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Planning

Test OJEU Amendment

NEPO

F01: Prior information notice
Prior information only
Notice identifier: 2019/S 000-000871
Procurement identifier (OCID): ocds-h6vhtk-003249-integration
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Section I: Contracting authority

I.1) Name and addresses

NEPO

Due North Limited, 16/17 Enterprise Court

Cramlington

NE23 1LZ

Contact

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Email

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Telephone

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Country

United Kingdom

NUTS code

UK - UNITED KINGDOM

Internet address(es)

Main address

https://www.nepo.org

Buyer's address

https://www.nepo.org

I.3) Communication

Additional information can be obtained from the above-mentioned address

I.4) Type of the contracting authority

Regional or local authority

I.5) Main activity

General public services

Section II: Object

II.1) Scope of the procurement

II.1.1) Title

Test OJEU Amendment

Reference number

DN6157947

II.1.2) Main CPV code

- 48000000 - Software package and information systems

II.1.3) Type of contract

Supplies

II.1.4) Short description

This Prior Information Notice is to advise the market of a forthcoming procurement opportunity and suppliers do

not need to express an interest at this time. A further contract notice will be issued as a call for competition; this

is expected to be published in May 2019.

Leicester City Council “the Council” are undertaking a ‘Vehicle to Building’ (V2B) project at their headquarters,

City Hall. Leicester is part of a six centre, EU (Interreg) programme of pilot projects, (Smart, clean Energy and Electric Vehicles for the City – SEEV4-City), studying how to optimise the use of electrical vehicles, renewable

energy resources and smart ICT, in various urban settings; to maximise the amount of renewable energy

available to charge electric vehicles.

This is a small pilot project. However, the Council is aware that with the growth in decentralised energy

generation, the V2B concept has the potential to be upscaled and implemented in a range of urban settings.

II.1.6) Information about lots

This contract is divided into lots: No

II.2) Description

II.2.3) Place of performance

NUTS codes

- UK - UNITED KINGDOM

II.2.4) Description of the procurement

The project has three objectives:

1. Maximise electric vehicle's (EV's) use of renewable energy; by prioritising PV generation for: a.) EVs; b.) City

Hall.

2. Increase Energy Autonomy; by EVs discharging to City Hall during evening peak.

3. Avoid grid investments; by EVs discharging to City Hall during evening peak and scheduling main EV

recharge for overnight.

The workings of this 'behind the meter' project should save money by reducing City Hall's electrical demand at

peak times.

Vehicle to Building (V2B) system components

Existing components

• 23.4 kWp PV array, with a Schneider Conext TL 20000 E, 20 kVA PV Inverter

• Four Nissan Leaf electric cars

The project will replace the existing chargers with four smart, bi-directional chargers (thus

Vehicle to Building

chargers). With the V2B system, the EVs on charge at the end of the working day will initially be available to

provide a controlled discharge to City Hall of the residual energy in their batteries, (to a minimum level). This will

help City Hall to meet its 35-40% baseload energy requirement during the expensive evening electricity peak

demand period. These smart chargers will permit overnight charging of the EVs to be scheduled from midnight

utilising cheaper overnight electricity rates.

However, the Council also requires that the charger hardware is designed to work as standard chargers; then, if

there is a problem with the V2B functionality they can still operate.

An interface/integration piece is required to co-ordinate the workings of both the existing and new elements.

The interface should function upstream of City Hall’s Schneider Struxureware BMS. It must also link with the

BMS, in order to ensure a Mains supply to the EVs when there is no solar supply. V2B chargers do not need to

handshake with the BMS, just with the interface. The interface should be installed and commissioned before the

V2B chargers arrive. The interface will have three operational protocols;

• DAYTIME – top-up EV charging from Solar and/or Mains

• EVENING – controlled discharging by four EVs to City Hall

• OVERNIGHT – principal EV recharging period, from Mains

A Back Office system is required, compliant with the OCPP 1.6 communication protocol. Required functions

include;

• fault reporting,

• remote diagnostics and repair,

• some firmware and software upgrades to the connected chargers.

A comprehensive suite of operational data is also required including;

• connection time and charge time

• energy transferred to EV per charge

• energy transferred from EV per discharge

• EV State of Charge information

The V2B system is required to be operational by the end of summer 2019.

No single supplier is expected to be able to provide all these elements. Therefore, in procuring the V2B system

it is the Council's preference to receive tenders from consortia, covering all elements; with a Lead Partner

identified.

As V2B chargers are not yet commercially available in the UK, any units purchased will not carry the 'CE' mark.

The Council will need assurance from suppliers that the models they are proposing are ones which they can

guarantee will get CE certification. Failure to get this guarantee creates the risk that the Council will have to

remove the chargers, once certified ones are on the market.

II.3) Estimated date of publication of contract notice

31 May 2019

Section IV. Procedure

IV.1) Description

IV.1.8) Information about the Government Procurement Agreement (GPA)

The procurement is covered by the Government Procurement Agreement: No