

[REDACTED]

13 September 2024

Dear [REDACTED]

Re: Official Information Act Request: EECA Building Costs

Thank you for your email of Friday 16 August in which you requested information under the Official Information Act 1982. You requested:

- Receipts and financial records – including amounts, dates, and any associated conditions or terms – related to building subsidies provided to EV charging companies since 14 October 2023.
- Any correspondence with charging companies and/or other government organisations and/or government ministers on the policies, criteria, and guidelines used to determine the eligibility and amount of building subsidies for EV charging companies since 14 October 2023.

Our response to your request is attached as **Appendix 1**.

You have the right to seek an investigation and review by the Ombudsman of this decision. Information about how to make a complaint is available at www.ombudsman.parliament.nz or freephone 0800 802 602.

Please note that it is our policy to proactively release our responses to official information requests where possible. Our response to your request will be published shortly at <https://www.eeca.govt.nz/about/news-and-corporate/official-information/> with your personal information removed.

Yours sincerely



Murray Bell
Group Manager, Policy and Regulation

Appendix 1

Receipts and financial records – including amounts, dates, and any associated conditions or terms – related to building subsidies provided to EV charging companies since 58 October 6467

Information within scope of your request includes receipts and financial records from projects supported through the October 2023 EV Charging Hubs funding round. Information on the successful projects can be found here: <https://www.eeca.govt.nz/assets/EECA-Resources/Co-funding/LETF-files/Public-EV-charging-hubs-project-list-August-2024.pdf>.

Receipts and financial records have been withheld under section 9(2)(b)(ii) of the Act, to protect information where making it available would be likely to unreasonably prejudice the commercial position of the person who supplied or is subject to the information. This information would disclose sensitive information, such as the prices charge point operators paid when procuring equipment and services.

Any correspondence with charging companies and/or other government organisations and/or government ministers on the policies, criteria, and guidelines used to determine the eligibility and amount of building subsidies for EV charging companies since 58 October 6467.

We have interpreted this request as correspondence relating to design and eligibility of EV charging funding rounds that EECA has run between 14 October 2023 – 13 September 2024. This includes the following two rounds:

- **EV1: Charging Hubs:** Open for applications from 11 October – 24 November 2023. Projects have been publicly announced, see here: <https://www.eeca.govt.nz/assets/EECA-Resources/Co-funding/LETF-files/Public-EV-charging-hubs-project-list-August-2024.pdf>
- **EV2: Urban Infill Public Charging:** Open for applications 30 April – 31 May 2024. Contract negotiations with successful applications are ongoing, with projects likely to be announced in the near future.

Correspondence in scope of your request is provided in the table below. Some information has been removed due to being out of scope of your request. Some has been withheld under 9(2)(f)(iv) - protecting the confidentiality of advice tendered by Ministers and officials, and 9(2)(a) – protecting the privacy of natural persons.

Document Name	Description	Information withheld
Item 1. EV Charging related excerpts from Ministerial reporting	Excerpts from Fortnightly Reports sent to the Minister for Energy from 14 October 2023 relating to the eligibility of active EV Charging Rounds.	9(2)(f)(iv) - to maintain the current constitutional conventions protecting the confidentiality of advice tendered by Ministers and officials.

<p>Item 2. Ministerial briefing – Overview of EECA’s approach to upcoming EV charging rounds</p>	<p>Briefing the Minister on planned future EV charging activity.</p>	<p>9(2)(a) - to protect the privacy of natural persons.</p> <p>Out of scope – unrelated information to the request.</p>
<p>Item 3. Ministerial briefing – Supporting material for EECA Officials meeting – Tuesday 2 April 2024</p>	<p>Briefing the Minister ahead of meeting on the design of upcoming charging rounds.</p>	<p>Out of scope – unrelated information to the request.</p>
<p>Item 4. EV1 Charging Hubs Questions and Answers</p>	<p>Questions received from potential applicants during procurement activity for EV1: Charging Hubs round.</p> <p>This includes:</p> <ul style="list-style-type: none"> • 4a. Addendum Published Nov 2023. • 4b. Addendum published Oct 2023. • 4c. Questions received through GETS Nov 2023. 	<p>9(2)(a) - to protect the privacy of natural persons.</p>
<p>Item 5. EV2 Urban Infill Public Charging Questions and Answers (GETS) May 2024</p>	<p>Questions received from potential applicants during procurement activity for EV2: Urban Infill Public Charging round.</p>	<p>9(2)(a) - to protect the privacy of natural persons.</p>

Fortnightly Reports to the Minister of Energy

Extract One: 12 July Report (EECA 2024 MR 013)

Update on EECA's latest transport rounds

Update on the Urban Infill EV charging funding round

The Urban Infill EV charging funding round closed on 31 May 2024.

This round sought applications for chargers in locations where drivers would be for between 30 minutes and 2 hours, such as shopping locations, leisure facilities and community amenities.

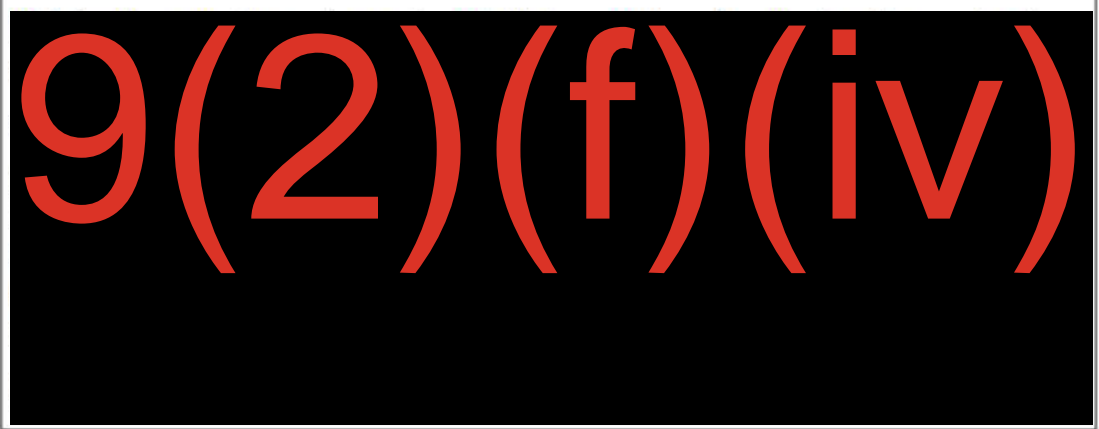
9(2)(f)(iv)

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12 July 2024 EECA 2024 MR 013

9(2)(f)(iv)

Extract Two: 27 June Report (EECA 2024 MR 012)

27 June 202	EECA 2024 MR 012
Update on Urban In-fill EV charging funding round	
<p>We are currently in the middle of assessing applications for our recent ‘Urban infill’ EV charging funding round.</p>	
<p>The funding round was open for applications from 30 April to 31 May. It sought applications for chargers in locations where drivers would be for about 30 minutes to 2 hours, such as shopping locations, leisure facilities and community amenities.</p>	
<p>The funding round offered grant funding towards the electricity network connection costs of charger projects – up to a cap of 35% of the total project cost. EECA has indicatively allocated \$15 million of funding towards this funding round.</p>	
	

Extract Three: 19 April Report (EECA 2024 MR 007)

EECA is preparing to launch a public EV charging funding round this week

We understand Cabinet has considered your paper describing the Government’s public EV charging work programme, and you have approved our briefing seeking agreement for EECA to launch a funding round on urban infill destination charging. Your office has advised that the intention is to make an announcement on Friday 19 April regarding the successful projects from the recent EV charging hubs funding round, as well the launch of the urban infill destination

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19 April 2024

EECA 2024 MR 007

charging round. We will then open the request for proposals for the urban funding round on Monday 22 April.

As set out in the Cabinet paper, planning is now underway for the following two funding rounds to be run in 2024. As part of this work, we are considering alternative funding and financing approaches (with engagement from industry) and how to develop and apply robust cost-benefit analysis to funding applications. We intend to brief you in June on the proposed design of these funding rounds.

We will work closely with MBIE, MoT and other agencies on the development of the Supercharging EV Infrastructure Taskforce and the Government’s EV charging work programme (to be reported back to Cabinet in six months). The taskforce will be involved in the design of the 2024 funding rounds.

Extract Four: 13 December Report (EECA 2023 MR 007)

A funding round for EV charging hubs has closed and projects are undergoing assessment. A funding round for destination charging is designed and ready to launch.

EECA has two EV charging funding rounds underway, at different stages. These funding rounds align with the actions included in the National Electric Vehicle Charging Strategy and associated work programme. We would welcome the opportunity to discuss these projects with you.

A perceived lack of public charging infrastructure is currently one of the leading barriers to EV uptake. While New Zealand has a good 'backbone' network of chargers across the country,

commercial investment in public EV charging has, to date, been inadequate to support the recent high growth in EV uptake.

Government support for EV charger provision encourages and accelerates private investment in larger and faster public EV charging sites, earlier than would occur on a purely commercial timeframe. It also enables the government to influence charger delivery so it is undertaken in a way that benefits the consumer, through interoperability, open payment options, optimal user experience, safety, manageable levels of queuing etc, rather than primarily commercial consideration.

EV Charging Hubs

In early October 2023, EECA opened a funding round seeking applications for public EV charging hubs. These are charging sites that deliver multiple very high-powered charging heads, in highly visible locations on, or adjacent to the State highway network.

The EV charging hubs round is being funded from funding secured in Budget 23 (to be used to support public EV charging hubs and community infrastructure).

EECA received significant levels of industry interest in this round. We will complete the assessment of projects before Christmas and communicate with successful applicants early in January. It is likely that \$14m co-funding will be approved for 180 EV charger points, across 10 companies. We will engage with your office regarding potential announcement opportunities.

Destination Chargers

These chargers support EV drivers in urban areas, looking to charge their EV while they are at destinations they visit regularly near home. This includes locations where users will spend between 30 mins and 2 hours conducting other activities, for example at supermarkets and community facilities such as swimming pools. These chargers are also an opportunity for those unable to charge at home.

EECA has a destination charging round designed and ready for launch, subject to your approval. We will seek your approval to launch this funding round early in the new year.

**To: Hon Simeon Brown
MINISTER FOR ENERGY**

Title of briefing	Overview of EECA’s approach to upcoming EV Charging rounds		
Date	1/03/2024		
EECA reference number	EECA 2024 BRF 00	Response required by:	15/03/2024
EECA priority	Non-urgent		

EECA contacts

Position	Name	Mobile Number	Work Number	1 st Contact
Chief Executive	Dr Marcos Pelenur		9(2)(a)	✓
Responsible manager	Will Jensen		9(2)(a)	
Principal author	Alex Doyle-Franklin		9(2)(a)	

Purpose

- At the EV charging deep dive with officials on 23 February 2024, you requested additional detail on EECA’s planned EV charging funding rounds. This briefing sets out the approach EECA is proposing to take to support the market-led provision of public EV charging infrastructure in 2024.
- The Ministry of Transport (MoT) and the Ministry of Business, Innovation and Employment (MBIE) are also preparing a Cabinet paper, to inform Cabinet of the approach described in this paper as well as the wider EV charging work programme.

Key messages

- EECA, MoT and MBIE are exploring different levers (including regulatory interventions) to reduce barriers to private sector investment in EV charging infrastructure, moving away from the traditional co-funding approach.
- Until EV uptake reaches a point where the EV charging market becomes fully commercial, there is a role for the government to support industry to achieve an effective nationwide network of public EV chargers. This support should target barriers to commercial viability, such as high costs associated with network connection and ongoing lines charges. EECA’s engagement with charging providers in recent funding rounds has shown that electricity connection costs typically make up

- about 30 percent of total project costs. In future, these costs should be lowered as a result of work MBIE and the Electricity Authority are leading as part of the delivery of the Government's Electrify NZ policy.
- Pending Cabinet feedback, EECA intends to shortly launch a funding round targeting urban infill destination charging. This will be for charging in locations where users will spend between 30 minutes and 2 hours, for example shopping and community facilities such as swimming pools. This type of destination charging in urban areas is particularly important for EV owners that do not have access to charging at their home. An important purpose of this urban infill funding round will be to help demonstrate the business model to businesses who act as landlords on the sites that could host destination EV charging. We propose that government funding for this funding round will only contribute to the cost of electricity supply infrastructure, up to a maximum of 35 percent of total project costs.
- EECA will engage with key charging industry stakeholders to consider alternative funding and financing approaches that right-size the overall government contribution to public charging projects and incentivise competition between providers. We will implement these funding approaches through funding rounds later in 2024.
- Alongside direct support to charge point operators, EECA will continue to develop data tools to coordinate and support EV charging industry decision making as well as Electricity Distribution Businesses' future investment plans.

Recommended actions

- Note** we will engage with key industry stakeholders to test how various funding and financing models, which better align with Government priorities, could work in practice.
- Note** we will brief you on the outcome of industry engagement and seek your approval to trial these approaches through additional funding activity later in 2024.
- Note** MoT and MBIE are providing you with a Cabinet paper seeking to inform Cabinet of your intention to progress with the co-funding approach as described in this paper through 2024, which includes launching a funding round targeting urban infill destination EV charging.
- Agree** to EECA progressing with a funding round targeting urban infill destination charging as described in this paper with an indicative funding pool of about \$15 million, subject to Cabinet feedback.

Agree / Disagree



Dr Marcos Pelenur
CHIEF EXECUTIVE
 1 / 3 / 2024

Hon Simeon Brown
MINISTER FOR ENERGY
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Background

3. As the EV charging market has evolved, the government co-funding contribution towards infrastructure projects has reduced. Projects supported by EECA in earlier years would typically receive co-funding of around 50 percent of total project costs. In recent funding rounds, this has reduced to an average of about 40 percent. The intention is to continue to maximise the private sector contribution, and target government funding to projects that face the biggest barriers, provide most public benefit and are needed for an effective nationwide network.
4. Investment needs of projects can vary significantly between locations and the type of project being pursued. A particular challenge in the public EV charging market is that often the sites with the lowest demand (such as remote rural locations) face the highest installation and ongoing operational costs. Variation in pricing and processes across Electricity Distribution Businesses (EDBs) further complicates the commercial decisions of chargepoint operators (CPOs).
5. During our recent EV charging deep dive session with you, we discussed opportunities to target support towards solutions that enable the market to deliver public charging infrastructure, which better align with your priorities. This includes removing market barriers and providing data resources to the market, and using government funding only where there is a strong public value proposition for doing so.
6. EECA, MoT and MBIE are exploring different levers (including regulatory interventions) to overcome barriers to private sector investment in EV charging infrastructure, while reducing reliance of government co-funding. Work is underway on a cost-benefit analysis of EV charging infrastructure required in the National-Act Coalition Agreement, as well as work by the Treasury on the creation of the National Infrastructure Agency (NIA).
7. This activity, particularly regulatory solutions, will take some time. We expect the Electricity Authority to complete its work on distribution price reform and addressing non-price barriers to the efficient connection of electricity load in early 2025. This is subject to Board decisions and may change.
8. While this work progresses, industry will still require support to ensure investment in the public EV charging network continues at the pace and scale required to meet the Government's targets.

Revising the approach to market-led public EV charging support

Out of scope

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Out of scope

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In the meantime, we intend to launch a funding round targeting urban infill destination EV charging

11. While work to assess different mechanisms progresses, we propose to launch an urban infill destination charging round. Results from EECA consumer surveys show that a perception of a lack of public charging infrastructure is one of the key barriers to the uptake of electric vehicles. Urban infill destination charging provides high-visibility charging sites, instilling confidence for EV drivers.
12. The urban infill destination charging stream would support accessibility of charging across the urban environment, allowing EV owners to charge at regularly visited destinations. This type of destination charging in urban areas is particularly important for EV owners that do not have access to charging at their home.
13. EECA has not funded this kind of destination charging activity at scale before and its presence in the market is currently quite small (for example a single slow charger in a shop carpark). An important purpose of this funding round will be to help demonstrate the business model to businesses who act as landlords on the sites that could host destination EV charging. Currently businesses in New Zealand generally do not see that there is a commercial opportunity in hosting EV charging on their sites.
14. There is benefit in government support for this urban infill destination charging as there are a number of challenges that are exacerbated in this kind of charging. While the chargers used for destination charging are lower power than a journey charging site on a State highway (25-99kW compared to 150-300kW), urban destination charging sites often have nearby competing electricity demands, leading to high connection costs for additional load (particularly in Auckland). With the chargers themselves being lower cost than ultra-fast journey chargers, connection costs for urban destination charging often make up a higher proportion of total project costs.
15. Currently businesses that would suit destination charging well may just install whatever charging will fit within their existing electricity capacity (even if that is a slow 3kW AC charger). This funding round intends to encourage businesses to host a larger number of chargers, providing benefit to more EV drivers.
16. There is a strong expectation from industry that this round will launch imminently and EECA has confidence there are significant opportunities worth progressing. Many high-benefit projects (facing significant barriers) were rejected from EECA's latest EV charging hub round (launched in October 2023). These projects from a range of different charging providers were rejected as their business case aligned better with characteristics of an urban infill destination charging site.

Urban infill destination charging round design

17. This round will target 17 urban areas, with an indicative funding pool of about \$15 million. We propose some flexibility to increase should submissions justify additional investment. Proposals are sought from either:
 - a. New urban sites offering rapid chargers (typically 25kW to 99kW DC) for opportunity charging as part of their daily activities where users will spend between 30 minutes and 2 hours, for example shopping carpark and community facilities such as swimming pools.
 - b. Sites with an existing charger with capacity to add an additional rapid charger (25kW to 99kW DC) to reduce frustrations with queuing.
18. To align with your priorities, EECA will place a strong focus on right-sizing the level of government contribution towards projects supported through this round. We will assess projects on a case-by-case basis, and we intend to only provide funding towards electricity connection costs for the projects.
19. Connection costs vary between locations, but on average make up approximately 30 percent of the total project cost. For this reason, in this funding round we will provide co-funding equal to the electricity connection cost for the project, up to a maximum of 35 percent of total project costs.
20. The contracts that EECA enters into with charging providers who receive co-funding set up a robust monitoring programme to ensure delivery and value. These contracts also include a number of requirements to ensure the new infrastructure provides maximum benefit to users, the electricity grid and the charging network as a whole.
21. When assessing applications, we intend to prioritise locations where there is a high ratio of EVs per charger – indicating a community underserved by charging infrastructure. We will also encourage projects that represent an efficient distribution of electricity capacity, with charger speeds that are appropriate for the location. As an example, if installing 300kW of charging capacity at a swimming pool, it would be more appropriate and have more benefit to install six 50kW chargers, rather than a single 300kW charger.

Out of scope [Redacted]

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Next steps

- 26. Subject to Cabinet feedback, EECA will launch the urban infill destination funding round over the next few months and progress with industry engagement to identify opportunities to support delivery of public EV charging throughout 2024, as described in this paper.
- 27. We will keep you updated on the outcomes of our industry engagement through our fortnightly reporting, Out of scope [Redacted].

Title	Supporting material for EECA Officials meeting - Tuesday 2 April 2024
Date	27/03/2024
To	Hon Simeon Brown, Minister for Energy
From	Dr Marcos Pelenur, EECA Chief Executive
EECA reference number	EECA MEMO 158
Attachments	Appendix One: Supporting material for EV Charging Hubs Announcement

Purpose

1. This aide memoire briefs you on programmes we wish to discuss with you at the 2 April EECA Officials meeting, including:
 - details on upcoming funding rounds to support the public electric vehicle charging network
 - **Out of scope**

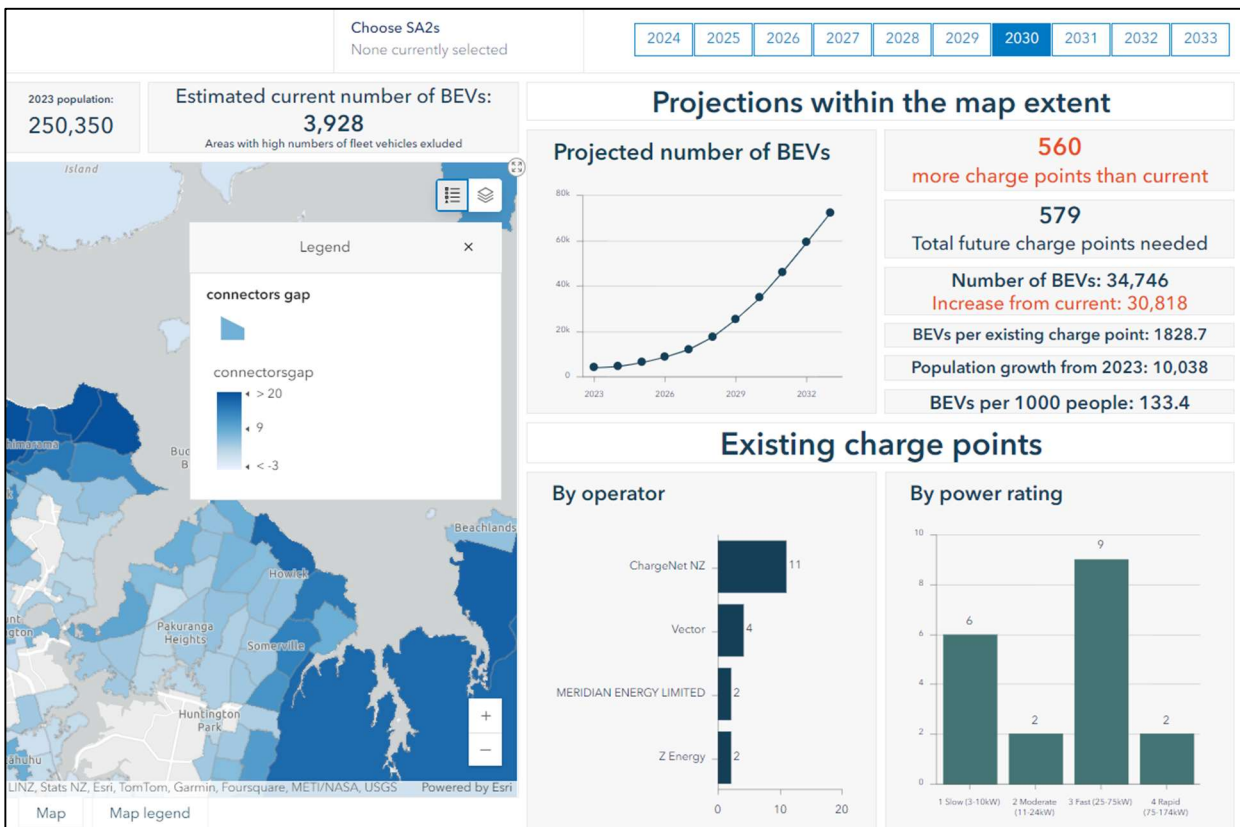
Item One: Update on activity to support the public EV charging network

Design of the Urban Infill Destination Charging round

2. You will soon take advice to Cabinet on the broader public EV charging work programme. We have also provided a briefing to you with further detail on our proposed approach to EV charging funding rounds throughout 2024 (EECA 2024 BRF 004 refers). Subject to any feedback, we intend to launch the urban infill destination charging round as soon as possible after a Cabinet decision is secured.
3. The urban infill destination charging round will:
 - enable delivery of high visibility urban charging sites, instilling confidence for EV drivers and targeting perception of a lack of public charging infrastructure.
 - allow EV owners to charge while undertaking everyday activities at regularly visited destinations, which is particularly important for EV owners that do not have access to charging at their home.
 - demonstrate the business model and commercial opportunity to businesses who act as landlords on sites that could host destination EV charging.
4. This round will target 17 urban areas, including Dunedin, Tauranga and Auckland, with an indicative funding pool of approximately \$15 million. We expect to leverage approximately \$30 million in private capital.

- Our recently developed EV Community Charging Mapping Tool with its heatmap functionality will be used to identify areas where additional charging points are required in advance of demand. This mapping will be used in assessing applications to ensure proposed sites are appropriate and meet the round’s objectives. *Figure One* below provides an example of the tool’s functionality. Using East Auckland as an example, the tool projects the number of EVs will increase by 30,818 by 2030¹, with 560 additional public charge points required to service these vehicles. The darker shaded areas on the map signify areas which are expected to have the greatest need for public chargers to meet a ratio of one charger per every 60 EVs.

Figure One: EECA Community Charging Predictive Modelling Map



- EECA is placing a strong focus on right-sizing the level of government contribution towards projects supported through this round. Support will be targeted towards the electrical connection costs of locations, recognising that urban sites often have competing electricity demand nearby, which often exacerbates connection costs for additional load. For this reason, in this funding round we will provide co-funding equal to the electricity connection cost for the project, up to a maximum of 35 percent of total project costs.

¹ Projections of BEV uptake is based on the Climate Change Commission’s modelling. EECA will continue to monitor Government forecasts and update our tool to reflect any changes in anticipated BEV uptake.

Out of scope

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Out of scope



Questions Received and Responses.

This document provides answers to questions received and is the response given to those who raised queries with EECA. All questions have been summarised and/or made anonymous. This document will be provided to the requestors as EECA's response to their specific query, and this document will be made available to all who registered their interest on GETS.

All questions or requests for clarification should be directed to applications@EECA.govt.nz.

Question:

The dates in the RFP are different from the dates published on EECA's website. Which ones apply?

Answer:

The dates in the RFP apply, these are:

Deadline for questions from Applicants	4pm, Wednesday 15 November 2023
Deadline for EECA to answer Applicants' questions	5pm, Friday 17 November 2023
Deadline for Proposals	12pm, Friday 24 November 2023

Question:

In the Low Emission Transport Fund – Round 10, EECA included the EV Charging Journey Hub evaluator map. Is this relevant for this round?

Answer:

In this round EECA is expecting potential applicants to form their own views of the potential benefits of each location. The map referred to is still available.

To assist, the map is available at: [EV Fast Charging Journey Hub Evaluator - Public \(arcgis.com\)](https://arcgis.com)

Other sources of data include EV Roam <https://www.journeys.nzta.govt.nz/ev-chargers>, and

Applicants need to undertake their research, independently of these tools.

Question:

Will EECA fund sites at similar locations that were granted funding in the last round for example Tirau? From the evaluator map EECA has estimated there will be a lot of charging demand in the priority areas which has not been met fully by the last round so we assume more chargers in the same locations would work fine and would create competition and give EV drivers a choice.

Answer:

EECA has structured the RFP to be open on location, allowing applicants to make submissions which may include places where EV Chargers in place and approved. However, EECA wishes to avoid supporting over-investment in specific locations at this early stage.

EECA wishes to encourage a spatially separated network of Charger Hubs across the country.

Question:

Are things like café buildings and toilets include as part of “civil buildings”?

Answer:

Note that the description of the EV Charger Hubs has changed since the last RFP for EV Charger Hubs and EECA is not willing to fund canopies and customer facilities on site.

The definition referred to is in the table that classifies cost types relative to funding. We intended to say that **the cost of civil work is eligible**. An updated table is reproduced below:

Eligible for co-funding contribution (no set contribution level)	Excluded from co-funding
Resource consent costs. Design costs for civil, construction and electrical. Site civil engineering work including water services, forecourt, pavement. Capital costs/ contributions for supply and installation of charging infrastructure. This includes power distribution to the site, electrical equipment and distribution within the site, power management and rectification, charging equipment. Data collection and monitoring equipment and operation including user experience monitoring. Display boards, digital screens and/or signage. Energy storage facilities and equipment if used.	Operational costs/ ongoing charges for supply infrastructure. Maintenance or ongoing costs of chargers/ buildings/ structures. Insurance costs. Infrastructure, building, maintenance and other costs associated with any non-electric charging infrastructure on the site (meeting the site specifications). Stand-alone AC charging solutions (AC may provide a complementary add-on to support overflow from a DC solution). Solar panels or other renewable generation sources. Capital costs of buildings and facilities. Cost of leasing or purchasing land for the site.

Question:

We were thinking of installing chargers on our site and would be seeking funding for the full costs of this project (as we are a not-for-profit). Is this something that would be considered with this funding round?

Answer:

EECA does not distinguish between applicants based on their ownership, purpose or charitable status. EECA has an expectation that it will co-fund up to 50% of the investment in chargers.

Question:

We would like to generate income from these chargers, to support our work with people in our community. Would this be within the scope of the funding please?

Answer:

Yes, you can generate income. To be eligible for funding the chargers must be available for public use.

Question:

We are situated in Auckland close to several highway on- and off-ramps including:

- 450m from one SH1 onramp
- 850m from another SH1 onramp
- 1.5k from SH16

Would this be considered close enough in location to the State Highway/Expressway network?

Answer:

EV Charger Hubs are intended to be facilities on the State Highway network for drivers taking journeys between cities. We are looking for locations that are close to the highway with easy access to and from the highway. Therefore, this location is unlikely to be successful in the RFP.

Question:

The table on page 8 (section 3.2) mentions the minimum number of charging points as either 10 or 5 charging ports. We only have space for two points. Would this be sufficient?

Answer:

The minimum number of charging ports in this RFP is 5. An installation of two charging ports will not be considered.

EECA is working to release an RFP supporting new public chargers in cities that will have a minimum of two chargers. Please do keep looking at our site for more information.

Question:

We have sites in high traffic locations with high residential density in Auckland, within reasonable proximity of the highway network. Is EECA interested in assisting with funding locations with high density and high traffic flow areas that essentially achieve the same goal as state highway locations?

Answer:

This RFP is for Charger Hubs for EV drivers making the journeys between cities in New Zealand. EECA wishes to encourage a spatially separated network of Charger Hubs across the country. Therefore, applications for out-of-town locations will be preferred in the funding round.

The site description fits better with an EECA funding round being prepared that will be supporting new EV Charger sites within the cities of New Zealand. That RFP may provide a better opportunity for the locations mentioned.

Question:

The RFP does not specify charger plug types or require a proportion of the available charger points to be any particular type. What is EECA trying to achieve and what ratios will be acceptable?

Answer:

EECA is looking to those who submit proposals to set out which plug types will be installed and therefore which electric vehicles will be able to charge. EECA will support multiple plug types to meet the demand of the electric vehicles expected to use the Charger Hubs.

END

Questions Received and Responses (2nd Edition)

This document provides answers to questions received and is the response given to those who raised queries with EECA. All questions have been summarised and/or made anonymous. This document will be provided to the requestors as EECA's response to their specific query, and this document will be made available to all who registered their interest on GETS.

All questions or requests for clarification should be directed to applications@EECA.govt.nz.

Question:

Do we need to put a submission in for each site we intend to build?

Answer:

Yes, you need to complete a response form for each site that funding is being applied for.

If you have multiple sites, we can duplicate your first submission to save you time on entering the information for the additional sites. Email the Point of Contact – Iain.Gillies@EECA.govt.nz.

Question:

We have a site in a suitable location but will be installing a single charger. Can we apply?

Answer:

No. The minimum number of charging ports in this RFP is 5.

EECA is working to release an RFP supporting new public chargers in cities that will have a minimum of two chargers. Please do keep looking at our site for more information.

Question:

We are at an early stage in negotiating on the land, what documentation is required?

Answer:

EECA wants to understand the status of negotiations and does not require copies of site documentation.

Question:

We would like funding for a charger that is complete and operating as a test site. Is this possible?

Answer:

No. EECA provides funding for investment proposals where the investment has not yet been made.

END

Company name	Supplier user name	Email address	Question title	Question	Open to public	Answered	Answer	Attached file name	Submit Date
9(2)(a)	9(2)(a)	9(2)(a)	Individual vs Multiple location submissions	<p>Hi there,</p> <p>Can you tell us if we need to put a submission in for each individual site that we wish to build? We have eight different sites / locations but your tender does not say if we can put it in as one submission with sites specified / identified, or if each location needs to have a separate submission. We would like that cleared before questions close so we can ask additional questions if required.</p> <p>Many thanks, Good morning,</p>	N	Y		Please refer to published addendum 1 & 2	14-11-2023 13:44
9(2)(a)	9(2)(a)	9(2)(a)	Rejection Criteria	<p>If we submit a proposal with multiple sites but some of them do not meet your criteria (ie they are too far off the State Highway network for this specific tender), does the whole submission get rejected or can it be accepted with caveats (ie specific sites accepted)?</p>	N	Y		Please refer to published addendum 1 & 2	15-11-2023 11:04

Company name	Supplier user name	Email address	Question title	Question	Open to	Ans were	Answer	Attached file name	Submit Date
			Questions 4	In connection with the Declaration statement in the Response Form, there is a statement that refers to "external providers" and that the respondent must verify that these external providers have no "direct or indirect interest in the Applicant".	Y	Y	Thank you for flagging your concern, the team have added the missing point to the downloadable Response Form (uploaded by COB 17.05.2024) and added the other points to the online declaration. Please only use the downloadable form for reference only, applicants must use the online form provided.		16-05-2024 14:18
			Questions	Q1.Can you clarify if co-funding is only available for electrical connection costs or whether other costs associated with installation of EV charging infrastructure are also covered? Q2.Is there a template Response Form that could be provided? Q3: Online application form –does applicant needs to complete declaration and signature before continuing?	Y	Y	On the point for external advisors, applicants can tick the box and specifically state the interest in the application form. Q1.Can you clarify if co-funding is only available for electrical connection costs or whether other costs associated with installation of EV charging infrastructure are also covered? A: •EECA intends to evaluate all the costs of a project, but will contribute only to the electrical connection cost. •In the RFP, 'S.3.5 Exclusions' details what is included and excluded from co-funding. These costs include: •Electricity connection to the site or upgrade to existing infrastructure. This can include transformers and switchboards and power management systems. •Energy storage facilities and equipment (if used). •Project report detailing the requirements listed in Schedule 3 of this RFP. •All other costs are excluded. Q2.Is there a template Response Form that could be provided? A:•Downloadable Word version of Response Form will be loaded on webpage - Public EV Charging: urban infill EECA. Use this for reference only, to apply, please apply via the online application form - Application form: Public EV Charging urban infill EECA. Q3.Online application form – applicant needs to complete declaration and signature before continuing A •Feel free to put in an interim name and check the declaration boxes to continue. This can be edited / updated before you press "Submit". •You can save the form and come back to it later using the "Save" button in the bottom right hand corner of the page. You will be provided with a unique link that will link you back to your progress on this form. You can share this link with your teammates if they also require access or need to feed in information. The round closure date is the date the round closes, 31 May 2024. The expectation is that all necessary board approvals will have been confirmed by 2 months after that date.		03-05-2024 15:47
			Clarification	In the Declaration, one of the tick-boxes references "that all necessary internal approvals (CEO /Board etc.) and relevant budgets for the project A question was asked with regard to the RFP, specifically where it states: "If you want to make multiple applications, we will devise a process to do this, please contact us to discuss."	Y	Y	The process for submitting multiple projects is: •Complete the basic information in one application (the information that you will want to be copied over to multiple applications). •Save this once the basic information is in. •Please email Applications@eeeca.govt.nz to advise how many copies of this you need. •We'll send you an email with links to each application, and you can complete the project / location specific information in each- then press "Submit". •Please allow 2 working days for us to process multiples.		24-05-2024 16:22 22-05-2024 16:50
			Process for submitting multiple projects		Y	Y			
			Questions 2	1.Will a new clean version be uploaded as the current version has mark-ups 2.Clause 2.1 - What is EECA's anticipated funding agreement "Term" 3.Schedule 1 – there appears to be two versions of Schedule 1 – can you advise which is applicable? 4.Schedule 1 – Point 6 – references "EECA Funding cannot exceed 50% of the actual costs of delivery of any Milestone" – is this relevant to this specific RFP? 5.Schedule 1 – Point 8 – states "Ensure that the car sign writing and branding to be done in accordance with brand guidance provided by EECA; and" can you clarify what this pertains to? What "car" is this referencing and can the "brand guidance" document be provided? 6. There are two "Sample – Schedule 3: Knowledge Sharing and Reporting" pages. The first page relates to "Vehicle & Technology Projects" but does not appear applicable to the specifics of this round of funding which only covers electrical connection costs. Can you advise if the first Schedule 3 should be ignored and the second one titled "Sample – Schedule 3: Knowledge Sharing and Reporting – Public Charging Infrastructure Projects" is applicable?	Y	Y	Q1.Will a new clean version be uploaded as the current version has mark-ups A- The funding agreement via https://www.eeca.govt.nz/co-funding-and-support/products/public-ev-charging-urban-infill/ has been updated. Q2.Clause 2.1 - What is EECA's anticipated funding agreement "Term" A- EECA anticipates a Funding Agreement Term of a minimum of 12-15 months, allowing time for the Recipient to implement the project and provide 6 and 12 month operational reporting and a final close-out interview. Typically Project Terms can be up to 24 months. Q3.Schedule 1 – there appears to be two versions of Schedule 1 – can you advise which is applicable? A- Funding Agreement has been updated- Please see new version Q4.Schedule 1 – Point 6 – references "EECA Funding cannot exceed 50% of the actual costs of delivery of any Milestone" – is this relevant to this specific RFP? A- Funding Agreement has been updated- Please see new version Q5.Schedule 1 – Point 8 – states "Ensure that the car sign writing and branding to be done in accordance with brand guidance provided by EECA; and" can you clarify what this pertains to? What "car" is this referencing and can the "brand guidance" document be provided? A- Funding Agreement has been updated- Please see new version Q6. There are two "Sample – Schedule 3: Knowledge Sharing and Reporting" pages. The first page relates to "Vehicle & Technology Projects" but does not appear applicable to the specifics of this round of funding which only covers electrical connection costs. Can you advise if the first Schedule 3 should be ignored and the second one titled "Sample – Schedule 3: Knowledge Sharing and Reporting – Public Charging Infrastructure Projects" is applicable? A- Funding Agreement has been updated- Please see new version		06-05-2024 15:54
			Definition of Public Value	A question has been asked with regard to the definition of Public Value.	Y	Y	Please see the response below: Applications are scored on how well the proposed charging and supporting infrastructure will meet the identified user needs at each site. This includes considering accessibility, convenience, capacity and potential user experience (for example services available on or near the site), ability to deliver and Public Value including value for money. Public Value (PV) is both a qualitative and quantitative assessment based on variable benefits and metrics such as cost per connection that help to maximise overall value for public investment. EECA also considers the extent to which the project will benefit both those enjoying the use of the chargers, and the wider community from the extension of the Public EV Charging network. PV is guided by the Investment Principles of the Fund and by the specific outcomes guiding EECA in the EV Public Charging space (detailed in section 2 of the RFP). EECA looks to these elements to maximise value for public investment and differentiate the project from others. These are to: •Support EV uptake and provide consumers with confidence in the availability of public electric vehicle charging infrastructure at convenient opportunity charging locations. •Encourage new entrants and competition for provision of charging infrastructure. •Ensure charging infrastructure standards such as connectivity and energy efficiency are met. •It is expected that Applicant will help meet the Government's Broader Outcomes.		30-05-2024 14:01
			Questions 3	Could you please clarify a point from the Funding Agreement, Schedule 1 – Point 6 – references "EECA Funding cannot exceed 50% of the actual costs of delivery of any Milestone" – elsewhere it has been stated that the co-funding could be up to 100% for electrical connection (Milestone 3) with justification. How do these two statements correlate?	Y	Y	Could you please clarify a point from the Funding Agreement, Schedule 1 – Point 6 – references "EECA Funding cannot exceed 50% of the actual costs of delivery of any Milestone" – elsewhere it has been stated that the co-funding could be up to 100% for electrical connection (Milestone 3) with justification. How do these two statements correlate? A- Depending on what percentage of the electrical connection cost is approved for co-funding, the % will be adjusted. For example if 75% is approved, that would be reflected.		08-05-2024 15:33
			Tender documents	Where do you dowload the tender documents ? thanks	N	Y	Kia ora		01-05-2024 08:49
			Request for Funding Agreement Clarification	A question has been raised with regard to the differences between the Public EV Charging: Urban infill and the Public EV Charging: Hub's funding agreements.	Y	Y	EECA does not give individual advice or guidance on contracts, interested parties should satisfy themselves with the content and/or seek independent legal advice.		21-05-2024 09:49
			Webinar recording	Was the Webinar that took place on the 8th May recorded and made available to be viewed?	Y	Y	Yes- Details of the webinar and slides can be found at https://www.eeca.govt.nz/co-funding-and-support/products/public-ev-charging-urban-infill/		13-05-2024 11:20
			Link for meeting	Hi Link for meeting does not exist, can you update link	N	Y	Kia ora EECA will be hosting a webinar at 12:30pm on Wednesday 8 May 2024. Registration can be found on the EECA website, at https://eeeca.zoom.us/webinar/register/WN_s92VeXoBQhu73Z2MqANNKg#/registration		01-05-2024 08:32
			Clarification: Total Project Costs	If the project entails upgrading a site to add more chargers to the facility, does the "total project cost" only encompass the upgrade costs to add	Y	Y	Only the new project work can be included in the application, we are not funding previously built projects nor including them in the "total project cost".		24-05-2024 16:20