

[REDACTED]

27 October 2023

Dear [REDACTED]

Re: Official Information Act Request: Reasoning behind LETF Round 9 Funding Decisions

Thank you for your online request of 4 October 2023, in which you requested information under the Official Information Act 1982. You requested:

“In LETF round 9 various different entities received funding for what seems to be the same outcome, “two 150kW chargers with four ports (1 CHADEMO, 3 CCS)”. <https://www.eeca.govt.nz/assets/EECA-Resources/Co-funding/LETF-files/Round-9-Files/Rounds-9-and-10-approved-projects-list.docx>

ChargeNet NZ Limited was awarded \$190,000 for each of these projects, while Jump Charging Limited was awarded between \$272,550 and \$308,500, and EV Infrastructure Partners was awarded between \$240,850 and \$267,100. At first glance the reasoning does not appear to be due to location/site requirements, as all ChargeNet funding is the same amount for all locations.

I request the reasoning for awarding more money for the same chargers to different entities, including any correspondence relating to this.”

Response:

Reasoning for awarding more money for the same chargers to different entities...

While the outcome of installing two 150kW chargers with four ports (1 CHADEMO, 3 CCS) is the same in each of the ChargeNet NZ Ltd, Jump Charging Ltd and EV Infrastructure Partners projects you have referenced, the electrical work and upgrades required vary significantly depending on supply availability in each location.

In Round 9 of the LETF, EECA identified 14 major holiday journey routes with 25 specific locations where we determined a need for additional public EV charging infrastructure. We held an open Request for Proposals process, where parties could apply for EECA co-funding to deliver charging infrastructure in one or more of these locations. Applicants determined the amount of funding they requested based on their view of competitiveness at the site, their estimates of total project costs, and their internal cost structures.

Across proposals received in Round 9, the estimated capital costs required to install charging infrastructure ranged between \$50,000 and \$300,000. These costs were based on applicant estimates of power availability, need for connection or transformer upgrades, and associated civil works – as well as the

number of chargers to be installed at each site. For example, in Geraldine the site civil works cost estimates for the Jump Charging project were half that of another applicant's proposal, and the electrical upgrade cost estimates were under 25% of another applicant's.

A moderation meeting was held on 22 May 2023 to consider applications and award funding. At this meeting, the assessment panel scored each application based on the following four components:

- Proposed solution (30% weighting)
- Ability to deliver (30% weighting)
- Speed of implementation (30% weighting)
- Value for money (10% weighting)

Proposals from ChargeNet, NZ Ltd, Jump Charging Ltd and EV Infrastructure Partners were approved based on their scores against these criteria. Applications were assessed location by location. For each of the 25 locations, the panel selected the application with the highest overall score.

We have released the LETF Panel Report 'Round 9 Holiday Journey Charging', which outlines the final funding allocated to Round 9 projects as well as their moderated final average scores against the fund criteria. This is attached as *Appendix A*. We have partially withheld information under s9(2)(b)(ii), to protect information where making available the information would unreasonably prejudice the commercial position of the person who supplied or who is subject to the information. Redactions have been applied to information we believe would compromise applicant confidence if shared in a highly competitive market, potentially impacting their willingness to openly share commercial information with EECA in future.

...any correspondence relating to this.

Regarding the second aspect of your request, for all correspondence relating to the decision to award more money for the same chargers to different entities, there is no internal or external correspondence that falls within scope of this request. We are therefore refusing this aspect of your request under 18(e) of the OIA.

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,



Dr Marcos Pelenur
Chief Executive

Report Date	31/05/2023
LETF Round	LETF Round 9: Holiday Journey Charging
Purpose	This is the panel report on round 9 of the LETF, providing recommendations for approval and decline
Prepared by	Louise Murphy, EECA Secretariat
Prepared for	Richard Briggs, GM Warmer Kiwi Homes, Public Sector and Transport

Background

1. Round 9 of the Low Emission Transport Fund launched on 26 April 2023 seeking rapid deployment proposals to increase the availability of public electric vehicle chargers on key holiday journey routes throughout New Zealand in time for Christmas 2023. The round closed on 17 May 2023.
2. EECA identified 14 major holiday journey routes with twenty-five specific locations which are the subject of this report. These routes have been identified through analysis of New Zealand traffic flows and analysis of peak-season traffic data obtained from Waka Kotahi.
3. An initial funding envelope of \$3 million of new funds was available for Round 9, based on the funding available in the LETF for 2022/23.
4. The Panel members participating in Round 9 were: Chair, Camilla Cochrane, Richard Briggs and John Hancock. The Secretariat was Louise Murphy and technical expert was Gerard Logan.

Assessment

Procurement Process

5. The Request for Proposal (RFP) for Round 9 of the Low Emission Transport Fund (LETF) opened on 26 April 2023 and closed on 17 May 2023.
6. EECA received 14 eligible applications from 10 applicants, applying for 19 locations in total.
7. The amount of co-funding requested in the eligible applications totalled \$7.33 million. This represented total project costs of \$16.67 million, with an applicant contribution of \$9.36 million.

Evaluation Process

8. **Administrative review** of proposals was completed based on pre-conditions outlined in the RFP. All proposals were assessed as valid for evaluation (*see Appendix 1*).
9. **Panel induction** - a pre-assessment session was held during the moderation meeting on 22 May 2023 to outline the Panel's tasks and provide guidance on scoring. No Panel members declared a conflict of interest with any applications.
10. **Moderation meetings**
 - a) Meeting 1. This was held on 22 May 2023 where panel members discussed each application location by location, and the panel live scored each application agreeing a final score through discussion. The Panel agreed on those applications that were to be declined funding in this round.
 - b) Meeting 2. The second moderation meeting was held on 23 May 2023 where the panel completed the assessment process.

Criteria

11. **A weighted attribute** (weighted criteria) evaluation method was used to determine the successful respondent.
12. **Evaluation criteria** - applicant responses were reviewed by panel members and evaluated separately against the following criteria and weightings:
 - a) Proposed solution (30%);
 - b) Ability to deliver (30%);
 - c) Speed of Implementation (30%); and
 - d) Value for Money (10%); and
13. **Scoring** - a scoring scale was used to evaluate proposals. Proposals were assessed and scored collectively between panel members, and the weighted average scores combined to create the final results.

Recommended applications

14. **Recommended applications** - the panel was asked to rank and recommend applications based on merit, arriving at an agreed demarcation between those recommended and those declined. A final recommendation of approximately \$4.28 million was agreed, based on a clear delineation on scores and choosing one applicant chosen per location. On that basis, the panel recommends:
 - a) **19 projects** for co-funding that would allocate **\$4,277,450** (43.8% of total project costs) from Round 9, as listed in Table 1. Total project costs for the recommended applications are \$9,757,300.
15. The final moderated scores of all eligible applications are listed in Appendix 1.

16. The recommended applications have been consolidated by applicant in the following table:

Applicant	Specifications	Total contract value
Z Energy	Culverden – one 150kW charger with two ports (1 CHADEMO, 3 CCS) Taipa – one 180kW + one 50kW chargers with 3 ports (1 CHADEMO, 2 CCS) Wairoa – one 75kW charger with 2 ports (1 CHADEMO, 1 CCS) Ngatea – four 200kW chargers with 8 ports (1 CHADEMO, 7 CCS) Stratford – two 180kW chargers with 4 ports (1 CHADEMO, 3 CCS)	\$1,251,347
The Lines Company	Taumarunui - one 150kW charger with two ports (2 CCS)	\$122,500
WEL Networks	Hikuaui – two 160kW chargers with four ports (1 CHADEMO, 3 CCS) Raglan – two 180kW chargers with four ports (1 CHADEMO, 3 CCS)	\$521,500
ChargeNet	Greytown - two 150kW chargers with 4 ports (1 CHADEMO, 3 CCS) Paeroa - two 150kW chargers with 4 ports (1 CHADEMO, 3 CCS) Whakatāne - two 15 kW chargers with 4 ports (1 CHADEMO, 3 CCS) ██ Greytown, Paeroa & Whakatane were recommended by the panel ██████████ ██ ██	\$570,000
██████████	██ (Withdrawn)	██████████
Jump Charging	Geraldine - two 150kW chargers with four ports (1 CHADEMO, 3 CCS) Twizel - two 150kW chargers with four ports (1 CHADEMO, 3 CCS) Omarama – two 150kW chargers with four ports (1 CHADEMO, 3 CCS)	\$876,500
EV Infrastructure Partners	Roxburgh - one 150kW charger with two ports (1 CHADEMO, 1 CCS) Te Anau - one 150kW charger with two ports (1 CHADEMO, 1 CCS) Greymouth - two 150kW chargers with four ports (1 CHADEMO, 3 CCS) Mangawhai - two 150kW chargers with four ports (1 CHADEMO, 3 CCS)	\$838,150

17. **Due diligence** - the panel does not consider it necessary to undertake pre-contract due diligence on any of the recommended applicants as it believes the additional enquiries made by the secretariat during the moderation process are sufficient.

18. **Funding thresholds**

- a) No recommended projects are above \$500,000 funding threshold.
- b) No projects have been recommended above 50% of co-funding.

19. **Reduced funding**

No recommended projects were reduced funding.

20. **Applications declined** - appendix 2 lists all applications the Panel recommends be declined for co-funding in this round.

Table 1: Panel recommendation to the EECA Approver (listed in location / route order)

Number	Applicant	Application location	Theme	Total Project costs	Requested co-funding	Co-funding recommended	Contract conditions	Project descriptions
09-184	Jump Charging	Geraldine	Holiday Journey	████████	████████	\$272,500	N/A	Jump Charging are installing 2 x 150kW chargers ██████████ Geraldine.
09-184	Jump Charging	Twizel	Holiday Journey	████████	████████	\$308,500	N/A	Jump Charging are installing 2 x 150kW chargers ██████████ Twizel.
09-184	Jump Charging	Omarama	Holiday Journey	████████	████████	\$295,500	N/A	Jump Charging are installing 2 x 150kW chargers ██████████ Omarama.
09-193	Z Energy	Culverden	Holiday Journey	████████	████████	\$240,000	N/A	Z Energy are installing 1 x 150kW charger ██████████ Culverden.
09-190	EV Infrastructure Partners Limited	Roxburgh	Holiday Journey	████████	████████	\$165,100	N/A	EV Infrastructure Partners are installing 1 x 150kW charger ██████████ Roxburgh.

09-185	ChargeNet	Greytown	Holiday Journey	██████	██████	\$190,000	N/A	ChargeNet are installing 2 x 150kW chargers ████████████████████ Greytown.
09-185	ChargeNet	Paeroa	Holiday Journey	██████	██████	\$190,000	N/A	ChargeNet are installing 2 x 150kW chargers ████████████████████ Paeroa.
09-187	WEL Networks	Hikuai	Holiday Journey	██████	██████	\$266,000	N/A	WEL Networks are installing 2 x 160kW chargers ██████████ Hikuai.
09-185	ChargeNet	Whakatane	Holiday Journey	██████	██████	\$190,000	N/A	ChargeNet are installing 2 x 150kW chargers at ████████████████████ ██████████ Whakatāne.
09-192	Z Energy	Taipa	Holiday Journey	██████	██████	\$283,800	N/A	Z Energy are installing 1 x 180kW and 1 x 50kW charger ██████████ Taipa.
09-192	Z Energy	Wairoa	Holiday Journey	██████	██████	\$150,000	N/A	Z Energy are installing 1 x 75kW charger █ ██████████ Wairoa.

09-187	WEL Networks	Raglan	Holiday Journey	██████	██████	\$255,500	N/A	WEL Networks are installing 2 x 180kW chargers ██████████, Raglan.
09-190	EV Infrastructure Partners Limited	Te Anau	Holiday Journey	██████	██████	\$165,100	N/A	EV Infrastructure Partners are installing 1 x 150kW charger ██████████, Te Anau.
09-192	Z Energy	Ngatea	Holiday Journey	██████	██████	\$327,500	N/A	Z Energy are installing 1 x 75kW charger ██████████, Ngatea.
09-190	EV Infrastructure Partners Limited	Greymouth	Holiday Journey	██████	██████	\$240,850	N/A	EV Infrastructure Partners are installing 2 x 150kW chargers ██████████ Greymouth.
09-190	EV Infrastructure Partners Limited	Mangawhai	Holiday Journey	██████	██████	\$267,100	N/A	EV Infrastructure Partners are installing 2 x 150kW chargers ██████████ Greymouth.
09-188	The Lines Company	Taumarunui	Holiday Journey	██████	██████	\$122,500	N/A	The Lines Company are installing 1 x 150kW charger ██████████ Taumarunui.

09-192	Z Energy	Stratford	Holiday Journey	[REDACTED]	[REDACTED]	\$247,500	N/A	Z Energy are installing 2 x 180kW chargers [REDACTED], Stratford.
09-191	[REDACTED] [REDACTED] [REDACTED] [REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	N/A	[REDACTED] [REDACTED] [REDACTED]

Recommendations

21. It is recommended that the **Approver**:

- a. **Note** that this report presents the collective view of the members of the LETf assessment panel for Round 9;
- b. **Approve** for Round 9 of the Low Emission Transport Fund EECA funds up to the recommended amounts for the projects identified in Table 1 above for total co-funding of \$4,277,450.
- c. **Agree** that funding be subject to applicants meeting various conditions, as noted in Table 1 above;
- d. **Agree** that the applications listed in Appendix 2 be declined.



Richard Briggs
GM Warmer Kiwi Homes, Public Sector and Transport

Appendices

Appendix 1: Moderated final average scores for all eligible applications in order of their location / route number.

Location	Applicant	Fit w/ Investment	Fit with Investment	Ability to deliver	Value for Money	Combined scores	Moderated co-funding	Decision
Geraldine	Jump Charging	3	2.1	3	1	9.1	\$272,500	Recommended for approval
██████	██████	█	█	█	█	█	█	████████████████ ██████
██████	████████████████	█	█	█	█	█	█	████████████████ ██████
██████	██████ ████████████████	█	█	█	█	█	█	████████████████ ██████
Twizel	Jump Charging	3	2.1	2.1	0.6	7.8	\$308,500	Recommended for approval
██████	██████ ████████████████	█	█	█	█	█	█	████████████████ ██████
Omarama	Jump Charging	3	2.1	2.1	0.8	8	\$295,500	Recommended for approval
Culverden	Z Energy	3	2.7	1.8	0.9	8.4	\$240,000	Recommended for approval
Roxburgh	EV Infrastructure Partners Limited	2.7	2.4	2.1	0.6	7.8	\$165,100	Recommended for approval
██████	██████ ████████████████ ████████████████	█	█	█	█	█	█	████████████████ ██████
Greytown	ChargeNet	3	2.7	2.4	0.8	8.9	\$190,000	Recommended for approval
Paeroa	ChargeNet	2.1	2.7	2.4	0.8	8	\$190,000	Recommended for approval
██████	████████████████	█	█	█	█	█	█	████████████████ ██████
██████	██████ ████████████████ ████████████████	█	█	█	█	█	█	████████████████ ██████

Hikuai	WEL Networks	3	2.4	2.1	0.9	8.4	\$266,000	Recommended for approval
Whakatane	ChargeNet	3	2.7	2.4	0.9	9	\$190,000	Recommended for approval
████████	████████ ████████	█	█	█	█	█	█	████████ ████████
████████	████████	█	█	█	█	█	█	████████ ████████
████████	████████ ████████ ████████	█	█	█	█	█	█	████████ ████████
Taipa	Z Energy	3	2.7	1.8	0.7	8.2	\$283,800	Recommended for approval
Wairoa	Z Energy	3	2.7	1.8	0.9	8.4	\$150,000	Recommended for approval
Raglan	WEL Networks	2.4	2.4	2.1	0.7	7.6	\$255,500	Recommended for approval
Te Anau	EV Infrastructure Partners Limited	2.7	2.4	2.1	0.7	7.9	\$165,100	Recommended for approval
████████	████████	█	█	█	█	█	█	████████ ████████
Ngatea	Z Energy	3	2.7	2.4	0.9	9	\$327,500	Recommended for approval
Greymouth	EV Infrastructure Partners Limited	2.7	2.4	2.1	0.7	7.9	\$240,850	Recommended for approval
████████	████████	█	█	█	█	█	█	████████ ████████
████████	████████	█	█	█	█	█	█	████████ ████████
Mangawhai	EV Infrastructure Partners Limited	3	2.4	1.8	0.9	8.1	\$267,100	Recommended for approval
Taumarunui	The Lines Company	3	2.1	2.4	1	8.5	\$12 ,50agree0	Recommended for approval
████████	████████ ████████ ████████	█	█	█	█	█	█	████████ ████████

Stratford	Z Energy	3	2.7	2.4	0.9	9	\$247,500	Recommended for approval
[REDACTED]								
[REDACTED]								
[REDACTED]								

Appendix 2: Applications to be declined.

Location	Applicant	Decision	Basis for recommendation
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]

	[REDACTED]		
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]
[REDACTED]	[REDACTED]	Recommended to decline	[REDACTED]