

Senedd Cymru | Welsh Parliament

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

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

Ymateb gan Y Gymdeithas Cludo ar y Ffyrdd (RHA) | Evidence from The Road Haulage Association (RHA)

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### 1. Beth yw eich barn am y Cynllun Gweithredu?

Please see responses to questions 11 and 12.

### 2. Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 1: Seilwaith gwefru?

No comment.

### 3. Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 2: Optimeiddio'r ddarpariaeth ynni?

No comment.

### 4. Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 3: Gwella'r ddarpariaeth gwefru chwim?

No comment.

### Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 4: Safonau ansawdd Cymru?

No comment.

### Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 5: Hwyluso rheoleiddiol?

No comment.

### Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 6: Partneriaeth a chydweithio?

No comment.

## Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 7: Cynyddu ymwybyddiaeth gyhoeddus?

No comment.

## Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 8: Annog cyfleoedd i fuddsoddi ac arloesi?

No comment.

## Beth yw eich barn am y cynnydd a wnaed yn erbyn Cam Gweithredu 9: Creu synergedd?

No comment.

## Beth yw eich barn am y Strategaeth?

The vision outlined in the Electric Vehicle Charging Strategy (April 2021) established an ambitious vision for charging in Wales: “By 2025, all users of electric cars and vans in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.”

The RHA strongly supports the aim to decarbonise commercial vehicles and we are championing the move to Net Zero in the road haulage sector. However, we believe there is a significant gap in the strategy as it does not include all vehicles.

There is no reference to lorries or coaches, or provision for these vehicles, in the strategy. The freight and logistics sector is identified as a likely target user in the “on route charging” and “hub charging” options, but the provision and associated action plan is focused on cars and vans.

The strategy also does not take into account what future need will look like beyond 2025. It notes that “technological change will influence the shape of electric vehicle charging infrastructure in the future”, but this is not reflected in the strategy or action plan.

## Oes gennych chi unrhyw sylwadau eraill yr hoffech eu gwneud o fewn cwmpas yr ymchwiliad hwn?

The RHA thanks the Climate Change, Environment and Infrastructure Committee for the opportunity to contribute to its inquiry. As the UK’s only trade body dedicated to the operators of commercial vehicles – trucks, coaches and vans – we represent 8,500 members, ranging from owner operators to those with fleets of over 2,000 vehicles. Between them, they account for over 250,000 commercial vehicles currently operating on UK roads, and 85% of our members are small and medium-sized enterprises.

Llwybr Newydd sets the framework for the decarbonisation of transport sector as a whole, but the strategies to deliver this framework – including the Electric Vehicle Charging Strategy – do not include all modes of transport within the sector.

It is not possible for the RHA to assess progress against each of the nine actions included in the action plan that was published in October 2021 as the plan does not cover freight and logistics or coaches.

As noted in our response to the National Transport Delivery Plan (NTDP): 2022 to 2027, making transport easy for people in all parts of Wales should be supported by the necessary investment to ensure this is possible. Transport is essential to the economy and the freight and logistics sector is heavily reliant on road transport, so enabling all journeys to be more efficient and environmentally friendly will help to reduce the carbon footprint of the freight and logistics sector.

The absence of any reference to coaches in the strategy is regrettable, not least because tourism – including coach tourism – is a significant contributor to the Welsh economy.

It should also be noted that while Welsh Government is responsible for the delivery of electric charging infrastructure provision in Wales, many journeys are taken across the Wales/England border, regardless of the vehicle used. Infrastructure provision should be consistent across the United Kingdom and should include all methods of transport.

The RHA looks forward to working with the Welsh Government to develop a Wales National Freight and Logistics Plan by 2024. We also look forward to seeing plans for the development of electric charging point infrastructure provision for lorries and coaches in Wales.