



Info-package 3

Promotion of e-cars for taxi and local businesses



Mobility

Promotion of e-cars for taxi and local businesses



Mobility

Introduction

Framework agreement of data transfer: users of electric vehicle

The content of the framework agreement is contracting services regarding the data transfer on the use of electro-mobility.

Description



Figure

Goals

The framework agreement is based on 2 pillars:

- The 1st pillar is developed through a continuous monitoring program. The data of electric vehicles and recharging facilities will be analyzed and interpreted.
- The 2nd pillar is developed through the user's experience, with proposals for improvement, with promotion and dissemination. Through this experience, it is about generating business models and sustainable patterns for the city.

With this contract, the data of the e-vehicles and recharging points are remunerated, as well as other information provided: proposals for the improvement of mobility. The participation in the dissemination and communication actions is also remunerated.



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N° 646511



Promotion of e-cars for taxi and local businesses



Mobility

Progress

Who is it for? The Framework Agreement of Accession is divided into two lots with well differentiated sectors:

The recipients are: auto-taxi, Last-Mile delivery fleets and commercial companies of high mobile impact in the so-called Lot I. Hotels, department stores, supermarkets and service stations or gas stations for Lot II.

In order to provide the service, an e-vehicle and a recharging infrastructure must be made available in lot I and an e-charge infrastructure in lot II.

These recipients must submit bids with the following limits:

One application per vehicle and infrastructure with the limit of two offers per license for taxis and one application per vehicle and infrastructure for the different fleets with a limit of 5 offers per company. In lot II there is no such limitation.

What services does the Council want to contract with this agreement?

Lot I: contract the data contribution of the e-vehicle as well as the load infrastructure data. Other services for the promotion of electro-mobility.

Lot II: contribution of data only of load infrastructure and likewise other services of promotion of e-mobility.

A forecast of contracts must be made: According to the bidding budget the Council can reach:

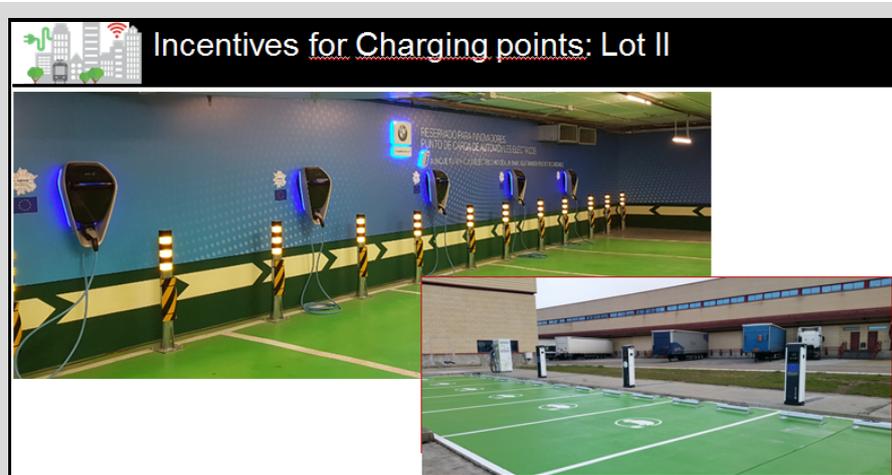
- 45 minimum contracts for lot I with a maximum amount of € 8,350 per contract
- 20 minimum contracts for lot II with a maximum amount of € 1,500 per contract



Promotion of e-cars for taxi and local businesses



Mobility



How is the award circuit of this AGREEMENT?

In first place there is a process of adhesion to the FRAMEWORK AGREEMENT through the fulfillment of pre-requisites or admissibility requirements.

Secondly, there is a bidding process set-up through the service contracting system.

And finally, the bids are presented, valued and the contract is awarded and formalized (verified the fulfillment of all the requirements and particularly the pre-requisites).

IMPORTANT NOTE: The fulfillment of these pre-requisites does not produce the automatic conversion of the companies or the possible winners in service providers but enables to submit an offer in the contracting procedure. The award is made according to the foreseen assessment in the specifications of the agreement.

What are those pre-requisites for membership (process of adhesion to the framework agreement)?

The recipients of lot I must have an e-vehicle (100% electric) -excluding plug-in hybrids- and must have an infrastructure to recharge the vehicle.

The recipients of lot II must have the recharging facilities.

With some particularity:

- The e-vehicle: acquired or made available since January, 2015, not before.
- The recharging facilities: the UNE standards as well as the features to be monitored.

What services must be provided?

Both services related to the data supply as well as promotion, diffusion, and communication services.

Regarding the data supply:

- automatic capture usage data (monitoring by GMV):



Promotion of e-cars for taxi and local businesses



Mobility

- from the monitored vehicle, if applicable.
- from the recharging facilities, in the two lots.
 - "non- automatically captured" usage data:
 - surveys and forms to be completed by the awardee.

Regarding the promotion, dissemination and communication, services must include:

- dissemination and communication actions, proposals or recommendations and suggestions for improving sustainable urban transport and the inclusion of the distinctive flags & logos of the EU and the REMOURBAN project.

Monitoring by GMV: Reverse Engineering of the EV diagnosis port

Analysis of the EV information

- Review of engineering information
- Analysis of the diagnosis port data
- Communication protocol definition
- Retrieval and storage of information in intermediate server



EV Monitoring by GMV

Monitoring Program

- Installation of On-Board devices
 - 5 E-Buses
 - 48 FE cars and light vehicles
 - 12 different models from 7 makers
- Information is sent to local platform



Content of the offers, it is necessary to distinguish both the TECHNICAL and the MATHEMATICS CRITERIA.

As for the technicians, it is a question of presenting a comprehensive proposal:

1. for the Last-Mile fleets: the framework of the distribution activity must be established, issues related to communication, dissemination and experience outlined.
2. for commercial companies: the use of e-vehicles in the urban travel environment and also communication issues must be described
3. for the Taxi: contributions of their experience in the regulation of the





- electric taxi must be set out
4. in the case of hotels, gas stations and other sectors: scope of charging point services and additional services to be offered with the charging point must be described.

As for the mathematical criteria, the score is as follows:

In the case of lot I, the score is awarded according to the following criteria:

- in the case of an adapted vehicle (max.20 points)
- by replacing another old vehicle (max 13 points)
- to the most recent acquisition (max 30 points)
- regarding price: the criterion is the highest amount of low on total contract price (max 12 points). Therefore, if you bid for less than 8,350 you will get a higher score than bidders who do the service for this maximum amount.
- and for the adhesion to the European Project Transforming Transport TT (max 5 points). A project in which the City of Valladolid participates, and in which the impact that Big Data techniques is analyzed on the transport and logistics sector.

TT project: consortium of 47 European organizations and companies, railway infrastructures, logistics centers, air transport, multimodal urban mobility, ... Adhesion to this project is limited only to collaboration and authorization for the provision of electric vehicle data on routes and routes carried out in the City of Valladolid.



In the case of lot II, the score in mathematical criteria is as follows:

- Depending on the type of load supported by the charging infrastructure (max 20 points)
- According to the number of connectors (max 6 points)
- Regarding the price: the criterion is the highest amount of low on total contract price (max 4 points). In the same way as in the other case if you bid for less than 1,500 you will get a higher score than bidders who do so for this maximum amount.

Promotion of e-cars for taxi and local businesses



Mobility

Issues to be taken into account in the adjudication:

A separate assessment is made by sector. The 5 best proposals of each sector will be selected in lot I. 5 Best of the Taxi, 5 best of the delivery fleets, the 5 best of the commercial companies. For the rest it will be done according to the score. If 5 is not reached, it accumulates to the rest.

In Lot II, the best 2 will be selected in the categories hotels, large areas gas stations and the rest is also based on the score.

This is how to ENSURE a minimum in each sector.

The preference in the awarding process only works if there are more proposals acknowledged to the agreement adhesion than bidding budget. It is not necessary to set up a priority sequence when the maximum amount dispatched is enough to joint all the offers complying the requirements.

In the case of a tied score, preference will be given to those who submit an offer with ADAPTED VEHICLES, in 2nd place to the proposals that promote EQUALITY of gender, to the proposals of entities with SOCIAL OR ASSISTANCE objective and to the BEST TECHNICAL PROPOSALS.

Issues to be taken into account in order to formalize the contracts:

The acquisition of e-vehicle and the installation of the recharging point or only the facilities (in the case of lot II) must be confirmed within a period of one month for the installation of those infrastructures.

Therefore, in the case of having covered the maximum bid amount with contractors who cannot finally confirm the acquisition of the e-vehicle as well as the installation of the recharging point, the expected amount of the corresponding contracts will be released or de-committed *ex officio*, passing to the next proposed contractor according to the order given in the evaluation of the offers.

In the case of exceeding the maximum bid amount with contractors that fulfill the requirements, the assessment of the bids will proceed to operate in accordance with the aforementioned order of priority, placing on the reserve list those bids that are worst valued according to the established order.

In addition, these contracts are made for a minimum period of 24 months, which is the minimum monitoring period required by the EU. The information obtained in the monitoring will be integrated in a platform whose purpose is the development of an INTEGRATED STRATEGY based on sustainable models of growth in the city.

How will the payment be made? By the way of service certifications, based on forms provided by the project. 40% of the service payments were foreseen in 2017 and 30% in 2018 and 2019 respectively.

THE FOLLOW-UP OF THIS PUBLIC PROCUREMENT

Two incentive calls have been launched for taxi, delivery and commercial fleets as well as for hotels, supermarkets, malls and gas stations.

In **17th October**, the call for the economic incentive was published in the



Promotion of e-cars for taxi and local businesses



Mobility

B.O.P (Local official Gazette) and the Platform for the Local Government Contracts ([e-v & CP Data transfer tendering](#))

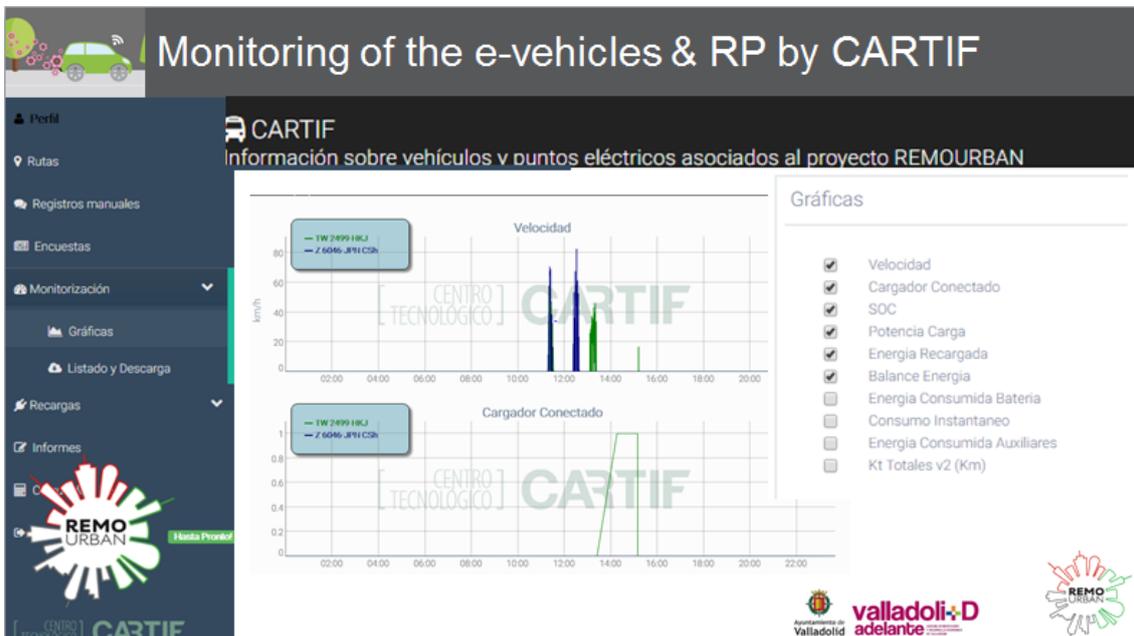
In December 18, the 1st call was awarded. The contracts were formalized immediately in the following days and a first working meeting on the services contracts was held to tackle the provision of the service: fulfilment of EU disclosure obligations: labelling, installation of the “on-board” systems in vehicles and communication of infrastructures.

Last week of December 2017 the payment of 40% was ordered to the winners of this 1st call

In February 2018, the 2nd call for tenders ([2nd Call for tender](#)) was opened to award the remaining balance of € 201,000

CHARGING MANAGEMENT DEVICE (by CARTIF)

The information coming from these contracts goes to a platform managed by CARTIF (see info-pack recharging infrastructure for electric vehicle: charging management device CAR)



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N° 646511



Promotion of e-cars for taxi and local businesses



Mobility

Lessons learnt

- 01** Difficulty to deal with some uncomfortable news. Local communication is vital.
-
- 02** A necessary pedagogy work to have a better understanding of these technologies and particularly in the taxi sector. The success within this sector has been limited, despite the amounts of the incentive, compatible with any other type of grant to the electric vehicle.
- 03** Institutional support, not just financial but regulatory rules.
- 04** This public procurement, although it has been very laborious and difficult, has been warmly praised and welcome by many institutions that promote electric mobility. It is an innovative proposal for encouraging these new ways of traveling that also generates interaction with the actors, cohesion between them, much more solid than direct subsidies whose involvement in the city model is almost non-existent.





Produced for REMOURBAN by:

Elena HOYOS-SANTAMARÍA
VALLADOLID City Council
ehoyos@ava.es



www.remourban.eu



This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement N° 646511

