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HI TRANS
THE HIGHLANDS AND ISLANDS TRANSPORT PARTNERSHIP

Report to Partnership Meeting 22 April 2022

EUROPEAN PROJECTS

FASTER Project Update

PURPOSE OF REPORT

To update Members on the development of the FASTER project funded through the INTERREG VA Programme, supported by the European Regional Development Fund (ERDF). The project launched in October 2020.

OVERVIEW

The FASTER Project (Facilitating A Sustainable Transition to EVs in the Regions) is a joint proposal between seven Partners across Scotland, Ireland and Northern Ireland to support the overarching ambition to transition to low carbon transport systems.

The key objective of FASTER is to install 73 interoperable rapid charge points (50KW capacity) in the INTERREG VA region by June 2023, ensuring that the availability of charging stations is not a major obstacle to EV market penetration. It will also provide an additional supportive, enabling environment for suppliers and consumers, providing increased confidence and reassurance in regional commitment to the emerging EV market.

HITRANS will lead the technical work package on procurement, and will install 24 rapid charge points (or more if budget allows) across the three local authority areas covered within the programme area: Argyll & Bute (excluding Helensburgh), Western Isles, and Skye, Lochalsh & Lochaber areas of The Highland Council.

UPDATE

Procurement
The procurement notice for the supply, install and maintenance of FASTER EV charging points is live on PCS and OJEU, with a submissions deadline of 2nd May and a contract start date of 9th June.

There have been 31 Expressions of Interest and a good indication that 5 or more suppliers will bid, for a competitive award.

Changing EV Landscape
With the Scottish EV charging network evolving into a commercially competitive collaboration with private investors, and business models for infrastructure changing, there is an option within the FASTER T&Cs for Councils to transfer the ownership and/or operation of their FASTER charging points after the first 5 years, to an established Network Operator for example. This is so that FASTER does not hold up Council plans to change their EV infrastructure provision in the future.

Legalities
Involvement in legal agreements for a charging point in the MOVE project has provided many learnings for FASTER in terms of document content, working practices and particularly lead times. The sites are now being put in priority order to ensure the legal agreements progress as needed.

Risk mitigation
Risk assessment of the next phase of FASTER highlighted 3 concerns which have been addressed.

The first was timing and co-ordinating 6 consecutive, dependent processes by multiple suppliers on each of the 23 sites listed below. This has been captured in our installation process diagram, also below.

The second risk identified was change management, and there is a thorough process for this in the supplier T&Cs.

The third risk was ensuring the quality of work on site. There are multiple options to solve this, depending on which Supplier is awarded the contract. This might involve site inspections by a main contractor or Council employee, or Clerk of Work services.,

Schedule
The FASTER Project is currently seeking a 7 month extension to the end of December 2023. An extension will likely be granted but not necessarily for the full 7 months. Whilst Scotland is still a few months ahead of Irish and Northern Irish Partners on the project, any additional time would be welcome to ease what is currently quite a challenging installation schedule.

PROJECT BUDGET

HITRANS has a significant budget in the FASTER project totalling €1,675,703, allowing for the installation of at least 24 rapid charge points.

RISK REGISTER

RTS Delivery
Impact – Positive

Comment – The FASTER project supports several RTS objectives, particularly in the field of low carbon transport and support for EV uptake.

Policy
Impact – Positive

Comment – FASTER is supporting broader policy work by conducting research on the procurement and installation of a rapid charging network and how this complements existing infrastructure.

Financial
Impact – Positive

Budget line and value – The project attracts a reimbursement rate of 85%.

Equality
Impact – Positive

Comment – FASTER aims to increase the number of publicly accessible charge points to encourage more EV drivers in the region.

RECOMMENDATION

Members are asked to:-

1. Note the report.

Report by: Gemma Robinson
Designation: Project Officer - FASTER
Date: 19th April 2022

Working list of FASTER sites, still to be confirmed by Supplier and subject to legal agreements

Argyll and Bute
Rothesay Pier
Corran Halls Car Park, Oban
Lorne Car Park, Lochgilphead
Tarbert Ferry Terminal
Dunoon Coal/Pier Car Park (TBC after electrical analysis)
Campbeltown Ferry terminal (TBC after electrical analysis)
2 sites fell through, reserves TBC
Skye, Lochaber and Lochalsh
Fort William West End Car Park
Arisaig Hotel
Lochaline Memorial Car Park
Strontian Village Car Park
Glenfinnan Visitor Centre
Ballachulish Tourist Info
Mallaig West Bay Car Park
Portree Bayfield Car Park
Western Isles
Leverburgh
Ardmhor Ferry Terminal (Barra)
Lochboisdale – Uist Gift Shop (South Uist)
Stornoway -South Beach Car Park (Lewis)
Balivanich – Stepping Stones Restaurant (Benbecula)
Barvas Community Centre (Lewis)
Ravenspoint Visitor Centre (Lewis)

Scottish Electric Vehicle ChargePoint Installation Process

Installation Step	1. Quotes and Ordering	2. DNO Order is processed	3. Site Preparation	4. Contestable Civils Works	5. Non-Contestable DNO Works	6. Meter Installation	7. Contestable Works & Energisation	8. Commissioning	9. Baymarking	10. Mapping
Details	Application for formal DNO quote (2-13 weeks to receive) Acceptance of formal DNO quote (13 weeks to accept (+potential 13 week manual extension))	Site visit, electrical design and assessment (4 weeks) Wayleaves sign-off (12-14 weeks) Works are scheduled, MPAN provided (see #3)	Meter ordered with energy supplier, who requires MPAN number, quote and connection date from DNO, with 28 days notice to install Written notice displayed for works if needed Clearance of site, cable & access routes arranged	Ground excavation for foundations. Foundations laid for ChargePoint and feeder pillar and left to cure (Trench excavation & duct installation for cabling if installation contractor is contracted for contestable works) Feeder pillar installed	(Trench excavation & duct installation for cabling if DNO is contracted for contestable works) New joint created from exisiting DNO network to feeder pillar, with cut-out installed (fuse). Simple low voltage connection takes 6-9 weeks Any upstream grid reinforcements (i.e. transformer upgrades) take 12-30 weeks	Electricity meter supplied and installed and connected to DNO cut-out	Civils - ChargePoint is fitted to foundation Electrical works - Meter is connected to ChargePoint. Civils - Reinstatements works Energisation - ChargePoint is switched on	Commissioning, demonstation & handover (Comissioning paperwork completed for CPS to add new ChargePoints to their online map)	As per buyers choice of design	ChargePoints added to NCR & other map apps and promoted more widely
Responsible Party	**Buyer**	**DNO**	**Buyer**	**Installation Contractor**	**DNO**	**Electricity Supplier's Meter Operator**	**DNO OR Installation Contractor**	**Installation Contractor AND ChargePoint Netowork Operator**	**Buyer or Installation Contractor**	**Buyer**
Timeframe guide	2-39 weeks	4-14 weeks	0.5 weeks	0.5-3 weeks	6-30 weeks	1-2 weeks	0.5-3 weeks	0.5-4 weeks	0.5-2 weeks	1-4 weeks

Interaction of installation steps for 1 average 50kW charger with simple new LV DNO connection. Multiple installs would overlap considerably