



Note

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Addressee: Sustainable Transport Forum sub-group on best practice for public authorities to support the deployment of recharging infrastructure: Taskforce 2 about the development of useful templates, tools, standard contract provisions
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Swiss case: Call for tenders for the construction and operation of fast recharging stations at rest areas

Preliminary remark: all documentation is available in German, French and Italian under [Office fédéral des routes \(OFROU\) \(admin.ch\)](#) > Thèmes > Mobilité électrique > Appel à candidatures.

1. Background

Along Swiss motorways, service areas (with restaurant and petrol station) are generally considered more attractive than rest areas (with toilets and sometimes a snack stand). The former are the responsibility of the cantons, the latter of the Swiss Confederation. Rest areas have the advantage that they can be allocated in a coordinated manner and according to uniform specifications. However, electrical connections to rest areas, some of which are remote, are expensive and the locations vary greatly in terms of traffic volume, size and equipment, making it difficult for private operators to develop a profitable business model. To overcome these obstacles, on the one hand, it has been legally established that the Swiss Confederation may pre-finance the provision of connections up to the supply points at rest areas. The related costs will be reimbursed by the operators in the form of a progressive annual compensation. On the other hand, permits for the construction and operation of fast recharging stations are not granted per rest area but in batches consisting of attractive and less attractive rest areas in order to ensure the rapid establishment of a national charging network. The National Roads Ordinance (NRO) specifies that permits are issued for a maximum of 30 years and that the use of national road infrastructure for the operation of fast recharging stations is subject to remuneration ([NRO, art. 7](#)).

2. Call for applications

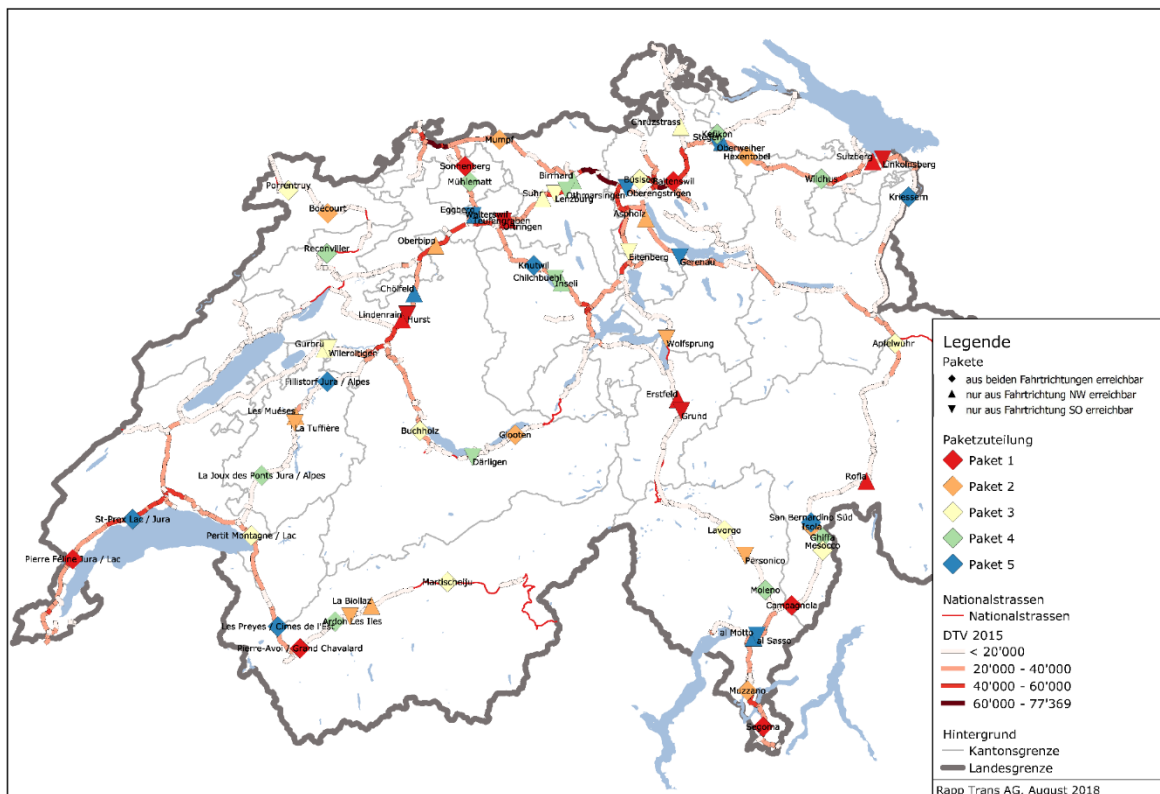
2.1 Procedure

The tender is based on a procurement procedure, although it is not subject to public procurement law as the Federal Roads Office (hereinafter FEDRO) is only responsible for issuing permits for the construction and operation of fast recharging stations (no procurement of goods or services). Following the

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procurement procedure ensures a coordinated and transparent procedure and equal treatment of bidders. More concretely, the tender procedure was carried out as follows: 5 batches of 20 rest areas each were formed (see figure below). The batches were constituted according to the criteria of geographical distribution, average daily traffic, distances to previous rest areas/service areas, qualitative attractiveness features, as well as known closures. This means that all batches cover the whole of Switzerland and should be similarly attractive according to objective criteria. The constitution of the batches was thought out in such a way as to achieve a significant volume effect (also interesting, for example, for foreign companies as an entry into the Swiss market). At the same time, a Switzerland-wide network remains guaranteed even if one or two operators fail.



2.2 Timeline

- 11 September 2018: Publication of award procedure (media release, FEDRO website, dissemination via network and multipliers as well as known interested parties)
- October / November 2018: Two rounds of questions
- 11 December 2018: End of submission period
- January / February 2019: Expert workshop of the evaluation panel and preparation of evaluation report
- 7 March 2019: Publication of media release with announcement of award recipients

When the call for applications was launched, a document entitled "[Invitation to submit an application for the construction, maintenance and operation of fast recharging stations at rest areas on national roads](#)" was published on the FEDRO website. It describes the tender procedure and sets out the conditions to be fulfilled by applicants as well as the requirements for applications. [Information sheets on the rest areas](#) were also made available on the internet to provide a general overview of the rest areas (aerial photo, average daily traffic, competent energy provider, and remarks e.g. on planned temporary closure of rest areas). In addition, two question-and-answer sessions ([1st](#) and [2nd](#) session) were organised during the submission period in case clarifications of certain points were needed.

2.3 Evaluation

The five batches were awarded on the basis of the evaluation of a concept submitted by the applicants, in which they had to meet not only the minimum requirements defined in the invitation but also extended requirements by explaining the added value of their offer. The requirements included technical equipment, access and payment, implementation times and the operation and maintenance of the fast recharging stations. In addition, each applicant was asked to prioritise the lots, the distribution of which was defined on the basis of the ranking of the applications. The evaluation was carried out by an expert committee consisting of representatives of FEDRO, the Federal Office of Energy and external parties, including a representative of the cantons and ASFINAG (Austria, similar procedure applied).

3. General permits

Following the award procedure, a general permit was granted per batch to each operator in November 2019 (see annex). It defines, among other things, the general conditions for the construction and operation of the fast recharging stations, the deadlines for their implementation, the annual compensation to be paid by the operators and the conditions for revoking the permit. The concept submitted by the operator during the tender procedure and the technical requirements of FEDRO are an integral part of the permit (see annex).

Deadlines for the implementation of fast recharging stations:

- The first five recharging stations in a batch must be completed within one year of the award decision (not including the time required for the installation of electrical infrastructure).
- A further five recharging stations must be built within five years of the award decision (not including the time required for the installation of the electrical infrastructure).
- The remaining rest areas must be equipped with a recharging station within ten years of the award decision.

Annexes:

- Example of a general permit
- Technical requirements of FEDRO