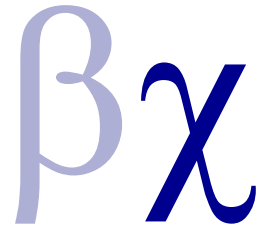


ANNEX A



Scottish Zero Emission Bus Challenge Fund

Round 1

Application Form

Before completing this form **please read** the Guidance.

YOU MUST ALSO COMPLETE AND RETURN THE DATA WORKBOOK WITH INFORMATION RELATING TO THE TYPE AND NUMBER OF BUSES BID FOR, THE PAYMENT SCHEDULE AND INFRASTRUCTURE DESCRIPTIONS AND COSTS IN **ANNEX B** (SEPARATE DOCUMENT)

Section A - Applicant Information

A1 (tick box which applies - include all applicants)

Financier

Bus Operator

Manufacturer

Local Authority

Other (Provide Details) : _____

A2 (include all partners and denote lead bidder)

Applicant name(s):

Dumfries and Galloway Council

A3

Bid Manager name and position:

*Grant Coltart
Service Development Liaison Officer*

Name and position of the official with overall responsibility for delivering the proposed bid, and who will be the main contact for Transport Scotland officials to liaise with.

Contact telephone number: 01387 271 111 mob. No. 07392280314

Email address: **grant.coltart@dumgal.gov.uk**

Postal address: **Cargen Towers, Garroch Loaning, Dumfries DG2 8PN**

Website address for published bid (if applicable):

www.dumgal.gov.uk

[When authorities submit a bid for funding to Transport Scotland, as part of the Scottish Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to Transport Scotland. Transport Scotland reserves the right to deem the bid as non-compliant if this is not adhered to. We welcome any bus operator that wishes to do so too.]

A4

How partners in joint bids will work together (This should include the details of respective roles and responsibilities in the partnership or collaboration, the Heads of terms of partnership agreements reached (including in relation to dispute resolution), and if/when the partnership or collaboration will be dissolved)



SECTION B - Bid description and funding profile

B1.

What are you bidding for? (Brief summary of the assets in the bid, eg “200 electric SD buses, 100 DD buses, 80 fast 44 kW AC chargers and 20 rapid 150 kW DC chargers for 3 operators”)

4 x SD Buses
4 x 22KW AC chargers

B2.

Please detail any bus(es) that are to be replaced which have been grant funded by the Scottish Bus Emissions Abatement Retrofit (BEAR) Fund. (Provide registration numbers. Add space if required)

N/A

B3.

Where in Scotland will buses run/Infrastructure be based? (Summary description of the areas and routes buses will be running on, eg “new routes (numbers 1 and 2) through Edinburgh and the Lothians, with charge points in depots at Musselburgh and North Berwick.”)

120 Langholm Town/Canonbie – YJ61 MLX w/c 3 May 2021
 With Chargepoints at Langholm Academy Car Park.

415 Machars to Newton Stewart – PX18 GUW w/c 21 June 2021
 With Chargepoints at Barnkirk Depot, Newton Stewart.

516/516 Mosssdale/Achencairn to Castle Douglas – YJ59 GJE w/c 30 August 2021
 With Chargepoints at Abercromby Depot, Castle Douglas.

213 Dumfries to Thornhill – YJ 59 GJG w/c 3 May 2021
 With Chargepoints at Cargen Towers Depot, Dumfries.

B4

Total ScotZEB funding sought

£733,559

B5.

Total cost of your proposal (This should include ScotZEB funding as specified in B4 + all bidder and third party contributions):

£733,559

SECTION C – Funding

C1

For each separate source of finance, please provide the following:

(Applicants need to set out in detail how the buses and infrastructure will be financed. This needs to include all the names of the financiers for different elements of the bus and infrastructure (and indicate how any inter-creditor arrangements will work), any anticipated revenue streams from the infrastructure (including the battery), and to indicate where the subsidy being applied for will be deployed in the financing structure. Where this includes other public funding, total aid resulting from public funding cannot exceed what is allowable under ScotZEB terms.)

Name of Financier: Dumfries & Galloway Council

Type of Financing (asset finance, project finance, corporate etc): Full Asset Purchase

Quantum Financing: Self-financing with match from Scotzeb

% of Grant Applied: 100%

Term Sheet (setting out all the key pricing conditions – information may be provided in a separate supporting document) N/A

SECTION D – Supporting Statements

D1.

Please set out a **concise** explanation of the wider benefits you will deliver through the project, with no more than 1000 WORDS

Wider benefits are those beyond the benefits of bus services and reducing greenhouse gas emissions. Wider benefits may include specific elements that will tackle poor air quality, both directly or indirectly such as through new or enhanced park and rides to alleviate city centre traffic. Community benefits could include creating/retaining jobs, or enhancing economic development including in local areas, including where appropriate the role of each partner in the project (and their involvement in the proposed Supply Chain). This could also include sharing intellectual property or lessons learned with the wider industry or academic research.

The economic benefits being delivered through this project will be a reduced cost of fuel and maintenance charges. More savings allows for more investment in the Public Transport system in the region. Utilising school buses for public transport during the day helps those vulnerable adults in the community attends medical appointments and visit local shops to help contribute towards the local economy.

It is hoped that a more sustainable cost-effective bus service will help the social mobility of young employees who are unable to afford the excessive car insurance to travel to work. In particular, Dumfries & Galloway has a huge shortage of staff in the care sector and infrequent public transport is a barrier for youth employment for that sector and youth unemployment in general in the region.

From a health benefit, the less pollution the less health complications including asthma developing within local communities. This means less Health Service resources being targeted at respiratory cases in the region. Another health benefit from using the electric buses for public transport during the day will help reduce noise pollution for local residents on the route providing social benefits.

A large, empty rectangular box with a thin black border, occupying the upper half of the page. It is intended for the applicant to provide details about their challenge.

D2.

Please set out a **concise** explanation of the value for money rationale behind your choice of infrastructure facilities and charging strategy with no more than 1000 WORDS. Organisations submitting bids for infrastructure only will need to demonstrate how this infrastructure links to plans for the acquisition and operation of ZEBs in the short to medium term.

Installing infrastructure at Council depots will help provide value for money as the council own the land and is able to access the nearest National Grid/ Substation.

The depots and a council car park we are looking to install infrastructure in are council owned and we do not have to pay any lease or rent which reduces the revenue expenditure and helps with the sustainability of the asset.

The budget quotes from the DNO help emphasise the best value locating the Chargepoints in the depots. Ownership of Chargepoints will belong to the council and it will be our responsibility to maintain the chargepoints through a 5yr Maintenance and Warranty contract to ensure they are operational.

Dumfries and Galloway's Charging strategy to develop a Network regionwide that is wholly owned and maintained by the council to allow for control and sustainability under local governance and accountability to the residents. We accept and welcome private investment in Charging Infrastructure throughout the region on top of the council's charging infrastructure. This will help give drivers choice and more convenience when accessing Chargepoints in the region.

With the Infrastructure for this project being based in Council Depots and a school car park it is important for Health and Safety reasons, metering, and security that the council owns the chargepoints rather than leasing or using external providers.

A large, empty rectangular box with a thin black border, occupying the upper half of the page. It is intended for the applicant to provide details about their challenge fund proposal.

D3.

Please set out a **concise** explanation of your strategy for delivery of the entire project and risk management with no more than 1000 WORDS

This could cover your project plan, indicating timescales, milestones and dependencies, clearly structured project management roles and responsibilities, including the level of involvement of partners and stakeholders in the delivery process.

Project Team in place and at present working on the installation of EV Chargepoints this financial year.

Project Lead Officer – Gordon Bryce, Transport & Operations Service Manager

Project Officer 1 – Grant Coltart, Service Development Liaison Officer

Project Officer 2 – Allan Ralston, EV Chargepoint Co-Ordinator

The bus routes have been identified along with the suitable models of Electric buses that will replace diesel engines.

DGC have existing procurement frameworks in place to purchase the requested electric buses and infrastructure.

Budget quotes for supply have been provided by our DNO (SPEN) for each infrastructure location.

Please see Gantt Chart submitted as supplementary evidence.

A large, empty rectangular box with a thin black border, occupying the upper half of the page. It is intended for the applicant to provide details about their challenge fund application.

SECTION E - Declarations

E1. Section 65 Officer Declaration (for local authorities as per the Local Government (Scotland) Act 1973)

As Section 65 Officer for [*name of authority*]* I declare that the scheme cost estimates quoted in this bid are accurate to the best of my knowledge and that [*name of authority*]:

- has allocated sufficient budget to deliver this scheme on the basis of its proposed funding contribution;
- accepts responsibility for meeting any costs over and above the Transport Scotland contribution requested, including potential cost overruns and the underwriting of any funding contributions expected from third parties;
- accepts responsibility for meeting any ongoing revenue and capital requirements in relation to the scheme;
- accepts that no further increase in Transport Scotland funding will be considered beyond the maximum contribution requested and that no Transport Scotland funding will be provided after 31 March 2024;
- confirms that the authority has the necessary governance / assurance arrangements in place and the authority can provide, if required, evidence of this.

**This is only required from the lead local authority in joint bids. Applications will be rejected and returned if not completed.*

Name:	Date:
-------	-------

E2**Submission of Bids**

The deadline for bids is midnight 4 November 2021

A **word document** copy of the application and all other supporting documents should be submitted to ScotZeb@transport.gov.scot prior to the deadline.

Please also include the supporting documentation specified either within the guidance document or in this bidding document.

- if you are an operator of bus services a signed declaration that you hold a current PSV licence and operate registered local bus services;
- quotes from the manufacturer(s) detailing the specifications and costs for the ZEBS and diesel equivalent;
- confirmation of bus warranty of at least 5 years;
- quotes detailing the specifications and costs for infrastructure;
- a certificate from the manufacturer proving the vehicle is a ZEB;
- where your bid is based on manufacturer-predicted performance, evidence from the manufacturer setting out how and when the bus is expected to be tested, and verifying it meets the requirements of a ZEB