

Low Emission Vehicles Contestable Fund Response Form

Round 10: March – June 2021

EECA
ENERGY EFFICIENCY AND CONSERVATION AUTHORITY

Recipient
WELLINGTON CITY COUNCIL
“Charged Up Capital”

RFP released: 9am, Wednesday 17 March 2021
Deadline for Questions: 4pm, Wednesday 7 April 2021
Deadline for Proposals: 12pm, Wednesday 14 April 2021
Decision to be announced: July 2021

TE TARI TIAKI PŪNGAO
ENERGY EFFICIENCY & CONSERVATION AUTHORITY



Completing the Response Form

If you need any assistance with completing this form, please contact the LEVCF point of contact:

Name: Camilla Cochrane

Email: LEVFund@eeca.govt.nz

Phone: 027 456 0205.

Any contact should be made by 4pm, Wednesday 7 April 2021.

Proposal Checklist

Before you apply, be sure to complete the following:

- Read the RFP and any supporting information to ensure you have understood the LEVCF process and criteria against which Proposals will be assessed.
- Check EECA Website for any updates relating to this RFP.

When filling out this form, please ensure:

- All answers are typed into the space provided for each section in Calibri or Arial font no smaller than size 10.
- You meet the requirements of each question. These are outlined underneath each question within [] brackets. This includes any guidance on word limits that are specified. Word limits do not reflect any specific weightings or importance.
- You have read and understood the declaration details outlined in Section 6 and have signed the declaration (if you are applying as part of a consortium, only the lead Applicant needs to sign the declaration).
- You have completed the form in full.

Once you have completed this form:

- Email a copy of the completed form to EECA's point of contact LEVFund@eeca.govt.nz and ensure that you attach any supporting information you wish to provide. Please provide a Word version of the Proposal in addition to any PDF copies.
- Do not include a zipped (.zip) or an executable (.exe) file with your Proposal.
- If you do not receive EECA's emailed confirmation of receipt of your Proposal within 2 working days please contact EECA's point of contact.

Please note: EECA will not accept Response Forms received by post, fax or hand delivery.

Deadlines

Completed Proposals must be received by email to EECA's point of contact described in the RFP document no later than **12pm on Wednesday 14 April 2021**. Late Proposals will not be accepted.

Section 1 Proposal and Applicant

Key Details

Please enter answers in the right-hand column, and make sure the costs in this table match your calculations in section 5 of this document.

A. Proposal key details	
Lead applicant organisation name	Wellington City Council
Title [A short title for your project, of no more than 10 words]	Charged up Capital
Brief summary of your project [Maximum of 40 words. Note this may be used in media releases or other communications]	Rolling out a network of suburban-oriented fast chargers using Council sites as a place to recharge your body or mind while you charge your car – re-charge while you re-charge.
Project key success factors [Maximum of 50 words. Describe what success looks like for this Project. In addition, list the factors that, if met, will count your Project a success. These may be key performance indicators, proven benefits, or other critical success factors]	A comprehensive network of DC Fast chargers throughout the suburbs of Wellington, creating an unprecedented opportunity for EV ownership and convenience. Success factors look like: <ul style="list-style-type: none"> - KPI: 30 fast chargers installed throughout the capital - KPI: Increased electric vehicle ownership across all suburbs in Wellington by 25% over four years. - KPI: Increased electric vehicle usage for commercials like taxis and couriers. - Proven benefits: Increased availability of chargers at peak times for commercial and private users. - Proven benefits: Increased uptake of intercity vehicle charging as a result of higher presence of EVs - Proven benefits: More options for the 30% of Wellingtonians who don't have access to off street parking.
Estimated total cost of project (excl. GST)	\$1,030,695 over two years

A. Proposal key details	
[Do not include in-kind contributions, existing expenses such as current staff, or costs already incurred]	
Total amount of co-funding to be provided by you, any co-applicants and others (excl. GST) [Must be at least 50 per cent of estimated total cost of project - cannot include in-kind contributions, existing expenses such as current staff, or costs already incurred]	\$533,910 over two years
Amount of LEVCF funding sought (excl. GST) [This is the difference between the two figures above. This cannot be more than 50 per cent of the estimated total cost of project, unless the project meets the conditions in sections 3.6 and 3.7 of the RFP]	\$496,785 over two years
Incremental cost (excl. GST) [This is the difference between the business as usual cost of undertaking your project and the cost to purchase, create or implement a low emission solution. Refer to sections 1.5 and 3.8 of the RFP document for guidance and examples.	\$1,030,695 over two years

B. Lead Applicant key details [Fill out all fields unless otherwise indicated]	
Legal name	Wellington City Council
Trading as (if different)	N/A
Type of organisation	Local Government Body
NZ Company Number (if a company)	N/A
NZ Business Number (NZBN)	N/A

B. Lead Applicant key details [Fill out all fields unless otherwise indicated]	
Charitable Trust or Incorporated Society number (if applicable)	N/A
Street address [Include postcode]	113 the Terrace, Wellington 6011

C. Contact person details [This will be the only person who receives all the correspondence relating to the Proposal. Fill out all fields unless otherwise indicated]	
Name [Title, First and Last name]	Tom Pettit
Job title or role [For example, Director, Manager, etc.]	Principal Advisor – Zero Carbon
Contact phone number	021.227.8697
Contact email address	Tom.pettit@wcc.govt.nz

D. Co-Applicant key details Fill out all fields for each Co-Applicant unless otherwise indicated. Use the copy and paste function to add additional Co-Applicants if required.	
Legal name	n/a
Trading as (if different)	n/a
Type of organisation	n/a
NZ Company Number (if a company)	n/a
NZ Business Number (NZBN) (if applicable)	n/a

D. Co-Applicant key details

Fill out all fields for each Co-Applicant unless otherwise indicated.

Use the copy and paste function to add additional Co-Applicants if required.

Charitable Trust or Incorporated Society number (if applicable)	n/a
Website address (if applicable)	n/a

Section 2 Proposal Description

In order for the Panel to assess your Proposal, it needs to understand what it is you are trying to do and achieve. Use this section to describe your project and what you are seeking funding for.

A. Proposal summary

Provide a summary of the project

Wellington City Council has secured part funding to deliver the first neighbourhood network of DC fast chargers across a single territorial authority in New Zealand. Co-funding from EECA would allow us to demonstrate a suburban network of DC chargers using Council facilities like pools, libraries, sports fields and carparks in order to support not only the facilitation of EV ownership for those who have no ability to charge at home, but also to enhance the convenience of EV charging for those who already own them by creating a much deeper market provision for charging than would be possible without the participation of the LEVCF. Finally, we seek to create attractive, accessible sites for people to charge, enhancing the enjoyment of electric vehicles by allowing EV owners to charge their souls at the same time as they charge their car – by reading a book from a Council library, swimming in a Council pool, or nourishing themselves with time out at a Council café.

We are hope to improve the user experience by supporting a trial for interoperability by utilising Open Charge Point Integration (OCPI) to allow global roaming functions that regardless of our chosen charging partnership (with e.g. ChargeNet, ThunderGrid, or an energy company pending RFP). The aim would be to encourage collaboration between charge point operators to support roaming to allow users from both networks to access chargers with one account. We are currently discussing with numerous charge point operators how this might work.

This application is made separately from but is acknowledged to be complimentary to one by the Hutt City Council that will see us collaborate on procurement, delivery partner, and likely operating partner to create a joined up environment in Wellington Region where this model can be rolled out broadly using the skills and capability in local government applied to charging infrastructure. The Hutt City Council aims to roll out an additional 20 25kw fast chargers bringing the regional total to 50 over 2 years. This leadership will prove that local governments have a role to play in the significant and comprehensive delivery of suburban and peri-urban charging stations to enhance EV uptake.

Outline what specifically you would apply LEVCF funding towards (e.g. vehicles, charging infrastructure, operational costs, project personnel costs etc.)

The LEVCF funding would primarily be made available for charging infrastructure and maintenance. We are proposing a scale of investment in DC charging that is beyond any in any New Zealand city and beyond what is currently market viable. As a result, some of the funding will be used for initial chargers, some will be used for network connection, some will be used for operations and maintenance, and some will be used for ongoing relationships with project partners to ensure Health and Safety, operations, technology, and maintenance are all of a high standard for the project.

Section 3 Minimum Eligibility Conditions

Note: Any Proposals that do not meet all of the minimum eligibility conditions will not be progressed to a full assessment.

To see the eligibility conditions please refer to section 3 of the RFP document.

A. Eligible entity and project	
<p>Is the lead organisation associated with this project an eligible entity?</p> <p>[Refer to sections 3.5 and 4.3 of the RFP document to find about what entities are eligible for funding. If your lead organisation is not a NZ-based entity, you are not eligible]</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Will the project be delivered in New Zealand?</p> <p>[Projects that would be delivered in another country are not eligible to receive LEVCF funding]</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Does the project involve eligible vehicles, technologies or activities?</p> <p>[Refer to section 3.4 of the RFP document to find out about eligible and ineligible vehicle types, technologies and activities]</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

B. Identified co-investment of at least 50 per cent	
<p>Do you (and your co-applicants, if applicable) have the ability to co-invest at least 50 per cent of the estimated total project cost (excl. GST)?</p>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<p>Identify the source of your co-investment (including amounts if multiple sources)</p> <p>[If there is funding which is not yet fully committed to the project, state this, and identify what conditions must be met (e.g. board approval, bank loan approval) for funding to be fully committed]</p>	<p>This project is included in Wellington City Council's draft Long Term Plan preferred option for climate action, to be approved by June 30, 2021. All consultation options include more than 50% co-funding, but the "low" option is pushed out several years for delivery. The draft preferred option is included in this application.</p>
<p>Are you (and your co-applicants, if applicable) requesting co-funding of more than 50% of total project costs?</p>	<p><input type="checkbox"/> Yes <input checked="" type="checkbox"/> No</p> <p>[If yes, please provide details below]</p>

B. Identified co-investment of at least 50 per cent		
<p>Please provide justification for why your funding request is for more than 50% of total project costs</p> <p>[Funding requests exceeding 50% will only be considered in exceptional circumstances, as identified in section 3.6 of the RFP document]</p>		
<p>Will the project result in any new assets (either tangible or intangible)?</p>		
		<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No [If yes, please provide details below]
<p>Please provide details of all asset(s) created, their location(s) and who will own each asset at the conclusion of the project</p>		
Asset	Location	Owner
30 25kw DC Fast Chargers	15 Wellington City Council facilities including the following locations under investigation: - Karori Pool - Wakefield Park - Botanical Gardens - Wellington Regional Aquatic Centre - Kilbirnie Recreational Centre - ASB Sports Centre - Tawa Pool ... and more. A map of potential locations is attached.	Wellington City Council
<p>Describe how any change of asset ownership will impact on the Successful Applicant (Recipient in Agreement) in terms of the insurance, asset availability and maintenance requirements in Schedule 2 of the Proposed Funding Agreement</p>		

B. Identified co-investment of at least 50 per cent

Council will not be impacted. Council manages billions in assets and is well insured. Asset availability and maintenance will be ensured by a companion agreement with the installer to manage, operate and maintain the assets on an ongoing basis on behalf of Council as asset owner.

C. Project size

The project funding request is at or below \$500,000 (excl. GST).

Yes No

[Funding requests exceeding \$500,000 will only be considered in exceptional circumstances, as identified in section 3.7 of the RFP document]

[If no, please provide reasoning below]

Please provide justification for why your funding request is for an amount exceeding \$500,000

D. Other central government funding

Have you received any other central government funding for the proposed project?

Yes No

[Total central government funding, including LEVCF funding, cannot exceed 50 per cent of estimated total cost of project]

If yes, please identify the amount of other government funding, and the source

\$N/A

[All amounts should be in \$NZD and exclude GST]

Have you applied for, or do you have an agreement for funding from central government for parts of, or all of, the proposed project?

Yes No

If yes, please identify the amount of funding, the source and stage of application process

\$N/A

[All amounts should be in \$NZD and exclude GST]

E. Health, safety, reputation	
Are you committed to working safely, and ensuring the health and safety of workers and others affected by the proposed project work, and do you have appropriate systems and processes to undertake the work safely?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If your proposal is successful, do you agree to provide EECA with more detail relating to your health and safety policies, plans and procedures if required?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Are you committed to working in a manner that will not damage EECA's reputation?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No

Section 4 Assessment Criteria

The following sections include details of the assessment criteria that will be used by the Assessment Panel when assessing Proposals to the LEVCF.

Your Proposal will be scored against your answers to these criteria. Aim to give answers that are relevant, concise and comprehensive.

Each of the four assessment criteria is considered to be of equal importance and all criteria are therefore weighted equally at 25%.

If you have made any assumptions about the delivery of the project, clearly state these assumptions.

EECA's intention is to gain sufficient information from each Applicant to fully inform the assessment and decision making process. Please attach any further information or supporting documentation that will support or verify any statements made in response to these questions.

Please observe the guidance on maximum word count for each question.

A. Contribution to the objectives of the Low Emission Vehicles Contestable Fund	Weighting 25%
<p>Please describe the extent to which your proposed project contributes to the objectives of the fund. [Refer to section 3.2 of the RFP document for the objectives of the Fund]</p>	
<p>Our project contributes quite directly to all four of the objectives of the fund. It contributes to objective 1 because it ensures charging infrastructure is available and in place before it is needed. We have seen massive uptake of our residential chargers previously funded by EECA – tripling over six months – but these cannot provide at scale the response we need when 30% of Wellingtonians lack off street parking and thus an ability to charge their car conveniently at home. As a result, we believe the best response is the Charged Up Capital programme. With the most per capita EV ownership in the country, Wellington needs to get ahead by providing ample DC charging at council facilities to allow convenient charge ups for those who don't own EVs yet.</p> <p>In addition, the project serves objective 2 by developing an innovative approach using the mass deployment of lower speed DC chargers at convenient facilities like pools and recreation centres to make it both easier and more appealing to go Charge Up than if it was done at a petrol station or other facility which might not have a convenient activity to pass the time (for a 25kW charger, we anticipate an average charging visit time of 35 minutes). We're keen on people "Recharging while you recharge" and getting in touch with our community facilities including libraries and pools, which often also have co-located café facilities.</p> <p>Objective 3 is served by all electric vehicle projects. By making it easier to own EVs, this advantage will be enhanced. Transport is by far the largest sector of emissions – and especially road transport – in Wellington City. Spurring the shift to an electric fleet will only serve to benefit Wellingtonians and broader New Zealand in achieving our carbon goals.</p> <p>Objective 4 will be served through our partnership with a major charging company as a delivery partner – load management is going to be essential on the Wellington Electricity grid, and by working with the</p>	

A. Contribution to the objectives of the Low Emission Vehicles Contestable Fund	Weighting 25%
<p>delivery partner and grid provider who have incredible experience with this, we can encourage high-tech innovation in the systems around electric vehicles and make it possible for more chargers to be installed nationwide. We can also support innovation to improve the charging landscape by utilising the global protocols of to lay the ground for interoperability between charging networks. This means users of different charge networks could access the same charging equipment without the need for multiple accounts.</p>	

B. Fit with investment focus	Weighting 25%
<p>Please describe how your proposed project fits within the investment focus. [Refer to section 3.3 of the RFP document for the investment focus of the Fund]</p>	
<p>The project fits with the investment focus because it supports the development of a largely suburban charging network. While some chargers might be installed in Wellington CBD this is comparatively unlikely, the goal is to enhance convenience by providing chargers in a balanced way throughout the city – filling gaps in the ability to charge in your own suburb if you don't have access to off-street parking for the 30% of Wellingtonians who fit in that category. This investment fits the focus category of Electric Vehicle Charging, including the sub-categories of B and C with requiring EVRoam compliance and demand management solutions.</p> <p>However, it does not fit the preference for a minimum of 100kw high-capacity chargers. It is important to note that this project could be delivered using such chargers but in the process of selecting our approach it was determined we should retain our approach of 2-4 25kw chargers at each location instead for cost reasons as it will allow greater numbers of chargers at more locations. Additionally, more investment will be directed towards funding chargers as opposed to network resilience. This project has merit due to its innovation and scale. Part of this is because of the high alignment to the other goals of the fund:</p> <ul style="list-style-type: none"> • Additionality or innovation in the business case specifically – Our approach demonstrates significant additionality due to the fact that without these charging facilities, opportunities would be limited for a third of Wellington City residents, who uptake electric vehicles at a high rate, to own an EV. • Significant replication potential – This is a highly replicable model for any of the territorial authorities in New Zealand or significant landholders to that point. We aim to work with – through procuring together – the Hutt City application in order to prove the value of this investment and prove that it is highly portable across borders and works with an Urban or Peri-Urban TAs. • Technology demonstrated in a new location or environment – Testing these locations at scale to be a new environment in the sense that libraries, pools, recreation fields, botanical gardens and more will all provide huge opportunity to learn and share. But in particular the ability to understand the impact of a localised network is a critical learning opportunity. • Representation of end-use in a different sub-sector – We are going to demonstrate that local 	

B. Fit with investment focus	Weighting 25%
<p>government can be a significant provider of charging infrastructure in conjunction with charging companies across the country. De-risked and in partnership it can be a positive investment not just financially but also in terms of EV uptake.</p> <ul style="list-style-type: none"> • Potential for low-emission transport transition in the short, medium or long term – The transition is highly reliant on charging and this will accelerate it. • Significant opportunity for learnings by overcoming barriers in the organisation. – We offer the chance to learn how facilities and management can contribute to the EV transition across local government. <p>There is also an opportunity to develop and test network to network roaming to allow users to access charging equipment no matter what network they have chosen to sign up to via using OCPI Roaming. Whilst success of this is not guaranteed having WCC as an impartial asset owner will allow us to mediate and encourage network collaboration as we can choose charge point operators to work with.</p>	

C. Ability to deliver	Weighting 25%
<p>EECA needs to have confidence that Successful Applicants to the LEVCF have the track record, skills and core capabilities to carry out the proposed activities.</p>	
<p>Resources and relationships Please describe your expertise, resources, relationships and commitment to deliver the project to the cost and timeframes stated.</p>	
<p>Wellington City Council manages billions in infrastructure across our city and has successfully delivered two LEVCF projects to date. While this is the largest, the complexities are by far the least. With 24 charge stations in total under our belts, this is an appropriate way to accelerate the uptake of electric vehicle charging in Wellington. Our project management expertise, led by Tom Pettit, and our partnership approach – proven so far with ChargeNet and Contact Energy – serve as credible frameworks upon which we can grow this mahi.</p> <p>The Fund’s purpose is to accelerate the uptake of low emission vehicles. Wellington City Council can support EECA to achieve its stated goal of sharing results and learnings widely across New Zealand through its well-resourced external communications team who will be able to share our story and results across a variety of local and national media channels and networks.</p>	
<p>Key personnel Please provide contact details, role descriptions and brief profiles for each of the key personnel involved in delivering your proposed project (including any personnel to be provided by sub-contracted parties). This should include each person’s role, their relevant qualifications and experience, the extent of their involvement and their experience in providing services that you consider relevant to the objectives of the proposed project.</p>	

C. Ability to deliver	Weighting 25%
<p>Wellington City Council</p> <p>Name: Tom Pettit</p> <p>Organisation: Wellington City Council</p> <p>Contact details: tom.pettit@wcc.govt.nz 0212278697</p> <p>Role: Principal Advisor – Zero Carbon</p> <p>Qualifications or relevant experience: 3 years as Wellington City Council’s Sustainability Manager with 6 years in the sustainability team including leading two successful LEVCF applications and projects, as well as years of experience as a project lead or manager.</p> <p>Other key personnel will need to be confirmed through Council’s procurement process for project management and charging station operation, as well as electrical works and installations. However, there are potential suppliers available to carry out this work, including Meridian Energy, ChargeNet, Eco Geek Co, etc regarding project management and charging station operation, and several qualified electrical sub-contractors available to complete electrical works and installations. Previously Wellington City Council has worked with ChargeNet and Contact Energy to install chargers on six separate projects including a total of 24 separate chargers including 10 fast chargers.</p>	
<p>Track record on comparable projects</p> <p>Please describe your track record of delivering projects of a comparable scale and complexity.</p>	
<p>Our track record on LEVCF projects is excellent – in terms of problem identification all the way through to delivery. We had some unanticipated challenges with our residential charging project that we worked through and delivered it nonetheless in a relatively timely manner. And Tom Pettit has successfully project managed the delivery of 9 ChargeNet DC chargers on Council land over the last 4 years, as well as the installation of chargers for the Council’s own electric fleet vehicles.</p> <p>Expanding beyond that, our track record on projects of scale as a council is excellent – largely property and infrastructure projects, we have the in-house resources to deliver well thought through projects and scale lessons from those projects across councils.</p>	
<p>Risks and barriers to success</p> <p>Please describe potential project risks and barriers to success and outline how they will be addressed.</p>	
<p>Risk of delay and budget overspend due to network limitations: The key risk to this project is network resilience in the face of the added load. We have budgeted for substantive reinforcement to be done on some sites as a result of this anticipated problem. We aim to address this by starting with the sites that need less reinforcement and in the second year moving on to those that have larger challenges – giving us time to plan.</p>	

C. Ability to deliver	Weighting 25%
<p>Risk of delay due to public consultation: Wellington City Council will need to consult with the community to mitigate any concerns regarding the exact placement of charging stations at selected locations, and in some cases will need to make traffic resolutions in order to make an EV carpark enforceable. We have mitigated for this risk in our project planning by allowing for resource and time to be devoted to community engagement, and a dedicated project management resource.</p> <p>Underutilisation of charging stations: It is possible that electric vehicle adoption rises slower than forecast, and/or that electric vehicle owners choose not to use our public chargers and instead charge almost exclusively elsewhere. This has been mitigated by reviewing international literature on appropriate ratios of vehicles to chargers. Even if there is underutilisation in the early years, it can be expected to lead to acceptable or high levels of utilisation as vehicle uptake increases.</p> <p>Technology change: The electric vehicle market is quickly evolving and higher charging speeds may prevail. The equipment to be installed would support two international standards, matching the NZ Government guidelines, and the charging speed at up to 25kW will provide sufficient benefits (adding about 100km of range for every 40min of charging) to enable intra-city and intra-regional travel to both low-range and long-range EVs. It is likely that for the foreseeable future, New Zealand will have a significant share of relatively low-range EVs in circulation (eg 1st and 2nd generation Nissan Leafs, Hyundai Ioniq, etc) that can derive significant value from 25kW DC charging units.</p> <p>Charging station carpark misuse: It is possible that conventional petrol or diesel fuelled vehicles block access to EV drivers. To mitigate this risk, a restriction of “Electric Vehicles Only, While Charging, for up to 60-120 minutes, At All Times” will apply to the car parks and charging stations at each location. Where possible, we are also looking at strategically locating charging stations so that they are less likely to be blocked.</p>	
<p>Timeline for delivery Please describe the delivery timeline for your proposed project.</p> <p>To meet the demonstration objectives of the LEVCF we require projects to be delivered in a timely manner. Taking into account the scope and complexity of your proposed project please describe how the delivery timeline compares to similar projects.</p>	
<p>We aim to deliver 15 chargers a year for two years as part of a charging project that extends for 5 years. This is roughly similar to the number of chargers we installed for our residential LEVCF project which took about 18 months as a one-off initiative, and about three times as many chargers per year at six times as many sites as were installed in our Waitohi LEVCF project. Note the complexities at these sites are likely to be less than in the prior projects.</p> <p>May to July 2021: Joint HCC/WCC procurement process for project managing the roll out of, and operation of, charging stations</p> <p>July to August 2021: Outcome of LEV Fund application known; contract between EECA and WCC put in place</p> <p>September 2021 to March 2022: Consultation with communities on proposed locations (where traffic resolutions are required)</p>	

C. Ability to deliver	Weighting 25%
<p>By June 2022: 50% of DC charging stations operational</p> <p>By June 2023: 50% of charging stations operational</p>	

D. Value for money	Weighting 25%
<p>Applicants must demonstrate that their projects deliver value for money in their own right and also in comparison with other Proposals that EECA may receive.</p> <p>Please address the following three questions in relation to the value for money offered by your project.</p>	
<p>Magnitude of public benefits</p> <p>Describe the public benefits that the project will generate. If possible quantify the size of those benefits and estimate when they will occur. The public benefits should be closely connected to the objectives of the LEVCF.</p> <p>[Refer to section 4.4 of the RFP document for clarification of public benefits]</p>	
<p>The magnitude of the public benefits sought by the project are substantial. We expect this project to support the accelerated uptake of electric vehicles. Significantly it is worth noting that 30% of Wellingtonians do not have access to off-street parking according to our rating database, which would prevent them from charging at home. Our residential charging project has been successful but simply can't deliver the scale that the installation of a large number of faster DC chargers would deliver. In addition, the convenience of the locations of the chargers allowing residents to "Recharge while they recharge" will be essential to promoting further uptake around those who might consider it inconvenient to recharge at a petrol station or somewhere that they essential will be left sitting in their car for the time in question.</p> <p>In addition, providing the charging network in suburban areas close to home will normalise the presence of chargers for Wellingtonians. We also note that a significant proportion of the population of Wellington City is transient, with residents able to take their experience of owning and using electric vehicles in the capital city onward to other cities they may subsequently move to.</p> <p>There are also local and global environmental benefits, from lower local air and noise pollution in areas with higher rates of electric vehicles, and globally in reduced carbon emissions given New Zealand's high (and rising) proportion of renewable energy electricity.</p>	
<p>Innovation of the project compared to business as usual activities</p> <p>Is the project an extension of a business as usual activity (e.g. you are purchasing an EV in place of an ICE vehicle)? If so please provide a summary of the key additional EV related activities and costs of your project compared to what you have normally done under a business as usual scenario.</p>	

D. Value for money	Weighting 25%
[Refer to section 1.5 of the RFP document]	
<p>The project is not a business as usual activity. Wellington City Council does not own any chargers and this is a significant change in approach for our organisation. In addition, it is a notable change from business as usual to be re-allocating carparks in our facilities used to enhance body and mind – recreation, pools, or libraries – to activities relatable to those of a petrol station.</p> <p>The collaboration with Hutt City Council will also allow for demonstrating the value of significant urban, suburban and peri-urban investment in charging by local authorities in partnership with energy and charging delivery firms.</p>	
<p>Importance of the Fund in terms of achieving the proposed outcomes</p>	
<p>How important is the LEVCF support to the delivery, scale, or speed of implementation of the proposed project? Why can it not be fully funded privately? What could still be achieved without funding support? If your Project would go ahead even without LEVCF funding, it would not be eligible.</p>	
<p>LEVCF Funding is absolutely essential to delivery, scale and speed of implementation. It is not economic to fund this scale of a rollout by Wellington City Council alone; while we could install some chargers without additional funding it wouldn't be at the density or scale possible with the assistance of the fund.</p>	

Section 5 Project Components

In order for the Panel to assess your Proposal, it needs to understand the different components of the project, their cost, and how performance and delivery would be measured. The milestones you provide here may be used to help inform the milestones in any Funding Agreement with EECA.

Major milestones of project

This table must be completed. Please use the 'insert row' function if you wish to add more milestones. Ensure the totals match section 1A.

	Project component [Provide a high-level description of key project components or deliverables including number of hours and charge out rates for all project personnel. Refer to section 3.6 of the RFP document]	Key performance indicator(s)	Estimated start date	Estimated end date	Total cost to deliver this milestone (excl. GST)	Expected LEVCF funding [Cannot be more than 50 per cent of the individual milestone]	Your co-funding [Must be at least 50 per cent of the individual milestone]	Incremental Cost [What is the additional cost compared to equivalent business as usual activity? See examples in section 3.8 of the RFP document]
1	Completion of site assessments and electrical capacity reviews, confirmation of layout and design for 15 WCC locations. Completion of Site Safety Plan (SSSP)	Design and plan per location	1/07/2021	1/11/2021	\$37,125		\$37,125	\$37,125
2	30 Chargers purchased, includes branding, programming, freight, Bollards, Pedestals	Arrival of chargers	01/07/2021	01/09/2021	\$693,570	\$346,785	\$346,785	\$693,570

Major milestones of project

This table must be completed. Please use the 'insert row' function if you wish to add more milestones. Ensure the totals match section 1A.

	Project component [Provide a high-level description of key project components or deliverables including number of hours and charge out rates for all project personnel. Refer to section 3.6 of the RFP document]	Key performance indicator(s)	Estimated start date	Estimated end date	Total cost to deliver this milestone (excl. GST)	Expected LEVCF funding [Cannot be more than 50 per cent of the individual milestone]	Your co-funding [Must be at least 50 per cent of the individual milestone]	Incremental Cost [What is the additional cost compared to equivalent business as usual activity? See examples in section 3.8 of the RFP document]
3	Installation and materials of 15 chargers (first easiest 15 stations round from existing DB's installation, 25m of 16mm ³ cable with minimal ground works)	# chargers installed, CoC Issued	01/01/2022	01/07/2022	\$120,000	\$60,000	\$60,000	\$120,000
4	Installation of 15 chargers (Ground anchors, concreting, trenching and reseal (6m) to perimeter walls, excavation compliance. Inter connected with existing building supply)	# chargers installed, CoC Issued	01/07/2022	01/07/2023	\$180,000	\$90,000	\$90,000	\$180,000

Major milestones of project

This table must be completed. Please use the 'insert row' function if you wish to add more milestones. Ensure the totals match section 1A.

	Project component [Provide a high-level description of key project components or deliverables including number of hours and charge out rates for all project personnel. Refer to section 3.6 of the RFP document]	Key performance indicator(s)	Estimated start date	Estimated end date	Total cost to deliver this milestone (excl. GST)	Expected LEVCF funding [Cannot be more than 50 per cent of the individual milestone]	Your co-funding [Must be at least 50 per cent of the individual milestone]	Incremental Cost [What is the additional cost compared to equivalent business as usual activity? See examples in section 3.8 of the RFP document]
5	Contingency and network reinforcement allowance: (Not included in project costs, but provided as information. May result in additional chargers if sites have lower requirements)	NA	NA	NA	\$600,000 (EXCLUDED FROM TOTAL)	\$0	\$600,000 (EXCLUDED FROM TOTAL)	\$0
TOTALS (Must equal the equivalent project costs detailed in Section 1)					\$1,030,695	\$496,785	\$533,910	\$1,030,695

Section 6 Proposed Funding Agreement

Together with the RFP document we have provided you with a Proposed Funding Agreement. We need to know whether or not you are prepared to accept the terms and conditions set out in the Proposed Funding Agreement.

Please note that EECA will make clause 10.6 of the Proposed Funding Agreement reciprocal for government agencies and insert a reference to the Local Government Official Information and Meetings Act 1987 for local government agencies.

If you have completed the asset ownership table in Section 3.2 of this form, please ensure you check the insurance, asset availability and maintenance requirements in Schedule 2 of the Proposed Funding Agreement and make any suggestions that are necessary.

Please indicate below your acceptance of the Proposed Funding Agreement.

Either:

- Having read and understood the Proposed Funding Agreement for this round on the EECA website, I confirm that the terms and conditions within the agreement are acceptable. If successful, I agree to sign the Proposed Funding Agreement.

Or:

If there are any clauses that you wish to amend in the Proposed Funding Agreement this is where you tell us, and note below any suggestions or changes you wish to propose, referencing the appropriate clause number.

- Having read and understood the Proposed Funding Agreement for this round on the EECA website, I have the following suggestions to make. If successful, I agree to sign a Funding Agreement based on the Proposed Funding Agreement subject to negotiating the following clauses:

It is important that, if asked, you are able to explain why your changes are important to you.

Clause	Concern	Proposed solution
[insert number]	[briefly describe your concern about this clause]	[describe your suggested alternative wording for the clause or your solution]
[insert number]	[briefly describe your concern about this clause]	[describe your suggested alternative wording for the clause or your solution]

Please use the 'insert row' function if you wish to add more clauses.

Declaration

I declare on behalf of the Applicant, including any Co-applicants:

Please check

- that I have read this form and the RFP document and I fully understand the procedures, terms, conditions and criteria
- that this Response Form (Proposal) and the RFP document together outline the basis on which this Proposal is made and the procedures, terms, conditions and criteria for the Low Emission Vehicles Contestable Fund
- that the statements in this Proposal are true and the information provided is complete and correct and there have been no misleading statements or omission of any relevant facts nor any misrepresentations made
- that all named key personnel have agreed to be included in this proposal
- that EECA and its advisers may disclose to or obtain from any government department or agency, private person or organisation, any information about the Applicant or project (except that marked as “Confidential”) for the purposes of gaining or providing information related to the processing and assessment of this application
- that the Applicant will, if requested by EECA or its advisers in connection with this funding process, provide any additional information sought and provide access to its records and suitable personnel
- that if successful, I consent to the public release, including publishing on the internet, of the name of the Applicant, the amount of grant sought, the amount of funding offered, contact details of the Applicant and a description of the activity/project, and undertake to cooperate with EECA on communications relating to this Proposal, which may be in the form of a media release, case study, web content, conference presentation or whitepaper, sharing via social media, or other form as agreed with EECA
- that I understand EECA’s obligations under the Official Information Act 1982 and that, notwithstanding any relationship of confidence created as a result of this Proposal, the provisions of this Act apply to all of the information provided in this Proposal
- that all activities in the proposed project are lawful activities that will be carried out lawfully
- the Applicant is not in receivership or liquidation nor will the project be managed by someone who is undischarged as bankrupt or prohibited from managing a business
- where external providers are being employed as part of the project/activity, the relevant providers are not employees or directors of the Applicant, and nor do they have any other direct or indirect interest in the Applicant, whether financial or personal unless specifically stated in the Proposal
- that EECA has sole discretion to determine which Proposals (if any) will receive LEVCF investment and that I understand that there is no agreement for EECA to provide funding until both parties have signed a Funding Agreement

-
- that all necessary internal approvals (CEO, Board etc.) and relevant budgets for the project to proceed, subject to successful LEVCF application, will be in place by 1 June 2020
 - that I have flagged changes to the contract that I would like to discuss with EECA
 - that the amounts specified as the total project cost, my co-funding, the LEVCF funding sought and the incremental cost identified in section 1A equal the corresponding totals specified in section 5 above
 - that I have considered any possibility for real or perceived conflict of interest as defined in section 7.4 of the RFP document and confirm that:
 - I have no real or perceived conflict of interest

OR

- I may have a real or perceived conflict of interest as detailed below:

Insert details here...

- that I am authorised to make this Proposal on behalf of the Applicant (including any Co-applicant) identified in Section 1 of this form.

Signature

This declaration must be signed by a person with the legal and financial authority to commit your organisation to a transaction.

Print name

LIAM HODGETTS
WELLINGTON CITY COUNCIL
CHIEF PLANNING OFFICER

Signature

Date