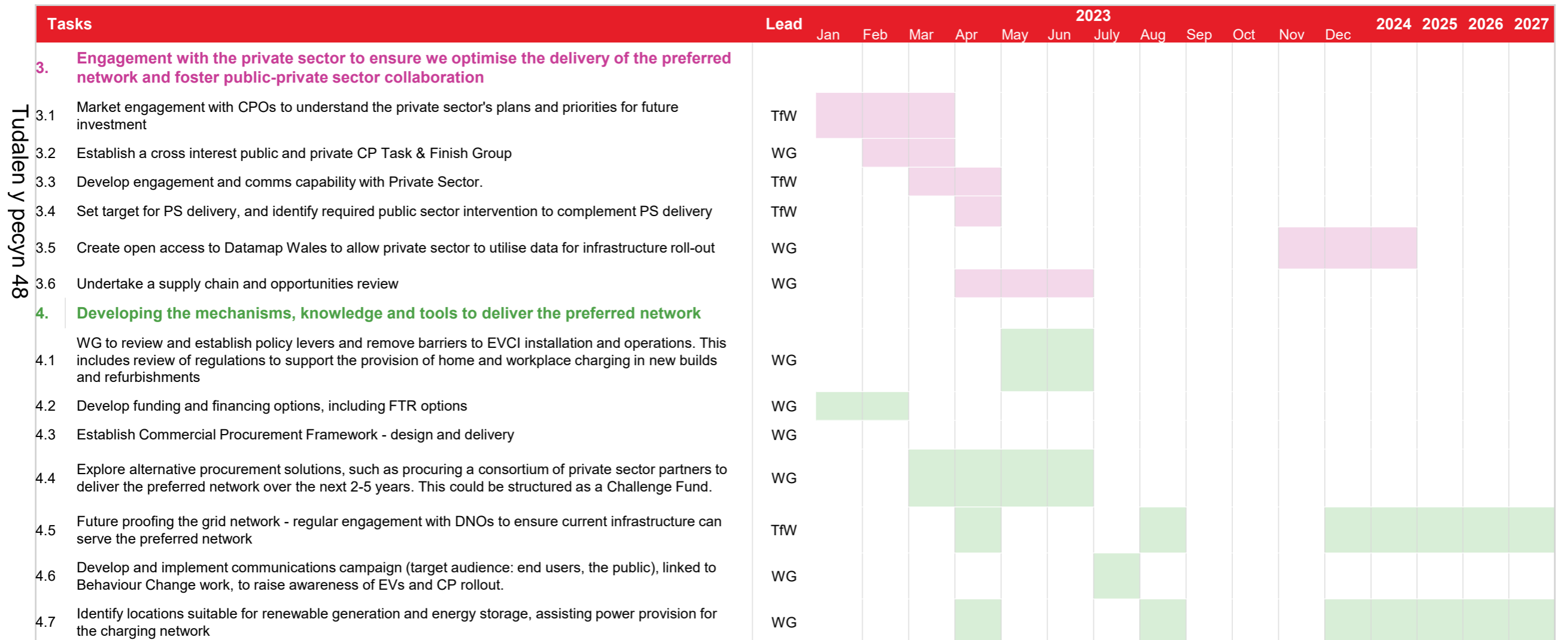
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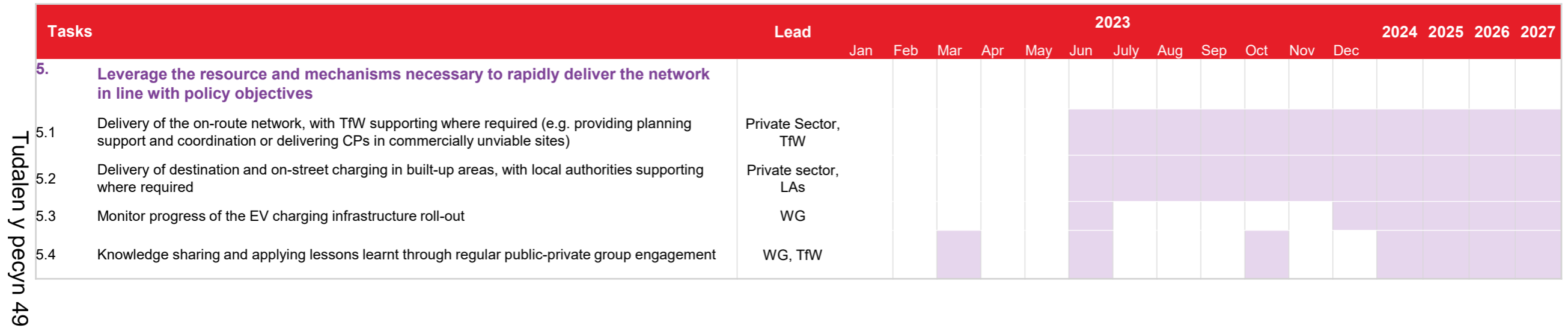
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Roadmap for accelerating the roll-out of EV charging infrastructure in Wales



Executive summary

Roadmap for accelerating the roll-out of EV charging infrastructure in Wales



ARUP


From: Gary Jones Solicitors

Sent: Monday, January 29, 2024 10:31 PM

To: Climate Change, Environment, and Infrastructure Committee | Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith <SeneddClimate@senedd.wales>

Subject: Undergrounding new power lines

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FAO: The Chair

The Climate Change, Environment, and Infrastructure Committee,

We refer to our previous exchange of correspondence with the CCEI Committee.

As part of an information gathering exercise, we have received a scanned copy of a statement of evidence from Mr Jason Thomas of ATP Cable Plough, which specialises in laying pipes and cables within the UK and the rest of Europe. Please find attached a copy of the statement of evidence received. Mr Thomas has authorised that we copy to you and to your colleagues sitting on the CCEI Committee.

The statement illustrates the method and operation of cable ploughing, and associated equipment.

The statement is also relevant to:

- . Use at 400 KV;
- . Reduced environmental impact;
- . Speeding up delivery;
- . Minimising community objections;
- . Reduced costs;

The statement confirms:

- . That whether using cable plough or open trenching for 400KV, exactly the same specifications for 400kv projects can be achieved. The end result is the same. It is simply the method of installation which is different. The ducts and cables which can be placed using a cable plough, are at a diameter, and can be placed at a depth, with spacing, bedding, and surround materials, which is the same as per specification drawings for the open trenching of underground 400KV;
- . That cable plough can satisfy requisite specifications to underground 400KV but can do so in a way which is significantly less impactful on the environment and biodiversity, which is quicker and can reduce costs.

Paragraph 7, sub paragraphs (i) – (p), provide more detail, supporting and clarifying that 400KV can be placed underground by cable ploughing.

Paragraph 12, sub paragraphs (k) and (l) are relevant to costing comparatives.

We recently organised for a freelance cameraman to film cable ploughing in action. It is helpful to have footage which is of broadcasting quality. Working from that material, we have prepared two short videos. The links to the videos can be found at the head of this email. The videos, and the photographs attached which accompany the statement, help to illustrate some of the information confirmed the statement.

We understand that Mr Thomas has corresponded with the CCEI Committee offering to attend before the Committee, but has not yet received a response. The statement confirms the willingness of Mr Thomas to assist on an ongoing basis and how best he can assist. No doubt the Committee will wish to liaise with Mr Thomas.

We received confirmation, within earlier correspondence, that once the Committee should receive response to correspondence sent from the Committee to the Minister for Climate Change in respect of cable ploughing, and upon the CCEI Committee receiving more information from ATP, a meeting would be set up, in order that we can discuss with you directly the issues raised in our correspondence. As these conditions have now been addressed, we would be grateful to meet with you, and would be obliged if the Clerk to the CCEI Committee can contact us to make arrangements accordingly.

Gary Jones
Solicitor (Non-Practising)
Llanarthne Area Community Pylon Group



Statement

I Jason Lloyd Thomas, of Glanafon, Dolgran, Pencader, Carmarthenshire SA39 9BX, confirm as follows:

1. I am the Managing Director and sole shareholder of the company called 'A Thomas Plant Hire Limited.' The Company registration number is 06550558. The registered office is Glanafon, Dolgran, Pencader, Carmarthenshire SA39 9BX. The company is often referred to as 'ATP Cable Plough'.

2. Experience and expertise:-

a) The evidence set out in this statement is derived from:

- My direct involvement in cable ploughing;
- My direct involvement in laying cables, pipes and ducts using open trenching;
- My knowledge of industry practices, gained from direct experiences, accumulated knowledge, and many industry contacts, established over many years.

b) My company was incorporated on 01.04.08. The business involves specialised construction activities. The company is a specialist utility plough contractor operating in the UK and in the rest of Europe. Our cable ploughs are used to install a variety of service media. These include fibre optic and communication ducts for telecoms, gas, water and sewerage pipes, in addition to electricity cables. On incorporation in 2008, my company absorbed the unincorporated business in which I had been involved for many years, which began with my grandfather in the 1960s.

c) Prior to 2014 my business utilised conventional ploughs rather than the more modern technology. In 2014, my company acquired the first of the four spider ploughs which we now own. The cost exceeded 2.1 million. A second machine was acquired in 2016. A third machine was purchased in 2018 but sold on due to its smaller size in 2021. More recently we acquired a further two machines. I understand that there may be in the region of forty-five machines throughout the world. Therefore, we have an eleventh or thereabouts of the world supply.

d) I have approximately 27 years' experience in laying cables underground, including an extensive experience of laying cables using excavation and open trenching methods, and an extensive experience of laying cables using various cable plough machinery. I have extensive experience of the placement underground of various utility media, including electricity cables.

e) I have attached as a schedule to this statement a list of works and projects in which my company has been involved. The list is not exhaustive.

3. The reasons for this statement:

a) The Chair of the Climate Change Environment and Infrastructure Committee (the Senedd/Welsh Parliament) sent me a letter requesting information relevant to cable ploughing.

b) I have received several enquiries, during 2023 and continuing into 2024, some general, and some specific, about cable plough machinery and technology.

c) In contrast, prior to last year, interest tended to be limited to enquiries from District Network Operators or contractors requiring our services. However, in 2023, there was a sudden emergence of interest in cable ploughing,

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from politicians, from developers and industry figures, and from the media. This seems to reflect the wish at local and national level to explore an appropriate and balanced grid system whilst achieving minimised impact.

d) The questioning about cable ploughing includes:

- How does it work?
- Is it available?
- Is it proven technology used for recent and current projects in Wales, the UK and Europe?
- Can it minimise impacts?
- Can it reduce environmental impact, especially compared to the use of pylons with overhead lines and compared to undergrounding using open trenching and excavation?
- What does it cost?
- Is it more expensive than other alternatives?
- Does it allow costs to be reduced?
- What is the speed of delivery?
- Is it a feasible, viable, and beneficial alternative to pylons?

e) I am providing this statement as a platform for the evidence which I can provide to Government and to Parliamentary Committees, but also as a means of response to other more general sources of enquiry.

4. This introductory statement will concentrate on:

- How cable ploughing machines work, what they can do (including the size of the ducts and the cabling and the voltage which they can accommodate), the availability, and the potential offered by cable ploughing;
- The reduced impacts which cable ploughing can offer, including reduced land disruption and reduced environmental impacts;
- The 'build speed' which is available;
- How and why costing reductions could be secured by using cable ploughing;

5. My company uses machines manufactured by FOECK. The manufacturer could be a source of useful data by way of confirmation of my evidence as to the capacity and capabilities of its machines.

6. Method of operation:

a) The front vehicle is a winch which can be tracked depending on the terrain. The cable plough follows behind, and is winched forward from the leading vehicle. Both the winch and the plough can be driven separately and independently, but the independent operation of the plough is very limited; the tracked crawler, as the front vehicle, has a significant traction and pulling strength.

b) The cable plough can be used to lay cable direct directly into the ground. Alternatively, the cable plough can be used to lay pipes or ducts, and relevant to electrical installations, the cables can be pulled through the ducts once the ducts have been laid.

c) Cables or ducts can be carried on the cable plough. When laying electricity cable directly into the ground, the earth cable and the accompanying fibre optic cable can be carried on separate coils on the front of the cable plough, and both cables feed into the cable chute together with the main cable, so that they are laid together. Likewise with warning tape and the protective plate. Depending on volume/size, or the nature of the project, cables or ducts or

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additional coils can be fed into the cable plough from a drum carried on an independent drum carrier which can be a tractor or tracked crawler drawn cable trolley. It is possible for additional coils to be dropped if required, using land or air transport, at particular strategic points, ahead of the machinery, to be collected at intervals as the machinery proceeds along the agreed route. Another option, is for the duct to be laid out, uncoiled, running adjacent to the immediate route of the cable plough, and the duct or pipe can then be lifted manually and fed into the cable plough which will lay it in the prescribed way.

d) The cable plough machine places the cable or duct in a sensitive way, installing the cable or duct within a groove cut in the ground.

e) If the cable is to be laid directly into the ground, or if a duct is to be laid, then if the specifications provided from the client require the cable or duct to be laid on a bed of stone dust or other material or if dust or other material is to be used as a surround or cover for the cable or duct, the cable or duct can be laid simultaneously together with the dust or other support materials as required. When a bed or surround or cover comprising stone dust or other materials is required, we have a machine running alongside or behind the cable plough which carries the selected bedding material which then passes via a conveyor into a chute fitted to the blade of the plough. The machine can carry thirteen ton of stone dust which feeds in a controlled way into the plough via the conveyor and thereafter into the slit or groove immediately as it is being opened. The process is controlled and timed so that if a bed of material is required the material is placed in the slit whilst the cable or duct remains suspended until the bed has been laid.

f) We carry out operations to correspond with the specific design drawings provided to us by the client. Each of the Tier 1 contractors will have cable designers who will specify their preference for the materials and design to be used. Cable designers can perhaps on occasion be more cautious than they need to be, and there is a need for balance in order to achieve a safe and efficient project without undue cost. We make the observation that if the specification drawings can avoid the use of a bed or surround of materials, to be compensated by a cable or duct of increased diameter, this can speed up even further the process of laying the cable or duct and can reduce the machinery required for a project. There is less likely to be a requirement for bedding if laying ducts, but this can depend on the preference of the designer. We do not hold out an expertise in cable design, but cable manufacturers have the expertise as to cable specifications required for higher voltage. If the designer may prefer to dispense with backfill by stepping up the cable size, then we can then proceed without a separate vehicle to carry the bedding materials, and without the requirement to wait for refilling of the vehicle each time its content is used. Also, if ducts are laid out on the ground in readiness, the machinery required for a project can be limited, to the front winch, the plough, and the excavator following to close up, which allows for even quicker progress to be made and for minimised impact.

g) GPS is used to vary the height of the cutting blade adjusting automatically to the ground surface. The unique design of the combined blade and guidance system means that pipes and cables are laid exactly in accordance with regulations – whatever the speed of travel.

h) The slit opened by the plough is closed by the tracks of the excavator which follows behind. It is just flattened back over. If we are ploughing firm ground, the excavator may need only drive over the slit to close it back. If the ground is wetter, or if ground conditions are such that there is a need for more attention to prevent scarring, there may be some bucket work with the excavator but limited to ensure a smooth surface ready for seeding.

i) With the associated machinery described, the cable plough cuts, installs and backfills in one operation. The process can be completed all in one pass, as cable plough technology has significantly advanced.

7. Actual and potential use:

a) We have used cable plough machinery to lay a variety of electricity cables, including cables at 220kV, 132kV, 66kV, 33kV and 11kV.

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- b) When laying lower voltage electricity cable, it is more usual for the client specification to provide for the cable to be placed directly into the ground within a single slit and without ducting.
- c) If required to lay a second lower voltage line within a parallel slit then the two slits can be kept just 400mm apart.
- d) For higher voltage cables at 132kV or above we would expect the client specification to provide for a duct or pipe to be laid whereby the cable is pulled through after the duct is first laid. This is the process we would anticipate for all higher voltage projects, including 132kV and 400kV, based on the projects we have undertaken and based on the various design drawings which we have received.
- e) The most recent 132kV we undergrounded by way of cable plough was a double circuit. For this particular project involving 132kV, we were required to reference the WPD cable installation manual CA 6A. The manual permits for double circuits to be placed within the same duct, but expresses a preference that for double circuits each circuit is placed within a separate duct and that the ducts are kept separate. The cross sectional drawing on page 20 of the manual shows 132kV phases in trefoil, whereby each set of cables is shown as 100mm in diameter spaced 650mm apart. For this project, the cable for each single circuit consisted of the three phases in trefoil, tightly together, within a separate duct, each placed into an individual slit. Therefore two slits, each carrying one duct. The ducts were laid at a depth of 1.2m, and the centre to centre distance was 1.5m.
- f) We would consider a ducted system as appropriate for 132kV or over. The pipes or ducts are installed firstly using the cable plough and then the cables are pulled through into the ducts. This would also allow cables to be switched out in the event of a fault, or to allow for replacement with larger cables in the future (future proofing). If required, cables can be brought to site at strategic joint bay locations and pulled into ducts
- g) The 'Sea Green' project in which we were involved was a 220kV link, comprising three circuits. The system was ducted and completed via the cable plough system. The ducts were 225mm in diameter. The communication ducts laid at the same time were 110mm. The machine also installed the master tile with a 100mm separation from the electrical duct and marker tape (warning tape) 100 mm above the stock board. The client for the Sea Green project came to us and asked-can you do it that way. Whilst we will advise or discuss with a designer, based on the experience and knowledge which we have accumulated, responsibility for the design rests with the client and we will install as per the specifications received from the design team engaged by the client as appropriate.
- h) For cabling up to 220kV, the designer/client may prefer a trefoil design, whereby the three phases are arranged in a vertical triangular shape, or the designer may prefer a design whereby the three phases are laid out horizontally. Phases can be placed horizontally or in trefoil, depending on the specifications preferred for the job.
- i) To date, we have not laid underground electricity cable at 400kV or 275kV, using cable ploughing, simply because there has been no call to do so as yet from the transmission operators. So far as we are aware, no-one in the UK has laid 275kV or 400kV using cable plough, simply because the client has not asked for it. The important questions are, can it be done at 275kV and at 400kV, and if so, should it be done?
- j) Based on my experience and use of cable plough technology, I am aware of what the technology can offer and achieve, in terms of the size of cables which can be handled and laid by the cable plough machines. The machines can accommodate cable, pipe or ducts, with a diameter of 620 mm max which can be placed at a maximum depth 2.8m. The width of the slit is dictated by the size of the chute opening affixed to the blade on the plough. Chutes can be manufactured to accommodate specific cable or duct specifications. By way of a useful comparison, specification drawings received in respect of more than one open trenching project at 400kV specify the ducts required to carry 400kV cable as just 250mm in diameter.
- k) I have reviewed various specification drawings for the undergrounding of 400kV using the older method of open trenching/excavation. The important point to emphasise, is that using the cable plough, we can achieve the same end result as if the cables had been laid consistent with the specification drawings for open trenching, save by using cable ploughing, we can avoid the disruption and impact associated with open trenching, we can deliver far more quickly, and at a significantly reduced cost. Cable plough is just a different means of installation. A different method,

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in order to arrive at the same end result. Using the cable plough we can achieve exactly the same end result as if the installation was consistent with specification drawings received for open trenching, whereby the pipes or ducts can be at the same depth and are placed at the same distance apart and can be placed within the same bedding, as shown in the design drawings prepared for the installation of 400kV by way of open trenching. The method of installation need not affect the end result, which can be the same whether undergrounding using a cable plough or open trenching. The placement of 400kV cables underground using open trenching has already been verified and there are various projects in the UK which involve the undergrounding of 400kV cables. The undergrounding of 400kV using open trenching, is indicative, that it is feasible and practical to lay 400kV underground. We simply confirm that we can place the cables/ducts underground, with the same end specification, using cable plough as a preferred alternative.

l) For cables at 400kV, retaining each phase within a separate duct, to comply with the specification drawings which I have reviewed, there would be three slits, each containing an individual phase within its own individual duct. The centre to centre measurements between each of two outer ducts and the central duct would be between 400mm and 725mm. Each of the three ducts would be 250mm in diameter. Based on the design drawings, the total width for a circuit of 400kV including the spacing between three ducts could be circa 2.2m. My understanding is that it is possible to lay another circuit of 400kV alongside the first circuit, keeping the spacing between the outer ducts of each circuit at an approximate 5m dependant on design requirements. Therefore, two circuits at 400kV could be laid within a strip of circa 9.4 m in width.

m) The specification drawings which I have reviewed, for 400kV placed using open trenching, allow for a maximum depth of 1100 mm between the top of the duct and ground level whereby the depth of the slit to accommodate this, together with a duct of diameter 250mm on a bed of 100mm, would be 1450mm, which is easily achieved using the cable plough which permits for ducts to be laid at a depth of up to 2.8m.

n) Each cable plough machine can provide for one slit per run. Therefore, if laying a double circuit at 132kV or 220kV, the cable plough would complete one slit over a stretch of ground and then return to complete the second slit over the same stretch parallel to the first slit. The GPS technology used allows for precision. If laying 400kV, as per the specifications described earlier in this statement, keeping each phase within a separate duct and each duct to remain separate, over any given stretch of ground the cable plough would need to pass over three times, opening, installing and backfilling one slit during each of the three manoeuvres. However, on any given project, more than one cable plough machine can be used to expedite, each working on a different section of the route. Also, there would be an individual design for each project, and should undergrounding using cable ploughing be adopted as the starting point for national policy for the delivery of new electricity infrastructure, no doubt this would encourage innovation in the design process to simplify the design consistent with good practice.

o) I am aware that should a length of cable be laid within varying ground or geological conditions, the designer may prefer to insulate all or part of the cable towards a comparable heat loss throughout the overall length, promoting a consistency of transmission despite the different types of ground condition along the route. Improved transmission and heat release can also be regulated depending on the depth of the installation and the diameter of the conductor. These are not areas within my expertise, as the function of my company is to install and not to design. I can simply re-iterate, that the fact that 400kV has been placed underground within the UK, and design drawings for undergrounding 400kV have been prepared, approved and utilised, is indicative that 400kV is operational underground, and cable plough offers an alternative method of installing, whatever the voltage of the new cables to be laid, providing for an end result consistent with the depth, spacing, bedding and diameter preferred within specifications for projects involving open trenching at 400kV.

p) I am aware that cable plough can also be used for transmission using direct current (DC) rather than Alternating Current (AC). Only two phases are utilised for DC, so if the specification was to lay the two phases within separate





ducts whereby each duct would be placed in a separate slit the process would involve two parallel slits rather than the three parallel slits required for 400kV in AC.

q) We are often requested to lay fibre optic cable simultaneous with the installation of electricity cables. We have done this many times, and the installation is relatively easy. It involves feeding the fibre optic cable or the ducting for the fibre optics together with the electricity ducts or cables using the feeder on the plough. The fibre optic duct or cable will usually position above or on the shoulder of the electrical installations. We have not encountered a problem laying fibre optic cables with new electricity cables, which can be common practice.

8. Facility for inspection, repair or maintenance:

a) Joint bays allow access for joining cable lengths together and allow access to the cable or into the duct once laid. Maintenance, repair or replacement should not be necessary unless a section of cable is defective and as cables are pre-tested, before they are laid, to ensure that they are satisfactory, the chances of laying a bad conductor should be negated.

b) The location of Joint bays for 400kV, 275kV and 132kV cables and for 66kV, respectively, would be broadly the same. Joint positions are placed on average every 750m, but in the UK can range from 400m to 1500m dependant on cable size and terrain. Depending on the lengths of cables used, or specific to an individual project, the distance of the joint bays may vary. For convenience and ease of access joint bays are often placed adjacent to a hedge or field entrance.

9. Conditions and obstacles:

a) We have posted on our web site, within the section entitled 'Our work', photographs and descriptors relevant to various project works which we have undertaken. A small selection of the photographs from our company web-site, are reproduced for ease of reference, within a schedule attached to this statement.

b) The cable plough equipment is suitable for various soil conditions, including sand, gravel, and moor. Difficult ground conditions have been encountered and managed. The hydraulically adjustable ripper shoe, allows the desired depth to be maintained continuously, even with changing soil conditions. This allows work to be carried out without interruption and avoids costly reworking.

c) The cable plough machines can adapt to difficult terrain. The enormous pulling force of the mobile winches and the tractive force is a big advantage, together with the adjustable outriggers on the plough. If laying high voltage, it is important that the tracked crawler is well grounded, but the flexibility and manoeuvrability of the machines, provides a potential to work on significant terrain and gradient. We have been comfortable using on gradients up to 45 degrees. The adaptability of the cable plough enables it to cope with a variety of surfaces, whether flat, hilly, or undulating terrain. The photographs for the Boat of Garten project, displayed on our web- site, are indicative of what can be achieved in terms of gradient and terrain.

d). Obstacles such as ditches and water crossings have been encountered. By way of example, we were involved in the Henstridge project for UK /DNO in June 2019. Hedge crossings and ditches were passed in a number of locations on the route removing the need for horizontal directional drilling (HDD), offering considerable cost savings to our client. All sites ploughed were reinstated within twenty-four hours to minimise the environmental impact.

e) The machinery is capable of operating in wet and adverse areas, such as across marshland, through ditches and even into rivers. For small rivers or tributaries, as the cable plough is classed as trenchless, we can plough across the river bed. We can negotiate water crossings up to a depth of 1.9 m. If a river is wide or deep or protected then horizontal drilling would be an alternative and horizontal drilling can be used to accompany or supplement the work with the cable plough. ATP does not undertake drilling work but works in unison with whichever drilling company is

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contracted. The need for drilling would be limited because of the potential which the cable plough machines can offer. We were involved in the De Weel project in the Netherlands in 2021. Ditch crossings eight metres wide and with one and a half metre depth of water were successfully passed in a number of locations. The project passed through sensitive and valuable arable land. The route was also reinstated within twenty-four hours to minimise the environmental impact and to assist with top soil / sub soil protection.

f) When encountering hard rock or rock layers, we were able to break it out first before continuing to cable plough. It may also be possible to route around hard rock. We were involved in the Boat of Garten (Vista) project in February 2020, as sub-contractor for Morgan Sindall which was the Tier 1 contractor. Ground conditions were particularly hard in places with boulder fields and fractured rock sections, and a covering of deep peat in others. The plough tied in well with HDDs and joint bay positioning.

g) Cable ploughing close to obstacles is possible. The underground cables can be laid using cable ploughing at short distances from objects such as walls or hedges. The photographs on our web-site are illustrative of the precision which is possible, such as the photograph for the Sandford project which shows cable ploughing in close proximity to a fledgling hedge.

h) Road side projects are possible using the cable plough, providing the roadside verges have not already been utilised for a variety or collection of service media. A minor road can be opened up during the short period of time which is permitted, and ploughed through before filling with sand and putting plates over so the road is passable pending resurfacing. More major works involving placement under road surfaces can be carried out with the requisite controls.

i) If pipework is encountered, then depending on depth, the pipework can be capped with concrete and cable ploughed over, or alternatively a mini digger or drilling can be used so that cabling can be run under it. Land drains are not always on a plan, or a plan showing the position of land drains may not be accurate. If we cut through a land drain, the exact location is recorded. After the duct or cable has been laid, the slit is folded back down, but a specialist drainage firm will then attend to repair the break in the drainage pipe. If damaged during the passage of the cable plough, the ground beneath the drainage pipe, save for the small dimension of the blade, will have remained compacted, therefore providing good support for the land drain including the replacement connection. The contractor would excavate the small depth to find it but in the course of the repair would not excavate underneath it, thereby retaining stability. In contrast, if a land drain is broken during open excavation, the section of replacement land drain would be situate on a base which is insufficiently compact, whereby within the replacement section water could hold or a blockage could occur if the replaced pipe begins to sag because it is not sufficiently supported.

10. Reduced environmental impact:

a) The process of cable ploughing, is environmentally friendly compared to traditional open cut methods of service laying, and compares favourably when contemplating the environmental damage and land impacts which can be associated with overhead lines supported by cables.

b) Cable ploughing enables designers to soften the impact of schemes when designing, reducing disruption to geological structure. With only a narrow cut into the ground, there is little damage.

c) No soil is excavated, thus avoiding soil structure changes and subsequent compaction. There is no removal or mixing of soil layers. The cable plough displaces, rather than excavating or lifting. This makes the process significantly more environmental friendly and less disruptive.

d) An important advantage of the cable plough technique is that limited preparatory work can be required. The cable plough process can reduce the need for removal of vegetation, and can avoid altogether the removal of topsoil.

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- e) If there is a need to cross a hedgerow, the limited section of the hedge affected can be lifted completely and then re-instated completely within twenty four hours.
- f). Another environmental advantage, compared to long-lasting construction sites required for pylons and open trenching, is the opportunity for lower fuel consumption and a reduction in the associated CO2 emissions. With cable plough laying, the manufacturers' specification is limited to around 50 litres of diesel fuel consumed per 1,000 metres of laying distance. We have recorded fuel consumption, using HVO diesel, at 58 litres per km per slit on the Sea Green project. By comparison, installing the same distance with overhead lines and pylons, using alternative machines, such as heavy cranes, can consume far more diesel fuel and laying cables with an excavator for open trenching could involve diesel use which is 10-15 times more than cable ploughing.
- g) For more difficult terrains, as all machines used are tracked as necessary, there is no requirement for haul roads, in contrast to the extensive requirement for haul roads required for pylons. The provision of haul roads, increase the carbon footprint, require the production and carriage of stone, construction work, and the excavation and removal of waste. Of course, haul roads also involve additional cost.
- h) The cable ploughing techniques used, enable the installation of cable underground in a most efficient and effective way. We were involved in the Dunstable Downs AONB project, working within land owned or managed by the National Trust, and operating for KEIR/UKPN. A short video as to the project, with footage from the scheme, and comments and observations from those overseeing the project, is available on our web-site.
- i) We arrange an ecology study before starting work, engaging a reputable ecologist. The ecologist will monitor as appropriate as work proceeds. We can then take the mitigating measures required by the ecologist.
- j) The cable plough process can allow for a reduction in the easement width required. It can be limited to circa the width of the cable plough.
- k) The sensitivity of the cable plough process can allow for shorter and more direct routes as an alternative to longer and diversionary routes which may be required for pylons and open trenching.
- l) Cable plough technology can minimise land impacts, will not interfere with bird flight paths, will not prejudice Ministry of Defence flight exercises, will not prejudice visual amenity, and will not risk a prejudice to the economy, as undergrounding using cable ploughing should not affect visitor revenue and tourism, or prevent future use for agriculture, or cause property devaluation.

11. Build speed/Speed of delivery:

- a) The equipment we use, together with our highly skilled teams to operate the equipment, leads to fast, efficient laying of cables, in addition to minimising ground damage and reducing environmental impacts.
- b) Cable ploughing can offer a significant reduction in time money and risk. It can provide for a huge increase in productivity over and above traditional ways of working. For example, for projects we have undertaken, trenching/excavation would have taken up to three weeks per one km distance, compared to one day per one km distance using cable plough, plus no additional delay from restoring trenches prior to cable installation or de-watering excavations.
- c) It was interesting to read the summary provided by a prospective developer of overhead lines with pylons within a recent report, as to the likely time features for a proposed overhead project. The description reads: 'The total duration of construction activity at any single tower site is approximately two weeks for tower foundations, a further two weeks for tower construction, and up to four weeks for conduction erection and stringing (this depends on the size of the tower and the number of conductors being strung). However, these timescales will not be consecutive as a gap of 4 weeks will be required for the foundation concrete to 'cure', a further gap will be required for all the towers in a section to be erected before any wiring works can commence. The total construction period is expected to be approximately 4 months per tower'. The report confirms, in addition, that time is required for the construction

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of haul roads, and for access roads to the site of each individual pylons, and hard standings for crane platforms and tower assembly. In contrast, for the 'Sea Green' project, we averaged 1.45 km per day, opening, installing, and closing, using just one cable plough machine.

12. Reducing costs:

- a) As the cable plough cuts into the ground, installs and backfills in one operation, it can complete a considerable distance in a day. The speed of progress, for so called 'build time' is important. Each project has compound costs including electricity, water, project managers, security, ecology and archaeological specialists. On a project, compound costs can be £35,000 to £40,000 per week. Therefore, the faster the job, the more economic it is.
- b) The 'conventional methods' of laying pipes and cables or erecting overhead lines can be extremely labour intensive and time consuming. Because of the way the cable plough operates, it requires less manual input than traditional methods, relevant to both installation and reinstatement, and therefore relevant to costings.
- c) If existing utilities which are on or above the surface, would be in proximity to new overhead high voltage lines, there is an additional cost should the existing utilities require undergrounding, whether as a legal necessity or as a sensible precaution. The secondary costs in consequence of new overhead high voltage lines should be an additional factor to be considered.
- d) Undergrounded cables are protected from the elements, unlike overhead conductors and supports which are exposed to the elements and which are vulnerable in storms; thereby undergrounding using cable ploughing should reduce the need for ongoing maintenance, and should reduce the likelihood of outages, therefore diminishing the resultant costs
- e) The cost of fencing, in order to protect the site, has to be factored in for pylons or for any work involving excavation or open trenching; by contrast cable ploughing does not involve excavation so the work site does not need to be fenced. This provides a considerable saving, avoiding fencing costs for both erection and removal, by using a cable plough.
- f) Compensation to landowners can be reduced, as the route does not require fencing off to facilitate cable ploughing. A period of restricted access to land which otherwise would be fenced off from the remainder of the holding, can be avoided, whereby owners can use, and pass between, land either side of the route, apart from on the day on which the installation is immediate.
- g) As the cable plough can complete on average 1km and upwards per day, and ground disturbance is limited, with restoration and handback the same day or the next day, whereby the areas disturbed can be seeded and back in use quickly, whilst the land either side of the corridor can be available to the landowner with loss of use limited to one day, the compensation payments otherwise payable to landowners are reduced.
- h) Cable ploughing is helpful in terms of limiting impact and costings, as it can leave land drainage pipework intact or subject to quick and effective repair, without affecting water movement, and there is no soil contamination.
- i) A significant part of the overall costings for infrastructure projects is attributable to compensatory payments to landowners based on loss of value, loss of use during construction and restoration, loss of revenue from land and permanent loss of use. Cable plough minimises property devaluation, minimises ground disturbance, and permits reduced impact, and cable ploughing reduces the period and nature of loss of use and loss of revenue. Cable ploughing can therefore significantly minimise compensation payments otherwise payable to landowners. The speed of process, the minimised land impacts, reduced preparatory work, limited restoration works, and the speed of restoration, can help drive down the significant compensatory payments otherwise associated with pylons or with open excavation or open trenching. An assessment of the reduced compensation payments attributable to use of cable ploughing, could be the subject of separate and careful enquiry.
- j) There is also potential that unless land impact is minimised in the way offered by cable ploughing, single farm payments and subsidies could be affected. Further, if farmers are prevented from releasing slurry because of

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restricted access to, or restricted use of, sections of their land, whether permanently or during extended periods of construction and restoration, there may be an obligation or necessity to reduce herds pending full restoration, which in turn can reduce incomes and place a pressure on the ability to service loans. I have a direct involvement in agriculture, and therefore a perception of the merits of cable ploughing as a means of reducing land impacts and minimising financial loss, for those impacted, and for the public purse or for private enterprise, wherever the responsibility shall rest for compensating consequential loss.

k) I have been asked whether the costs involved for undergrounding using cable ploughing are likely to be less than the costs of undergrounding using open cut trenching/excavation. The answer is that the cost of cable ploughing can be significantly less.

l) I have been asked whether the cost of cable ploughing new electricity cables could be comparable to the cost of pylons and overhead lines. In given circumstances the costs could be broadly similar or with no significant differential.

13. Expanding from this statement:

a) I have had to be very careful when responding to enquiries on costings, not to share any commercially sensitive information derived from projects in which my company has been involved in the past or relevant to projects in which my company may be involved currently or in the future; my commercial contacts would expect nothing less than the highest standards of confidentiality, integrity and trust, which my company has always offered.

b) I have to exercise caution in reply to questions about costings for projects in which my company has a past, pending, or current involvement, or in respect of costings of which I have knowledge, or relating to specific fees or quotations, and likewise, I have to be sensitive in respect of any correlation between sub-contractor costs and the fee mechanism applied by Tier 1 contractors. In a climate of competitive tendering, there is a need for sensitivity.

c) The need for sensitivity may not preclude the sharing of information. Before consenting to the release of information, I may need to speak with commercial partners or contractual parties if material could be considered commercially sensitive or confidential. It may be that assurances of confidentiality would be required, as a condition of the release of information. In the right circumstances there should be opportunity to inform and share knowledge and understanding on costings, based on many years of information gathering, tendering, and relevant experience. A discrete feasibility study or small working group or investigative study (a controlled forum), offering assurances of sensitivity, may be well placed to receive information on costings from those prepared to share information as part of an official and protective enquiry.

d) The evidence which I can confirm, can contribute as part of an overall picture. Matters such as whole life costs, referencing maintenance and repair, projected longevity, de-commissioning, projected outages, and the control of loss of energy and thermal resistance in transmission, are specialised topics. We each have our own areas of expertise. I can both assist in providing direct evidence, but also in directing towards other reliable sources.

e) It should help to gather relevant information widely from manufacturers, energy companies, energy associations, contractors, sub-contractors, cable designers, cable manufacturers, financiers, and funders, involved in cable plough and overhead projects in the UK and in Europe, with direct experience and knowledge, relevant as to technical implications and financial costs and viability. It can also serve to obtain evidence from research and academic sources, and from governmental departments in countries which have considered or applied the alternative technologies available. Of course, viability may not be just about comparative construction costs. It may also involve consideration of how the costs of a project can be satisfied, in the context of margins and returns and the funding support available, feasibility, and the whole life costs and implications.

f) There is often an inertia, which can prevent change, despite the fact that change would be both expedient and beneficial. There can be a lack of awareness of how technology has moved on, or a refusal to embrace the

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technological advancements which have been made. Too often, there is a rigidity which holds back exploration of what is now available. There have been occasions, when I have tendered for projects for new infrastructure, offering to cable plough the power lines, but have failed to secure the contract to cable plough, purely because of an ignorance or a prejudice or resistance to change, and yet, having lost the opportunity to plough a given project, ATP has been awarded the contract for the open cutting of the scheme, at a contract price which is significantly higher than the amount which we would have received if our tender to cable plough had been accepted.

g) We have not encountered any community or public or landowner opposition in respect of our cable ploughing projects, whereas we are aware of a concerted opposition to new pylons; our experience appears to be mirrored by the commitment to the removal of pylons funded by Ofgem as part of the Visual Impact Provision scheme and the VISTA scheme. Cable ploughing, could be a means of balancing the need for new electricity infrastructure, with the importance of minimising, not only costings, but also protecting against unnecessary environmental and various other impacts.

h) I would be prepared to appear before the Senedd Climate Change, Environment and Infrastructure Committee and the Senedd Economy, Trade and Rural Affairs Committee. I would also be prepared to appear before the Energy Security and Net Zero Committee (UK Parliament), the Welsh Select Affairs Committee (UK Parliament) or before the Environment, Food and Rural Affairs Committee (UK Parliament). I have co-operated in response to an initial enquiry from the Welsh Government and would assist with any enquiry originating from UK Government or the Welsh Government. I am more confident in expressing myself verbally, and direct discussion allows the opportunity to expand and explain as appropriate.

i) The opportunity exists for policy makers and industry figures to obtain the information required to make a valued and informed decision on the use of cable plough technology and equipment to install underground new electricity infrastructure which will be required.

j) I would encourage more detailed enquiry into the lifetime costs of projects, considering maintenance, energy transmission losses, and the wear and tear of infrastructure, the investigation of data comparisons relevant to the carbon footprints of alternative methods and technologies, and vigorous enquiry about domestic and international projects that involve undergrounding by cable ploughing

k) This statement is made to help the process of examining and exploring the possibilities which exist, towards open minded and factual consideration of the options, so that decision making, and policy formation can be reasoned and informed. Within the right forum, in conditions of sensitivity, I would be able to expand on the information provided within this introductory statement, and also signpost to invaluable sources of additional information. Accordingly, this statement is provided, as a means of releasing information, and as confirmation of a willingness to assist further in the manner outlined within this statement.

A handwritten signature in black ink, appearing to read 'J. Thomas', written in a cursive style.

.....
Jason Lloyd Thomas

Dated the 23rd day of January 2024.





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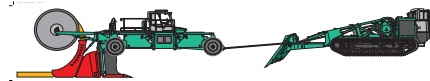


Schedule - Work Projects:

Client	Project	Voltage	Location	Type	Date
National Grid	Green Link, Pembrokeshire	11kV Green Link Substation Connection	11kV	Ploughed	Sep-23
Visser Smit Hanab	Netherlands	Ombouw G-H gas Nuon Power Diemen	12" Steel Gas Pipe	Ploughed	Aug-23
Power Systemms UK	Stokeford farm Renewables	33kV Ducted system	33kV	Ploughed	May-23
SSEN	Ash Vale	11kV Undergrounding scheme of existing OHL	11kV	Ploughed	Feb-23
Bentley	Chilton Foliat	160mm Foul Main	160mm	Ploughed	Feb-23
SSEN	Golinston Hill	11 & 33kV AONB Scheme 8.4km	11 & 33kV	Ploughed	Nov-22
SSEN	Valley of the Stones	11kV installation 8.6km	11kV	Ploughed	Oct-22
Welsh Water Morgan Sindall	Middlegate	90mm Foul Main	90mm Duct	Ploughed	Jul-22
Welsh Water Morgan Sindall	Nomans Heath	160mm Foul Main	160mm Duct	Ploughed	Jul-22
Welsh Water Morgan Sindall	Nomans Heath	110mm Foul Main	110mm Duct	Ploughed	Jul-22
Balfour Beatty	BW Undergrounding	132kV undergrounding - Portishead	132kV	Ploughed	April 21 - Aug 2023
RJ McLeod	Cumberhead	33kV Turbine Connections Approx 11km	33kV	Ploughed	Aug-22
SSEN	Killin - Vista	33kV circuits in AONB 4km	33kV	Ploughed	Feb-22

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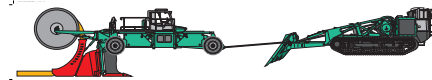
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WPD	Rhadermyn Mast connection	11kV connection to new MOD Mast 8km	11kV	Ploughed	May-22
RJ McLeod	South Kyle	33kV Turbine Connections Approx 42km	33kV	Ploughed	Dec 2022 / Mar 2022
A-Hak	De-Weel Phae 2	33kV - New Connection (Multiple circuits)	33kV	Ploughed	Oct-21
SSEN	Burley, New Forest	11kV installation in AONB - 10.5km	11kV	Ploughed	Sep-21
Bentley	Norwich to Wyndham	315mm Water Main SDR11 - 12km	315mm Water	Ploughed	Feb & March 2021
A-Hak	Alphen	20kV New Connection - Twin Circuit	20kV	Ploughed	Feb-21
WPD	Ammanford Solar Park	33kV New Connection 8km	33kV	Ploughed	Feb-21
Roadbridge	Sea Green	3 x 220kV circuits 4.5km	220kV	Ploughed	Dec 2020 / Jan 2021
WPD	Whitland	11kV & 33kV Cable installation	11 & 33kV	Ploughed	Nov-20
RJ McLeod	Windy Rig Wind Farm	33kV Turbine Connections Approx 8km	33kV	Ploughed	Nov-20
RJ McLeod	Windy rig	33kV dual circuit	33kV	Ploughed	Sep-20
SSE	Petersfield River Crossing	33kV dual circuit - SDR11 Ducted complete with coms	33kV	Ploughed	Autumn 2020
SSE	Petersfield - Fernhurst	33kV dual circuit	33kV	Ploughed	Jul-20
SSE	Passfeld	11kV Undergrounding	11kV	Ploughed	Mar-20
SSE	Boat of Garten	33kV	33kV	Ploughed	Feb - May 2020
SSE	Sumners Pond	11kV New Connection	11kV	Ploughed	Feb-20
SSE	Tegleys Farm	11kV - Network Upgrade	11kV	Ploughed	Oct-19

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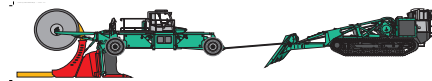




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SSE	Letterbox Cottage	11kV Wayleave Termination	11kV	Ploughed	Nov-19
WPD	Treafwr WT	33kV New Connection 12km	33kV	Ploughed	Aug-19
WPD	Carmarthen Sub	Earthing	Earth	Ploughed	Jul-19
SSEN	Henstridge	11kV - Network Upgrade	11kV	Ploughed	Jul-19
A-Hak	De-Weel	33kV - New Connection (6 circuits 32km)	33kV	Ploughed	Sep-19
A-Hak	Drenste (DMO)	33kV New Connection 30km	33kV	Ploughed	Feb - May 2019
WPD	Llangranog	11kV New Connection - SSSI	11kV	Ploughed	Mar-19
SSEN	Bramley	11kV Overlay	11kV	Ploughed	Feb-19
WPD	Valero	Fibre - 62mm x 2 duct installation	Fibre	Ploughed	Jan-19
WPD	Golden Hill	33kV New Connection	33kV	Ploughed	Jan-19
SSEN	Stockbridge	11kV Undergrounding - River Crossing - EA Permits and SSSI	11kV	Ploughed	Feb-19
WPD	Forest Fach Fault	132kV Cable Fault Forest Fach	132kV	Open Trench	Dec 2018 - Jan 2019
SSEN	Upavon	11kV Undergrounding - MOD site	11kV	Ploughed	Nov-18
SSEN	Bigna Park	11kV Undergrounding - River Crossing	11kV	Ploughed	Oct-18
SSEN	Foxbury	11kV Undergrounding	11kV	Ploughed	Oct-18
WPD / Balfour Beatty	Fault Works	132kV Llanelli - Cable Fault Restoration	132kV	Open Trench	Jun-18
SSEN	The Ridings	11kV Undergrounding	11kV	Ploughed	Jun-18
WPD	MYG	160mm Trifoil Duct with 32mm comms duct	132kV	Ploughed	Apr-18
Farrans	MYG	110mm Trefoil Duct with 32mm comms duct	33kV	Ploughed	Mar-18
A-Hak	Netherlands	20kV New Connection	20kV	Ploughed	Jan-18

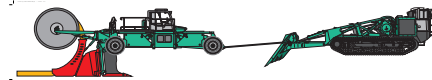
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WPD / Kier	Tarnock	33kV & 11kV Undergrounding for Hinkley Point	11kV & 33kV	Ploughed	Mar-18
WPD / Kier	Sandford	33kV & 11kV Undergrounding for Hinkley Point	11kV & 33kV	Ploughed	Feb-18
SSEN	MOD Bordon	11kV New Connection - ANOB	11kV	Ploughed	Dec-17
WPD / Morgan Sindall	Latteridge Road - Bristol	33kV Single Circuit Networks Upgrade	33kV	Ploughed	Dec-17
SSEN	Kings Hill	11kV New Connection	11kV	Ploughed	Sep-17
SSEN	Monkton	33kV ANOB Undergrounding	33kV	Ploughed	Sep-17
JSM / SSEN	Shripney	33kV Network Upgrade - Undergrounding of OHL Route	33kV	Ploughed	Oct / Nov 2017
SSE Enterprise	Brechfa Windfarm	30km Open Cut Cable Install to turbine base and package subs - LV install and all substation 33kV Connections.	33kV	Open Trench	June - Dec 2017
WPD / BBUSL	Brechfa Windfarm Connection	Undergrounding of 11kV OHL to allow 132kV OHL New Build	11kV	Open Trench	Mar 2017 - Dec 2017
SSE PD	Petersfield Stage 2	AONB	11kV	Ploughed	Apr-17
SSE PD	Slough	AONB	11kV	Ploughed	Mar-17
A-Hak	Netherlands	20kV New Connection	20kV	Ploughed	Dec-17
WPD / BBUSL	Brechfa Windfarm	Windfarm Connection 132kV Duct installation single circuit.	132kV	Open Trench	Mar 2017 - Nov 2017
WPD / BBUSL	Carmarthen	Underground for new OHL route wind farm connection	11kV & 33kV	Ploughed	Mar 2017 - Nov 2017
WPD / BBUSL	Llandeilo	Grid connection	11kV	Ploughed	Dec-16

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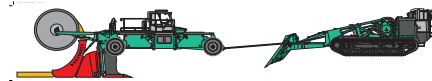




Tudalen y pecyn 69

WPD / BBUSL	Solar Farm Connection - Tenby	Installation of new connection from Tenby Solar farm to WPD Transformer pole.	11kV	Open Trench	Oct-16
SSE PD	Tichborne Stage 2	AONB	11kV	Ploughed	Sep-16
Morgan Sindall / WPD	Cheltenham	Diversion works	66kV	Ploughed	Sep-16
WPD / BBUSL	Cwrt Newydd	Turbine connection	11kV	Ploughed	Sep-16
WPD / BBUSL	St Clears	Wind Turbine	11kV	Ploughed	Sep-16
WPD / BBUSL	Lampeter	Grid connection	11kV	Ploughed	Aug-16
SSE PD	Turville	AONB	11kV	Ploughed	May - August 2016
SSE PD	OXFORD	New Grid Connection	11kV	Ploughed	May - August 2016
SSE PD	EAST MEON	AONB	11kV	Ploughed	May - August 2016
SSE PD	Petersfield	AONB	11kV	Ploughed	May - August 2016
SSE PD	Church Crookham	new connection	11kV	Ploughed	May - August 2016
SSE PD	Tichborne	AONB	11kV	Ploughed	May - August 2016
WPD / BBUSL	Blaun Waun	Grid connection	11kV	Ploughed	Jul-16
WPD / BBUSL	Ammanford - Undergrounding	Undergrounding of existing 11kV & 33kV circuits below existing 132kV OHL Circuits	11 & 33kV	Open Trench	Apr-16
WPD / BBUSL	Haverford West	Grid Connection including hedge and road crossings	33kV	Ploughed	Apr-16
WPD / BBUSL	Whitland	Whitland diversion	11kV	Ploughed	Aug-16
SSE Enterprise	Clyde	Clyde Windfarm	33kV	Ploughed	Feb-16
SSE Enterprise	Aviemore	Cairngorms connection	33kV	Ploughed	Jan 16 - Feb-16
WPD / BBUSL	Trevogan	Grid connection	11kV	Ploughed	Mar-16

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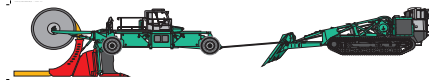




Tudalen y pecyn 70

WPD / BBUS	Cardigan	Grid Connection	11kV	Ploughed	Jan-16
SSE PD	Southampton	AONB	11kV	Ploughed	Jan-16
SSE PD	Buckland Rings	AONB	11kV	Ploughed	Jan-16
WPD / BBUSL	Megan Wells	Overlay	11kV	Ploughed	Jan-16
ISS ltd	Sunnybridge	MOD training camp installation	Fibre	Ploughed	Dec-15
WPD / BBUSL	Tenby	Grid connection	33kV	Ploughed	Nov-15
SSE Enterprise	Moy Windfarm - Tomatin	Windfarm connection	33kV	Ploughed	Nov-15
WPD / BBUSL	Salem	Grid connection	11kV	Ploughed	Nov-15
Folly Farm	West Wales	Turbine connection	11 & 33kV	Ploughed	Nov-15
WPD / BBUSL	Llangadog	New Grid Connection	11kV	Ploughed	Sep-15
EDF / GPC	Jersey	Beach landing from Normandy	120kV	Ploughed	Sep-15
EDF / GPC	Normandy	Export cable to Jersey	120kV	Ploughed	Sep-15
WPD / New Generation Bio	Pengallt	New Grid Connection	11kV	Ploughed	Sep-15
SSE Enterprise	Stirling	Kingsburn connection	33kV	Ploughed	Aug-15
SSE Enterprise	Ness of Quoy	Grid connection	33kV	Ploughed	May - Sept 2015
WPD / Greencat Energy	Gilfach	Wind Farm connection	11kV	Ploughed	May-15
WPD / BBUSL	Narberth	Grid connection	11kV	Ploughed	Apr-15
WPD / BBUSL	Whitland	Overlay plus hedge crossings	33kV	Ploughed	Apr-15
WPD / BBUSL	St Florence	Grid Connection including hedge and road crossings	11kV	Ploughed	Apr-15
RH Howells	Pentre Mawr	Private section of turbine connection	11kV	Ploughed	Apr-15
SSE Enterprise	Petersfield	AONB	11kV	Ploughed	May-15

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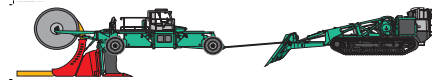




WPD / BBUSL	Haverford West	Grid Connection	33kV	Ploughed	Mar-15
Interserve / NPG	Spurn Point	Tidal area installation	11kV & Water Main	Ploughed	Mar-15
WPD	Ty Groes West Wales	Grid Connection at Ammanford	11kV	Ploughed	Mar-15
Balfour Beatty Civils	PYC Windfarm	Turbine connection	33kV	Ploughed	Jan-15
WPD / BBUSL	Oakwood Park	Grid Connection	11kV	Ploughed	Nov-14
WPD / BBUSL	Sarnau Trelec	Connection	11kV	Ploughed	Nov-14
WPD / BBUSL	Pentre Mawr	Grid Connection	11kV	Ploughed	Oct-14
WPD / BBUSL	Blaun Waun	Overlay plus hedge crossings	11kV	Ploughed	Sep-14
Western power	Canarth	New turbine connection	11kV	Ploughed	Aug-14
WPD / BBUSL	Llandstuhl	Llandysul Diversion	11kV	Ploughed	Jun-14
BBUSL / ABB	Pen Y Cymoedd	Connection to windfarm including steep gradient dual circuit 132 kV	132kV	Open Trench	2014 / 2015
Western power / BBUSL	Carmarthen - Wind turbine x 36	Overlay plus hedge crossings	33kV	Ploughed	Jul-14
Western power / BBUSL	Porlock Saltmarsh scheme	SSSI inclusive of stream and multiple hedge crossings.	11kV	Ploughed	Jul-14
WPD / Kier	Yatton	AONB strawberry line cycle path	11kV	Ploughed	Jan-14
WPD / BBUSL	Pendine Phase 2	Pendine MOD CAMP	Fibre	Ploughed	Dec-13
WPD / BBUSL	Pendine	Pendine MOD CAMP	Fibre	Ploughed	Oct-13
Powersystems	Mynydd y Bwlfa	Windfarm phase 2	33kV	Ploughed	Summer 2013
Powersystems	Mynydd y Bwlfa	Windfarm phase 1	33kV	Ploughed	Autumn 2013

Tudalen y pecyn 71

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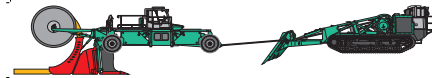
SPEN	North Wales	4.9km 11kV cable laying project - Snowdonia National Park	11kV	Ploughed	Jun-07
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A handwritten signature in black ink, appearing to read 'J. Thomas', written in a cursive style.

JASON LLOYD THOMAS
DIRECTOR
A THOMAS PLANT HIRE LIMITED
23rd January 2023

Tudalen y pecyn 72

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Tudalen y pecyn 82



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A handwritten signature in black ink, appearing to read 'Jason Lloyd Thomas', written in a cursive style.

.....

Jason Lloyd Thomas
Dated the 23rd day of January 2024.





Llywodraeth Cymru
Welsh Government

Huw Irranca-Davies AS
Cadeirydd y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad
Senedd Cymru

SeneddLJC@senedd.cymru

2 Chwefror

Y Cytundeb Cysylltiadau Rhyngsefydliadol: Y Pwyllgor Sefydlog Rhyngweinidogol ar Drafnidiaeth

Rwy'n ysgrifennu yn unol â'r cytundeb cysylltiadau rhyngsefydliadol i'ch hysbysu am gyfarfod nesaf y Pwyllgor Sefydlog Rhyngweinidogol ar Drafnidiaeth a gynhelir ar 5 Chwefror.

Cadeirydd y cyfarfod fydd yr Arglwydd Davies o Gŵyr, Is-ysgrifennydd Gwladol Seneddol dros Drafnidiaeth, a bydd yn ymdrin â datgarboneiddio cludo nwyddau, lles gyrwyr HGV a rhannu data sy'n gysylltiedig â chludo nwyddau.

Byddaf yn rhoi diweddariad ar ôl y cyfarfod.

Rwyf hefyd yn anfon copi o'r llythyr hwn at Mick Antoniw AS, y Cwnsler Cyffredinol a Gweinidog y Cyfansoddiad; y Gwir Anrhydeddus Elin Jones AS, Llywydd y Pwyllgor Newid Hinsawdd, Amgylchedd a Seilwaith.

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1SN

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0300 0604400

Gohebiaeth.Lee.Waters@llyw.cymru
Correspondence.Lee.Waters@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn y Gymraeg. Bydd gohebiaeth sy'n dod i law yn Gymraeg yn cael ei hateb 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.

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



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref: JJ/PO/0042/24

Huw Irranca-Davies AS
Cadeirydd
Y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad

Llŷr Gruffydd AS
Cadeirydd
Y Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith

Senedd Cymru
Bae Caerdydd
Caerdydd
CF99 1SN

6 Chwefror 2024

Annwyl Huw, Llŷr,

Mae'r Grŵp Rhyngweinidogol ar Sero-Net, Ynni a Newid Hinsawdd, a oedd i fod i gael ei gynnal ar 6 Chwefror 2024, wedi'i ohirio drwy gytundeb yn dilyn y newyddion da am adfer Gweithrediaeth Gogledd Iwerddon. Bydd y gohiriad hwn yn caniatáu ymgysylltiad llawn ac ystyrlon gan y pedair llywodraeth. Disgwylir i'r Grŵp Rhyngweinidogol gael ei gynnal ar 21 Chwefror 2024.

Yn gywir,

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

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Gohebiaeth.Julie.James@llyw.cymru
Correspondence.Julie.James@gov.Wales

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Tudalen y pecyn 89

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



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Welsh Government

Ein cyf/Our ref: JJ/PO/0047/24

Huw Irranca-Davies AS
Cadeirydd
Y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad

Llŷr Gruffydd AS
Cadeirydd
Y Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith

Senedd Cymru
Bae Caerdydd
Caerdydd
CF99 1SN

16 Chwefror 2024

Annwyl Huw, Llŷr,

I am writing in accordance with yr Adolygiad o Gysylltiadau Rhynglywodraethol i'ch hysbysu o gyfarfod Grŵp Rhyngweinidogol ar Sero-Net, Ynni a Newid Hinsawdd, a gynhelir ar 13 Mawrth 2024.

Byddaf yn mynychu, ac mae disgwyl i Lywodraeth y DU gadeirio, cyfarfod Sero Net, Ynni a Newid Hinsawdd. Yn y cyfarfod rhithwir hwn rwy'n rhagweld y bydd y drafodaeth yn canolbwyntio ar newid ymddygiadol, datgarboneiddio diwydiannol a CCUS.

Byddaf yn rhoi'r wybodaeth ddiweddaraf ar ôl y cyfarfod.

Yn gywir,

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

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Tudalen y pecyn 90
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.



Llŷr Gruffydd AS Cadeirydd,
Y Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith
Senedd Cymru
Bae Caerdydd
Caerdydd
CF99 1SN
SeneddLJC@senedd.wales

12 Chwefror 2024

Annwyl Llŷr

Rwy'n ysgrifennu i hysbysu'r Pwyllgor o'r bwriad i roi cydsyniad i Lywodraeth y DU wneud a gosod Rheoliadau Fframwaith Windsor (Symud Anifeiliaid Anwes yn Anfasnachol) 2024.

Derbyniais lythyr gan y Gweinidog Gwladol dros Fioddiogelwch, y Môr a Materion Gwledig, y Gwir Anrhydeddus Arglwydd Benyon ar 16 Hydref 2023, yn gofyn am ein cydsyniad i'r Rheoliadau hyn. Mae'r Rheoliadau yn gorgyffwrdd â pholisïau datganoledig a byddant yn gymwys i Gymru. Bydd y Rheoliadau yn cwmpasu Cymru, Lloegr, yr Alban a Gogledd Iwerddon ac mae cais tebyg am gydsyniad wedi'i anfon at Weinidogion yr Alban.

Mae Rheoliadau 2024 yn ymwneud â gweithredu Fframwaith Windsor, fel y cytunwyd arno gan y DU a'r UE ar 27 Chwefror 2023, a chânt eu gwneud o dan Adran 8C(1) a (2) o Ddeddf yr Undeb Ewropeaidd (Ymadael) 2018, a pharagraff 21 o Atodlen 7 iddi.

Ar hyn o bryd o dan Brotocol Gogledd Iwerddon, daeth pob symudiad anfasnachol o anifeiliaid anwes o Brydain Fawr i Ogledd Iwerddon o dan ofynion llawn yr UE ar gyfer trydydd gwledydd ar 1 Ionawr 2021, yn dilyn diwedd y Cyfnod Pontio. Sefydlir y gofynion hyn gan Reoliad (UE) Rhif 576/2013 Senedd Ewrop a'r Cyngor dyddiedig 12 Mehefin 2013 ar symud anifeiliaid anwes yn anfasnachol ("Cynllun Anifeiliaid Anwes yr UE").

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Correspondence.Lesley.Griffiths@gov.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.

Mae Fframwaith Windsor yn newid Protocol Gogledd Iwerddon ac yn rhoi fframwaith newydd, cynaliadwy a gwydn ar waith ar gyfer symud anifeiliaid anwes am resymau anfasnachol. Mae Rheoliadau 2024 yn nodi'r telerau ar gyfer gallu symud anifeiliaid anwes trwy Gynllun Teithio Anifeiliaid Anwes Gogledd Iwerddon. Maent yn nodi hefyd y bydd angen i berchennog yr anifail anwes wneud cais am ddogfen deithio anifeiliaid anwes sy'n ddilys am oes yr anifail anwes. Wrth wneud cais am y ddogfen, bydd angen i berchnogion anifeiliaid anwes ddarparu gwybodaeth benodol i'r awdurdod cymwys perthnasol, a bydd hefyd gofyn i wneud yn siŵr bod gan bob ci, cath a ffured (gan gynnwys y rheini yng Ngogledd Iwerddon) microsglodyn. Bydd gofyn i berchennog anifail anwes (neu'r sawl sy'n teithio gydag anifail anwes) wneud datganiad na fydd yr anifail anwes yn cael ei symud i'r UE wedi hynny.

Ni fydd angen i berchennog o Ogledd Iwerddon wneud mwy na microsglodynnu ei anifail anwes er mwyn cael teithio i ac o Brydain Fawr ac ni fydd angen dogfen deithio anifeiliaid anwes nac unrhyw broses arall.

Egwyddor gyffredinol Llywodraeth Cymru yw y dylai'r gyfraith sy'n ymwneud â materion datganoledig gael ei gwneud a'i diwygio yng Nghymru, ond yn yr achos hwn, ystyriwyd y byddai'n briodol i'r offeryn hwn fod yn gymwys i Gymru gan nad oes gwahaniaeth o ran polisi rhwng Llywodraeth Cymru a Llywodraeth y DU ar y mater hwn. Mae hyn yn sicrhau llyfr statud sy'n gydlynol ac yn gyson, ac yn golygu bod y rheoliadau ar gael mewn un offeryn statudol. Rwyf o'r farn nad deddfu i Gymru ar wahân fyddai'r ffordd fwyaf priodol o roi effaith i'r newidiadau sydd eu hangen, ac na fyddai'n ddefnydd darbodus o adnoddau Llywodraeth Cymru chwaith, o ystyried blaenoriaethau pwysig eraill.

Rwyf wedi ysgrifennu yn yr un modd at Huw Irranca-Davies AS, Cadeirydd y Pwyllgor Deddfwriaeth, Cyfiawnder a'r Cyfansoddiad.

Yr eiddoch yn gywir,



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

Rhagor o dystiolaeth ysgrifenedig yn dilyn sesiwn graffu blynyddol CNC

Cwestiynau Coedwigaeth

1. *Yn dilyn cwestiwn gan Janet Finch Saunders AS ynghylch faint o dir yr oedd CNC wedi'i brynu a faint o goed mae hynny'n ei olygu mewn gwirionedd, ymatebodd Clare Pillman, Prif Weithredwr CNC i ddweud ein bod wedi prynu 75 hectar o goetir yn ystod y 12 mis diwethaf. Nododd y byddai'n rhoi manylion o ran niferoedd, a gallwn gadarnhau bod 75 hectar o waith plannu yn golygu oddeutu 150,000 o goed.*
2. *Yna, gofynnodd Mabon ap Gwynfor AS pa ganran o'r coed hynny sy'n coed conwydd neu llydanddail, a beth yw pwrpas y gwaith plannu hwnnw - ai ar gyfer cnydau neu ar gyfer dal a storio carbon.*

Gan ddefnyddio'r canran sy'n hysbys o'r rhaglen a gwblhawyd yn 2022/23, sy'n nodweddiadol, y canrannau yw 62.5% o goed llydanddail a 37.5% o goed conwydd. Pwrpas y plannu yw rheoli adnoddau naturiol yn gynaliadwy (SMNR). Dewiswyd mathau o goed conwydd a choed llydanddail i greu coetir sy'n briodol ar gyfer y safle ac sy'n cyflawni cydbwysedd o fuddion economaidd, cymdeithasol ac amgylcheddol yng nghyd-destun newid hinsawdd, h.y. SMNR. Er bod y coed llydanddail yn tueddu i gyflawni mwy ar gyfer yr amgylchedd a'r coed conwydd yn cyflawni mwy o ran yr economi drwy gynhyrchu pren, mae pob coeden yn cyfrannu at reoli adnoddau naturiol yn gynaliadwy ac rydym yn edrych ar y coetir yn ei gyfanrwydd.

Perthynas CNC â Fujitsu

3. *Ar hyn o bryd mae CNC yn talu Asiantaeth yr Amgylchedd i gael defnyddio eu Gwasanaeth Rhybuddio Llifogydd a ddatblygwyd gan Fujitsu. Rydym wrthi'n datblygu ein Gwasanaeth Rhybuddio Llifogydd pwrpasol ein hunain, y bwriedir iddo fynd yn fyw yn ddiweddarach eleni.*

Eitem 4.7

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



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref: MA/JJ/3318/23

Llŷr Gruffydd AS
Cadeirydd
Y Pwyllgor Newid Hinsawdd, yr Amgylchedd a Seilwaith
Senedd Cymru
Bae Caerdydd
Caerdydd
CF99 1SN

16 Chwefror 2024

Annwyl Llŷr,

Rwy'n sgrifennu atoch i'ch hysbysu bod Rheoliadau Gwastraff Pecynwaith (Casglu ac Adrodd am Ddata) (Diwygio) (Cymru) 2024 fydd yn cael eu gosod cyn hir ger bron y Senedd, yn dod o dan gwmpas Fframwaith Cyffredin Adnoddau a Gwastraff.

Yn gywir,

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.

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