

Osprey Charging: Factsheet

Deal information

Deal announced	14/07/2025
Sector	Transport – EV Charging
Location	UK - Wide
Counterparty	Osprey Charging
NWF Finance	£25m
Product	Senior Debt



Summary

The National Wealth Fund (NWF) invests £25m in Osprey’s electric vehicle (EV) charging rollout to install new public en-route and destination, rapid and ultra-rapid chargers across the UK. This project supports the NWF’s climate change and regional and local economic growth objectives by: supporting the UK’s transition from internal combustion engine (ICE) vehicles to EVs and expanding the public charging network, improving connectivity for EV drivers across the UK. Our investment, as part of a group of four lenders, is needed to maintain and accelerate the rollout of public EV charging infrastructure, supporting the decarbonisation of the UK’s transport sector.

Sector context

The UK government has announced a ban on sales of all new petrol and diesel cars by 2030 (hybrid by 2035). Although the number of public charge points has been growing rapidly in the UK - there are over 80,000 public charge points in the UK by May 2025ⁱ – this will need to increase to roughly 300,000 public charge points by 2030 for the UK to successfully transition to zero emissions vehiclesⁱⁱ. Addressing this challenge requires significant investment yet there remain investment barriers in the EV charging sector, such as uncertainty over the UK’s EV uptake rate and the revenue risk this creates for charge point operators.

EV charging infrastructure is part of one of the NWF’s five priority sectors.

Impact and additionality

The financing as a whole is expected to fund over a thousand new rapid and ultra-rapid EV chargers across the UK, supporting our climate change and regional and local economic growth objectives, and the government's clean energy and growth missions. By investing in Osprey Charging, NWF can enable the emissions savings from miles travelled by EV rather than ICE vehicle. Our assessment estimates this investment could enable more than 345,000 tCO₂e of GHG emission savings over the charger's useful life.

Evidence from the Department for Transport and Climate Change Commission, our market analysis, and feedback we have received from the client, shows that NWF's funding is needed to prevent delays to the company's rollout, ensuring private finance is mobilised and the positive impacts and indirect benefits can be realised. By signalling our support, we will help grow the financial market and bring private investors into this sector that is crucial for the UK to reach its net zero target.

ESRG considerations

This project aligns with the NWF ESRG Frameworkⁱⁱⁱ. The company has provided us with an ESG Action Plan that outlines what they are and will be doing to address key ESG themes.

Impact metrics

<u>Impact</u>	<u>Metric</u>
£586m	Total Investment in Sector ^{iv}
67	Direct Jobs Created and Supported ^v
345k tCO₂e	Enabled GHG Emissions Savings ^{vi}
£85m	Private Finance Mobilised
>1,000	Number of Charge points ^{vii}

ⁱ [zapmap - Public car charging networks](#)

ⁱⁱ [HM Treasury - UK Infrastructure: A 10 Year Strategy](#)

ⁱⁱⁱ [NWF ESRG Framework 2023.pdf](#)

^{iv} This is our ninth deal in the green transport sector but the third for EV charging. NWF also has a partnership with [the LEVI fund for Local Authority](#) charging projects.

^v 15 attributed to NWF's financing.

^{vi} Rounded, 79k mtCO₂e attributed to our financing. Emissions were calculated using a new emissions methodology that captures enabled impacts of NWF investment. Further comment on the methodology change will be available in the 2024/5 Annual Report and Accounts. This is a conservative estimation based on NWF's modelling that assumes i) chargepoints rollout would be terminated without our investment and ii) forecasted utilisation rate growth is exogenous to the new roll out.

^{vii} 23% attributed to our financing.