

NATIONAL ROADS AND GREENWAYS CONFERENCE 2024

Session Two: Enhanced Regional & Rural Connectivity

Chair: Geraldine Fitzpatrick, Head of Roads Capital Programme, TII



Programme: Session 2

Session 2: Enhanced Regional & Rural Connectivity

Chair: Geraldine Fitzpatrick, Head of Roads Capital Programme, TII

11.50pm	Park and Share: Austria	<i>Bernhard Hintermayer, Head of Strategy for Parking, Rest Areas and Multimodality, ASFiNAG, (Austrian Road Authority)</i>
12.10pm	Park and Share: TII Update	<i>Fiona Bohane, TII Regional Road Safety Engineer, Cork NRDO Office</i>
12.15pm	Learnings from the TEN-T Project, Donegal	<i>Damian McDermott, Senior Engineer, and Aine McHugh Senior Executive Engineer, National Roads Office Donegal</i>
12.35pm	TII: Supporting the deployment of Electric Vehicle Recharging Infrastructure on the National Road Network	<i>Dónal Minnock, Alternative Fuels Projects Unit, TII</i>
12.50pm	Q&A	
1.00pm	End of Session 2	



Austria: Park and Share

Bernhard Hintermayer, Head of Strategy for Parking, Rest Areas and Multimodality, ASFiNAG, (Austrian Road Authority)



PARK & SHARE IN AUSTRIA



TII Conference, October 2024

Bernhard Hintermayer

A|S|F|i|N|A|G

GUTE FAHRT, ÖSTERREICH!

PARK & SHARE IN AUSTRIA

MOTIVATION FOR PARK & DRIVE

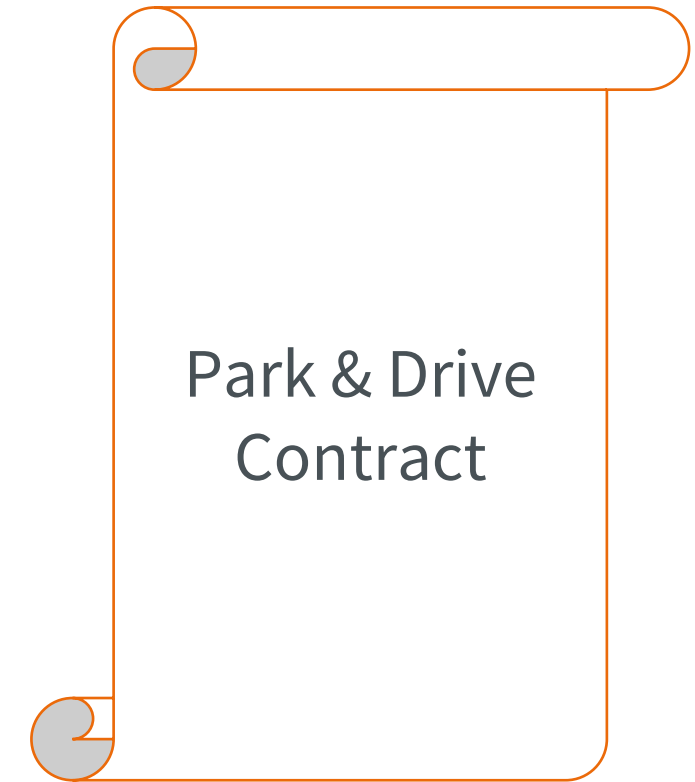
- Cars parking illegal near motorway connections
 - Risk for road safety
 - Obstruction for maintenance and emergency vehicles
- Solution: **Park & Drive** areas
 - Providing safe parking places for ride sharing



PARK & SHARE IN AUSTRIA

POLICY AND FUNDING OF PARK & DRIVE

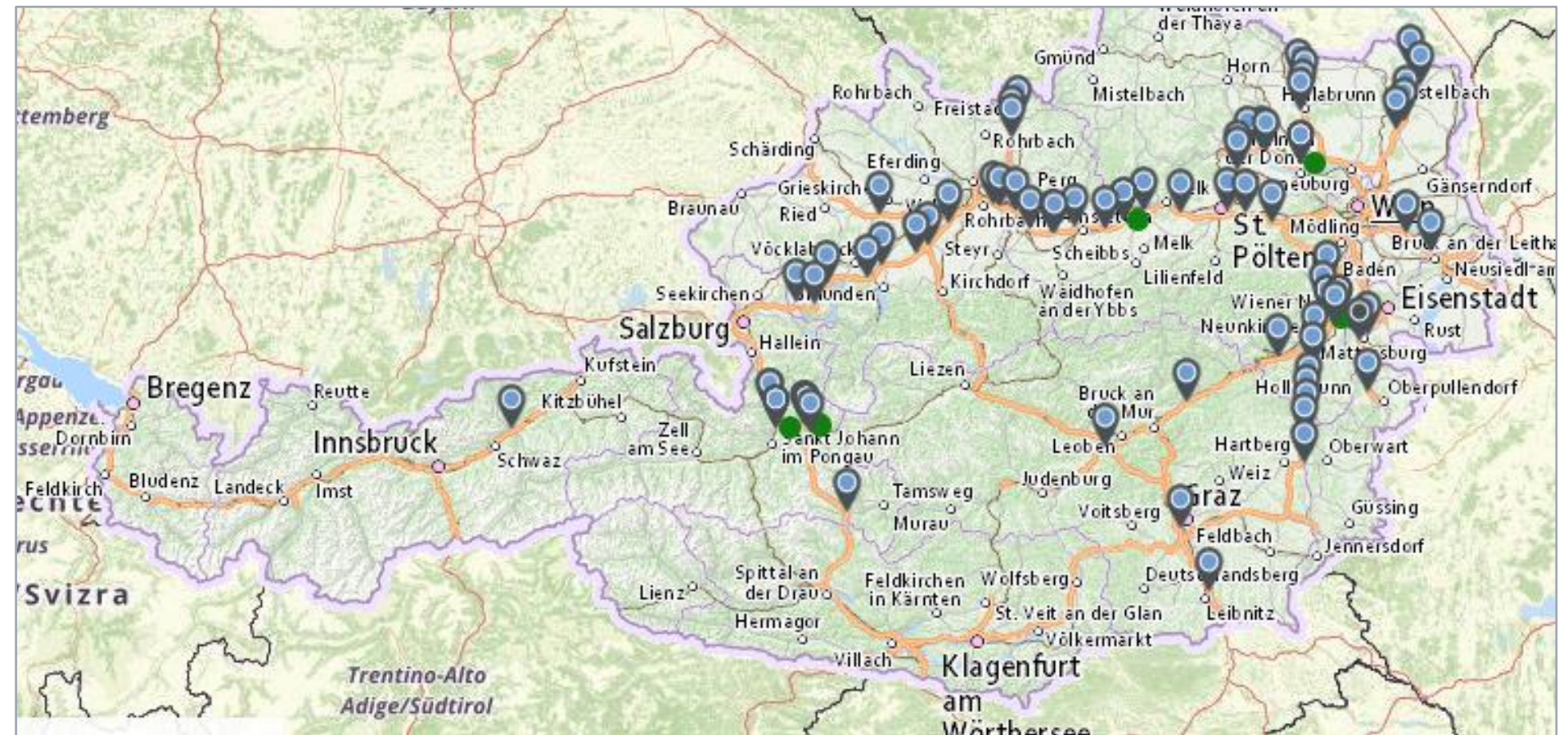
- **Framework contract** for each federal state
 - Approved by republic of Austria (ministry for transport)
 - Signed by (each) federal state and ASFINAG
 - Contains general rules for planning and funding
- **Individual contract**
 - Based on the framework contract
 - Made up for each facility
 - Contains specific regulations on building, operating, maintaining, funding and services
 - Signed by federal state, community and ASFINAG
- **Financial aspects**
 - Funding is shared between federal state and ASFINAG (50/50)
 - Financial contribution of ASFINAG is limited
 - Operation and maintenance is done by community



PARK & SHARE IN AUSTRIA

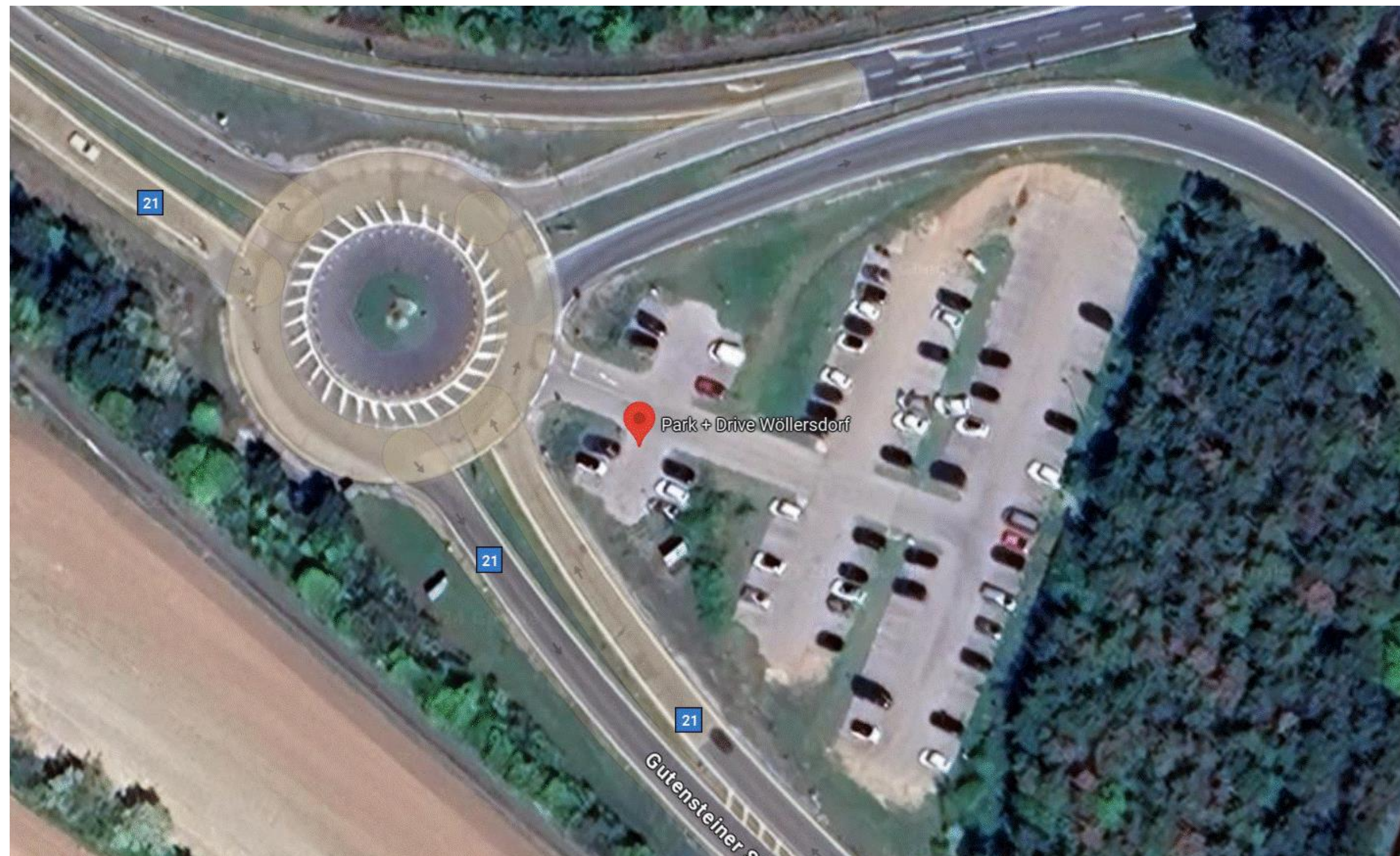
FACTS AND FIGURES

- In total 72 areas for park & drive → 4.300 parking spaces
- 40 areas co-financed by ASFINAG → 2.200 parking spaces
- Framework contract with 3 federal states
- 11 areas with access to public transport
- 7 areas have a detection system
- 3 areas have bike stands
- 2 areas have e-charging stations



PARK & SHARE IN AUSTRIA

EXAMPLES



PARK & SHARE IN AUSTRIA

EXAMPLES



PARK & SHARE IN AUSTRIA

EXAMPLES



PARK & SHARE IN AUSTRIA

INFORMATION SERVICES

The screenshot displays the ASFINAG mobile application interface. At the top, there are navigation tabs: "Routenplaner" (selected), "Verkehrsinfos", "Reisezeiten", and "Baustelleninfo". A search bar at the top right contains the text "Ort eingeben" and a magnifying glass icon. Below the search bar, a notification box displays "S10 Mühlviertler Schnellstraße, km 16,4 Erreichbar über Anschlussstelle Freistadt / Süd (Liegt)".

The main interface is divided into several sections:

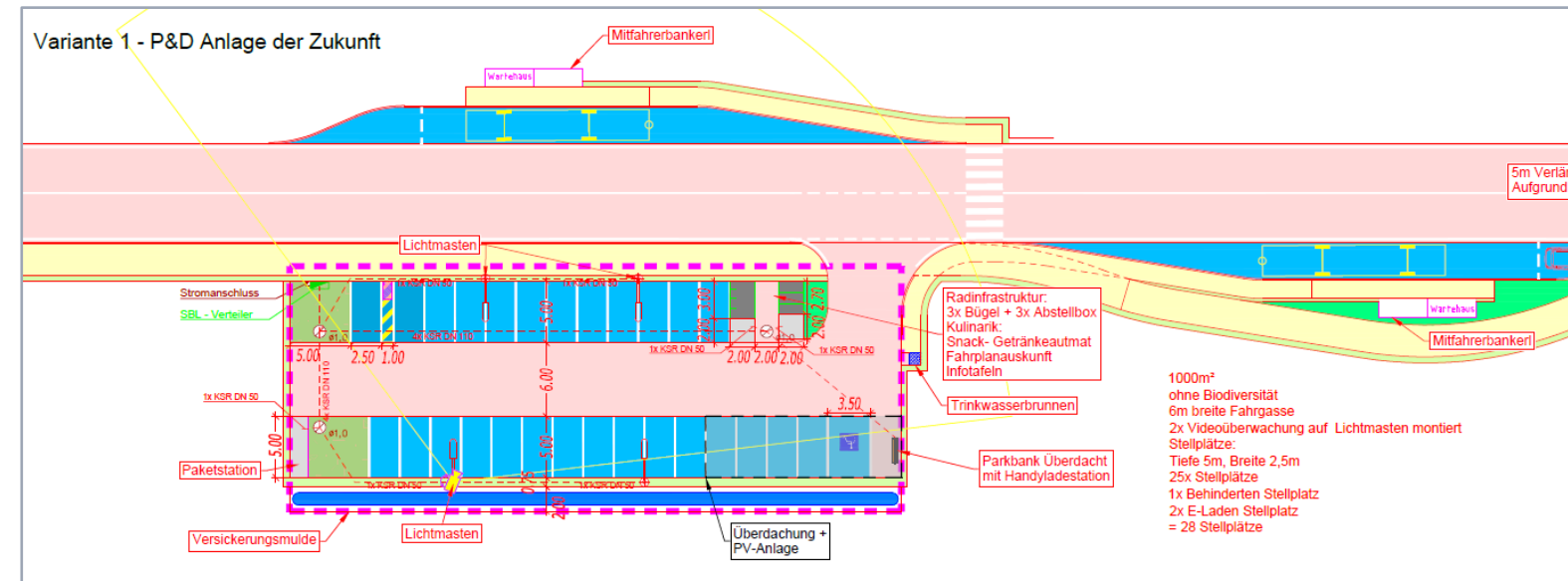
- Filter Park:** A sidebar on the left with a "Filter Park" section.
- P+D Service:** A section for "P+D Service" with a "P+D Service" button.
- Auslastung (Echtzeit, w vorhanden):** A section for "Auslastung (Echtzeit, w vorhanden)".
- Haltestelle / Adresse / Sehenswürdigkeit:** Two input fields for starting point (A) and destination (B).
- Abfahrt Jetzt:** A dropdown menu for departure time.
- VIA:** A dropdown menu for route options.
- SUCHEN:** A large orange button to search for routes.
- ORTE:** A section for "ORTE" with a "VON-NACH" button.
- Map:** A map showing a route from "Freistadt P+R Süd" to "Walchshof". The route is highlighted in yellow and orange. The map includes labels for "Galgenau", "Walchshof", "Feldaist", "Panholzmühle", and "L1476a".
- Freistadt P+R Süd:** A pop-up window showing the starting point "Freistadt P+R Süd" with a star icon and a close icon. Below it, a list of bus lines: "310 311 312 319 329 350".
- Als Start, Als Via, Als Ziel, Erreichbarkeit:** Four buttons for route configuration.

At the bottom of the screen, there are two main sections: "Verkehrsinfos" (Aktuelle Verkehrsinformationen) and "Webcams" (ASFINAG Webcams). The ASFINAG logo is visible in the bottom right corner.

PARK & SHARE IN AUSTRIA

FUTURE PROJECTS

- **Park & Drive of the Future**
 - Study on modular planning of Park & Drive areas
- **Bus-Stop on Motorway**
 - Pilot project for building a bus stop directly on the motorway
- **Park & Ride Cooperation**
 - Pilot project for encouraging commuters to shift from road to rail



GO RAIBH MAITH AGAT!

Bernhard Hintermayer
Corporate Strategy
ASFINAG

bernhard.hintermayer@asfinag.com

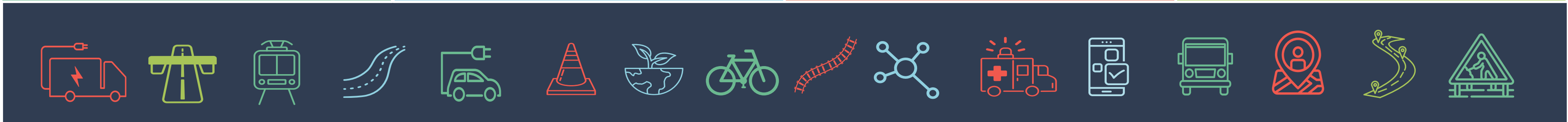
[asfinag.at](https://www.asfinag.at)



A|S|I|F|i|N|A|I|G
GUTE FAHRT, ÖSTERREICH!

Park and Share: TII Update

Fiona Bohane, TII Regional Road Safety Engineer, Cork NRDO Office



Update to TII Park and Share Programme



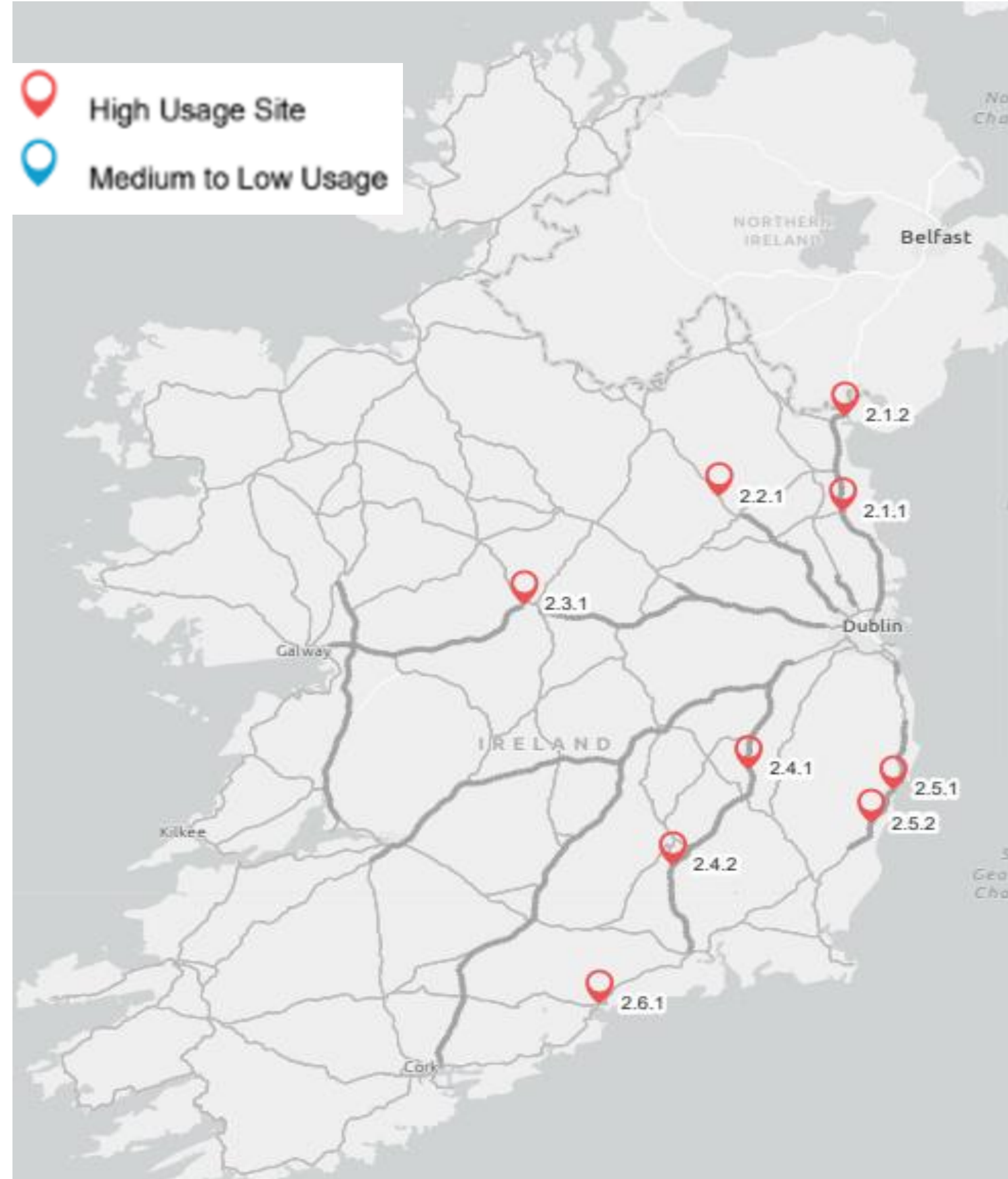
Why provide Park and Share Facilities



- **Improve safety on the network** - parking in the hard shoulder, pedestrians crossing the roads and unsafe turning movements
- **Climate Action Plan (Action 260)** - Increase provision of park and ride/share at transport interchanges

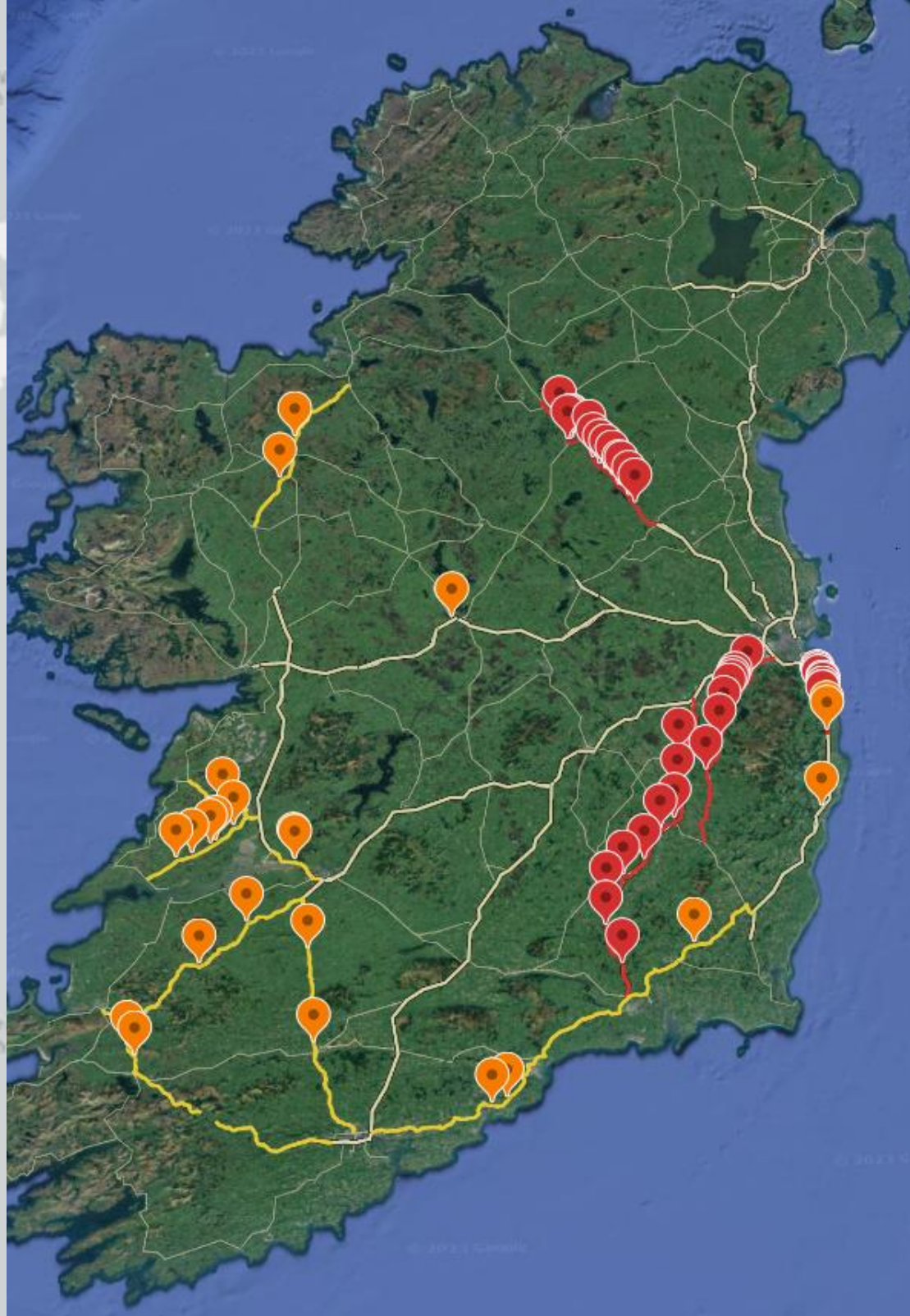


Informal Parking Sites on Network



Overlap with Rural Bus Stops

- High Usage Site
- Medium to Low Usage



- Over 100 locations surveyed (2023).
 - Video
 - QR Code analysis.
- Detailed reports on:-
 - N3(Cavan)
 - M9
 - N/M11
 - (M1 initial Pilot 2019)



2024 Park & Share/Ride Progress

6 Park & Share/Ride – Feasibility & Options Reports:-

- M9, Jn 9, Kilkenny
- N3, Derver & Maghera, Cavan
- M11, Jn 22 Wicklow
- N2 Carrigmacross
- N25 Glenmore, Kilkenny

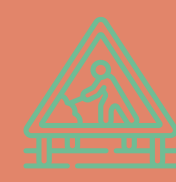
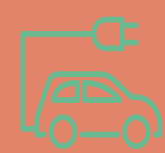
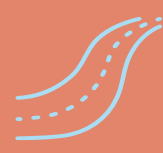
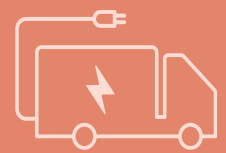
Await a further ~10 Reports:-

- M9, Jn 3 to 5, Kildare/Carlow
- N3, Lavey & Cavan, Co Cavan
- M11, Jn 20 Wexford
- M1/N33 , 3 locations Co Louth
- N2 Kilmoon to Slane , Co Meath



Fiona Bohane

**TII Regional Road Safety Engineer,
Cork NRDO.**



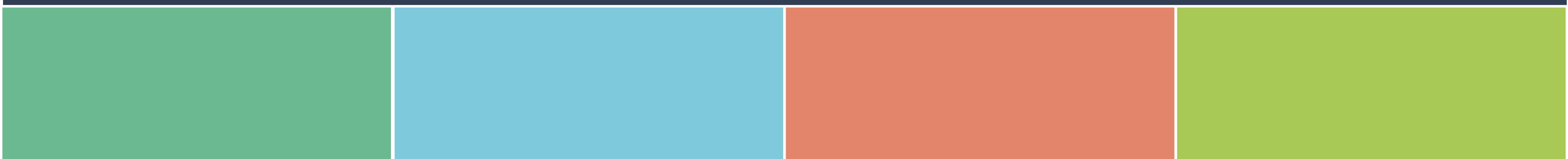


Comhairle Contae
Dhún na nGall
Donegal County Council



LEARNINGS FROM THE TEN-T PROJECT, DONEGAL

Aine McHugh & Damian McDermott
Donegal National Roads Office



Major Projects Advisory Group

Will this apply to you?

> €200m

How to Prepare

Your preparation has already started...

- Building your project development experience
- Be aware, learn & evolve from other projects



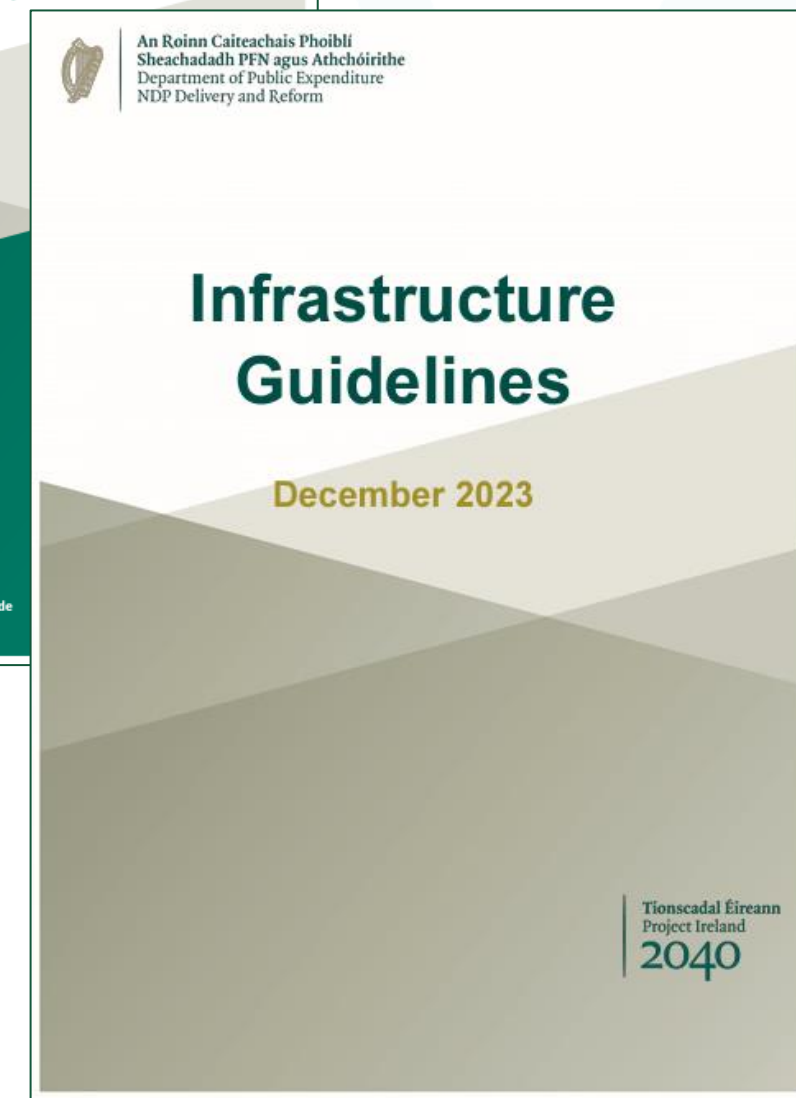
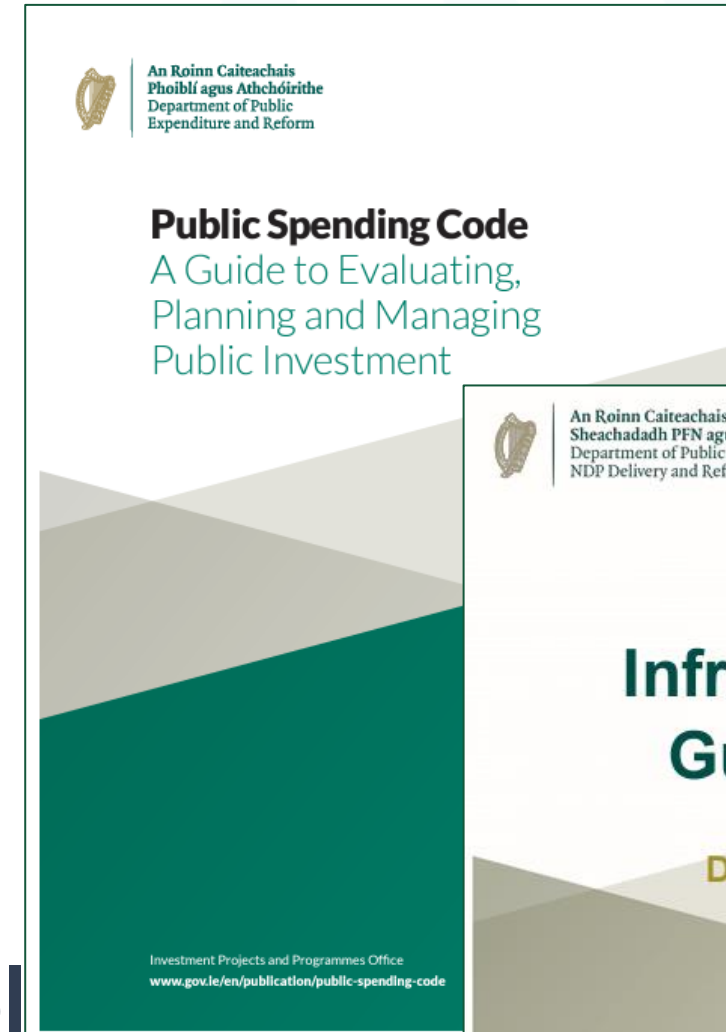
Major Projects Advisory Group (MPAG)



An Roinn Caiteachais Phoiblí
Sheachadadh PFN agus Athchóirithe
Department of Public Expenditure
NDP Delivery and Reform

Established to:

- Further strengthen project management
- Assist DPENDPDR in its project assurance role



MPAG

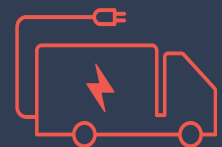
Role:



Consider the business case and assurance reports for major public investment projects

Advise DPENDPDR on potential issues and risk related to project costs and schedules benefits

Consider future reforms to guidelines and governance arrangements for major projects

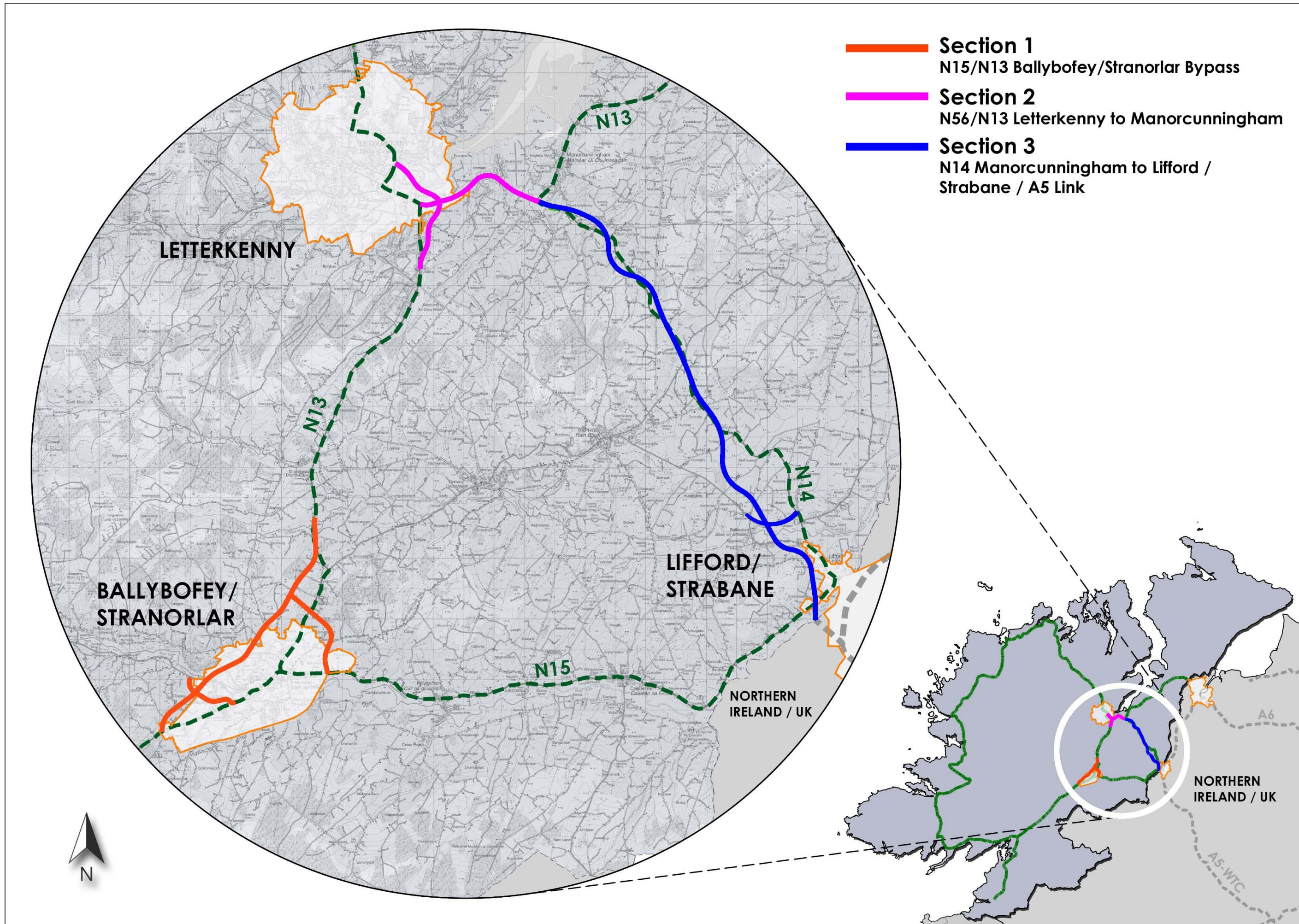


TEN-T Priority Route Improvement Project, Donegal

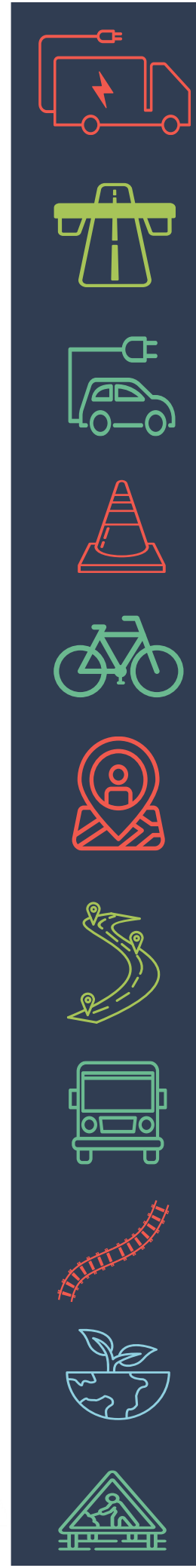
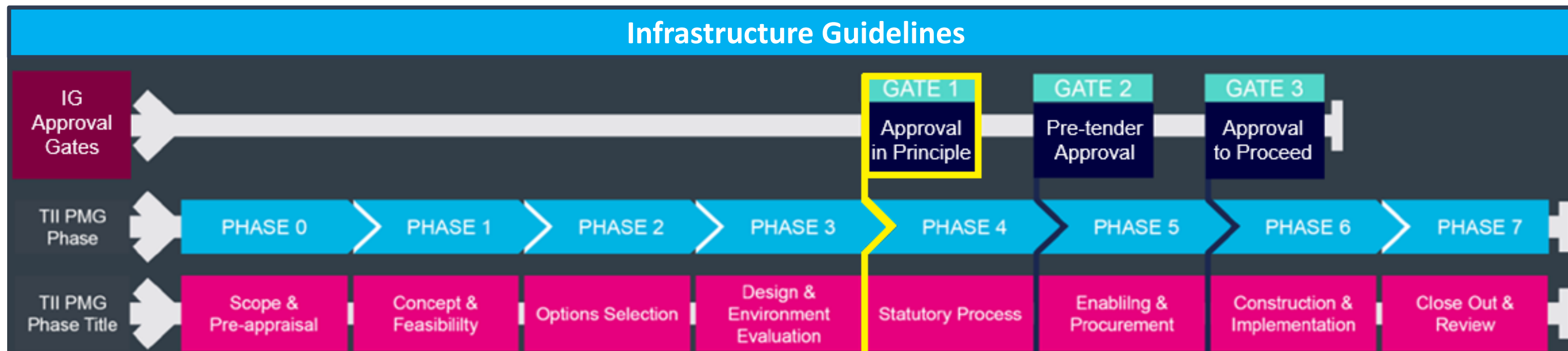


**Project
Background**





Lifecycle: TEN-T Project Current Status

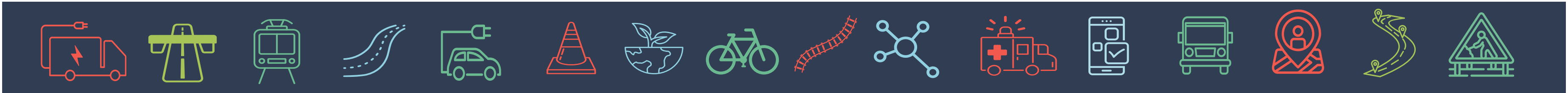
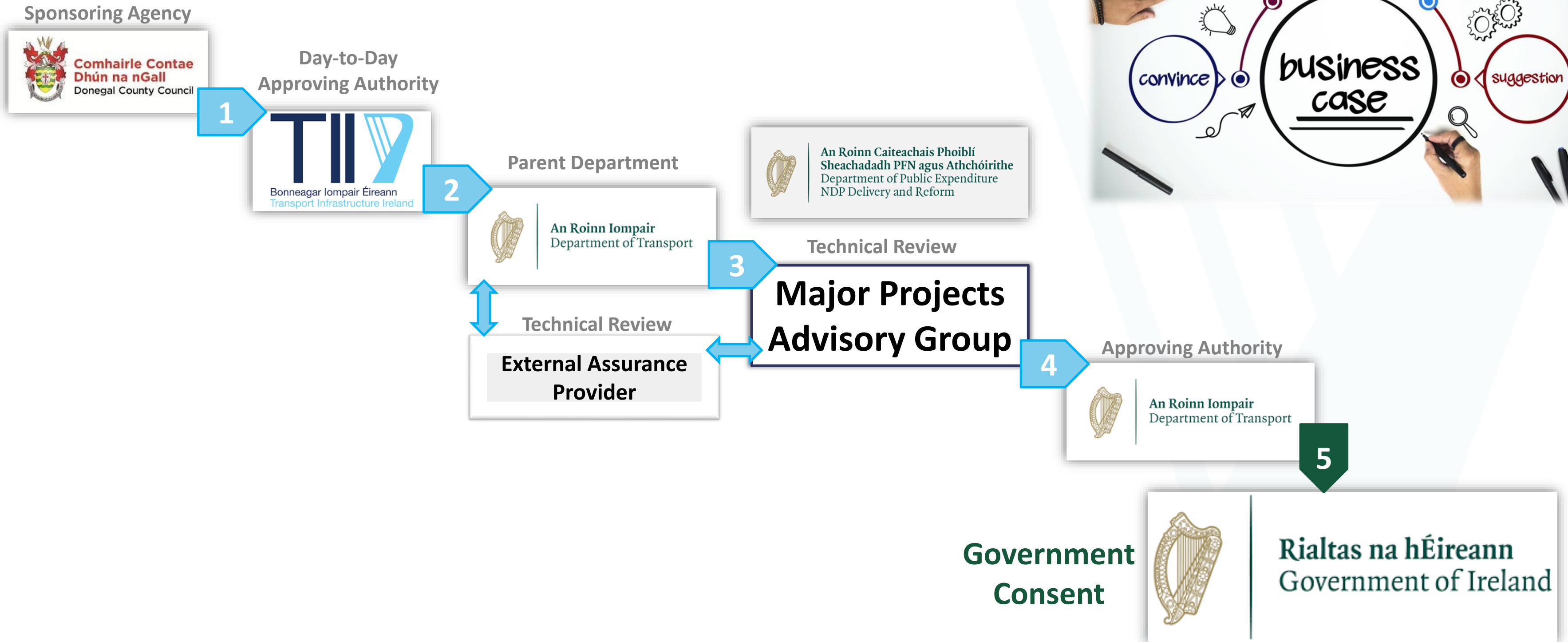


Stages and Timelines



Steps in Project Appraisal Process

Business Case is key!



2 Department of Transport Review Process Part 1

June 2023 – April 2024

- 2nd June 2023: TII submits PBC to DoT
- June 2023 – April 2024: DoT carry out internal review & procure EAP



Department of Transport Review Process Part 2

April 2024 – July 2024

- 24 April 2024: 100+ queries from DoT & EAP
- 15 May 2024: Response required
- 15th May – 7th June: Further follow up queries with DoT & EAP

7th June: DoT issued updated Preliminary Business Case to MPAG

3

MPAG Preliminary Business Case Review

7 June 2024 – 25 June 2024

**Major Projects
Advisory Group**

- 13th June: 70+ queries received from MPAG
- 21st June: Queries responded via Department of Transport

25th June: MPAG Meeting

Pre-MPAG Meeting: Review Process Issues Arising

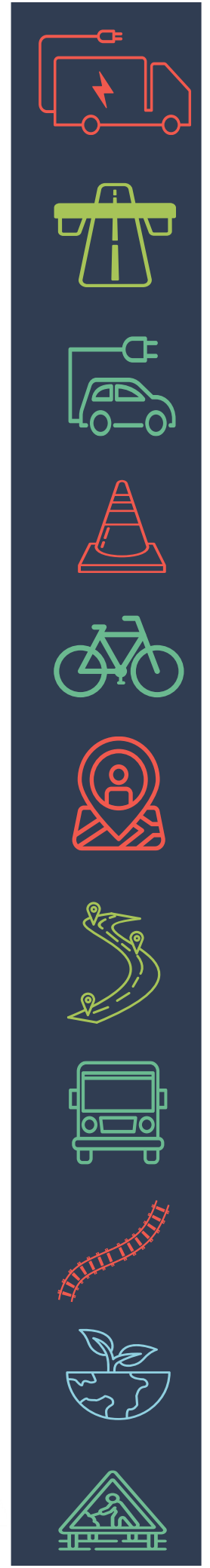
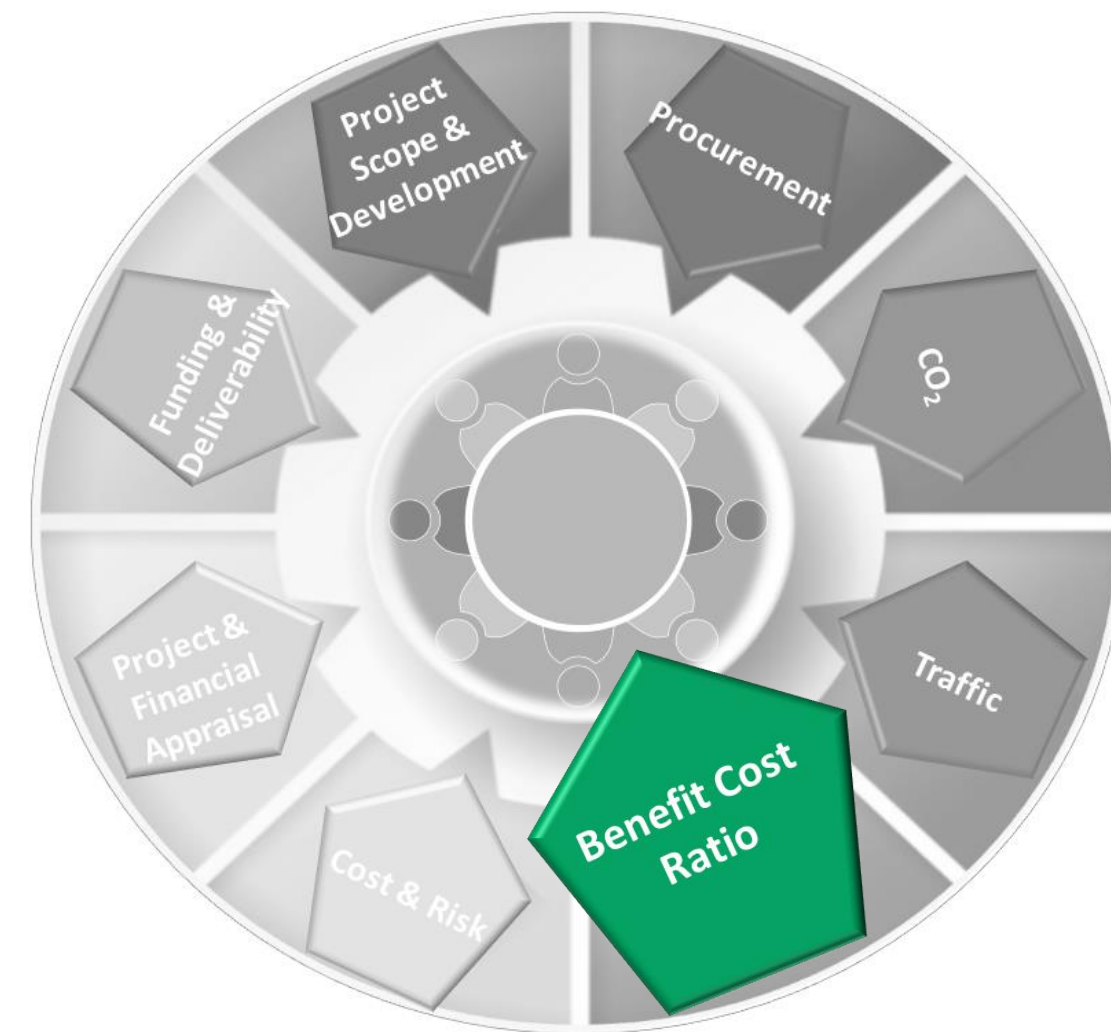


Example of Query Raised:

Benefit Cost Ratio

- Update BCR to TAF Parameters
- Multiple Scenarios using Outturn Cost Probabilities P50, P80 & P90:

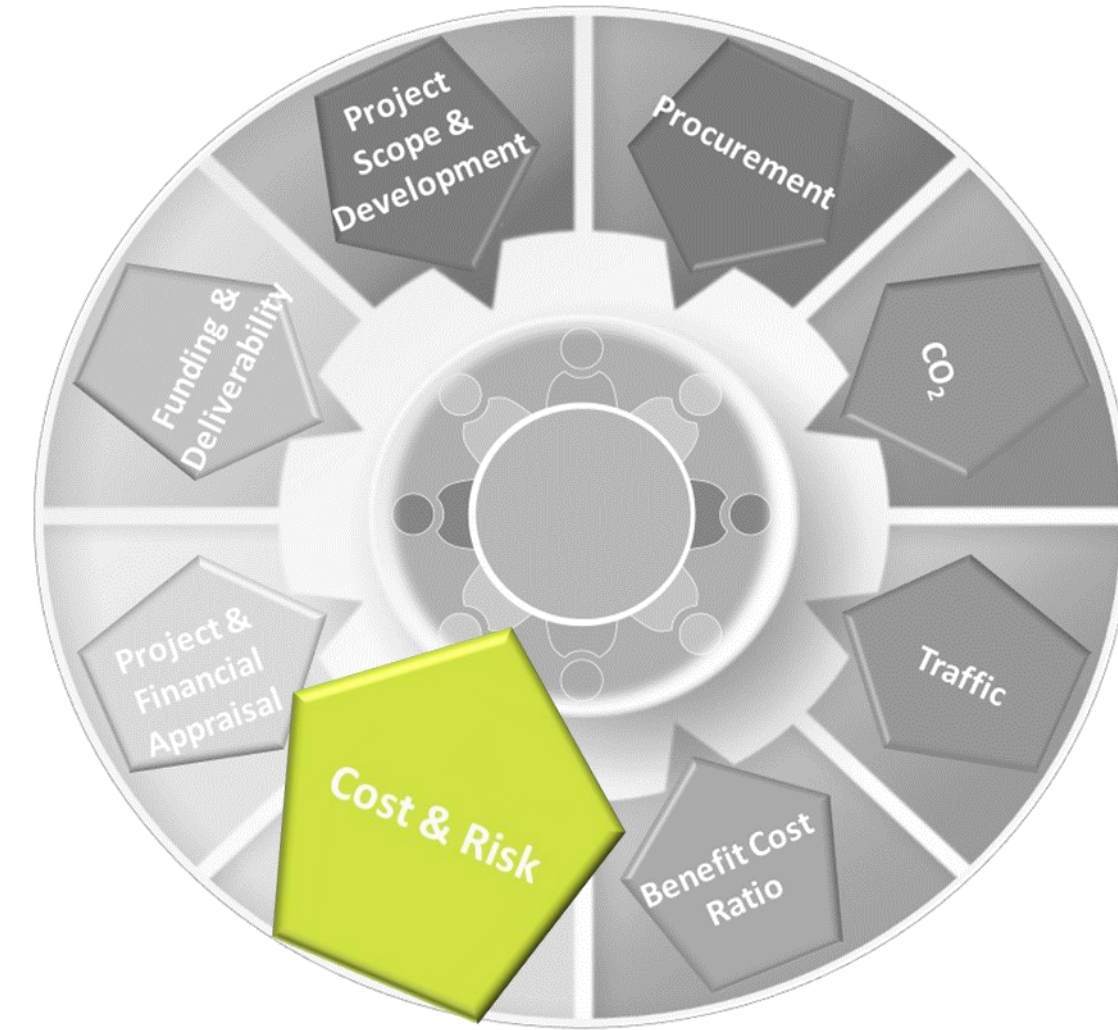
Utilising RCF PBC (TC1) Outputs	Unit	P50 (L)	P80 (M)	P90 (H)
Revised and Updated Base Costs (March 2024)	€m			
Risk Uplift (%)	%			
Risk Allowance	€m			
Total Forecast Cost	€m			
BCR @ Low Growth				
BCR @ Central Growth				
BCR @ High Growth				
BCR @ Central Growth less 30%				



Example of Query Raised:

Cost & Risk

- Quantitative Risk Assessment V's Reference Class Forecasting
- Risk of Statutory Process Delays
- Benchmarking against other similar projects



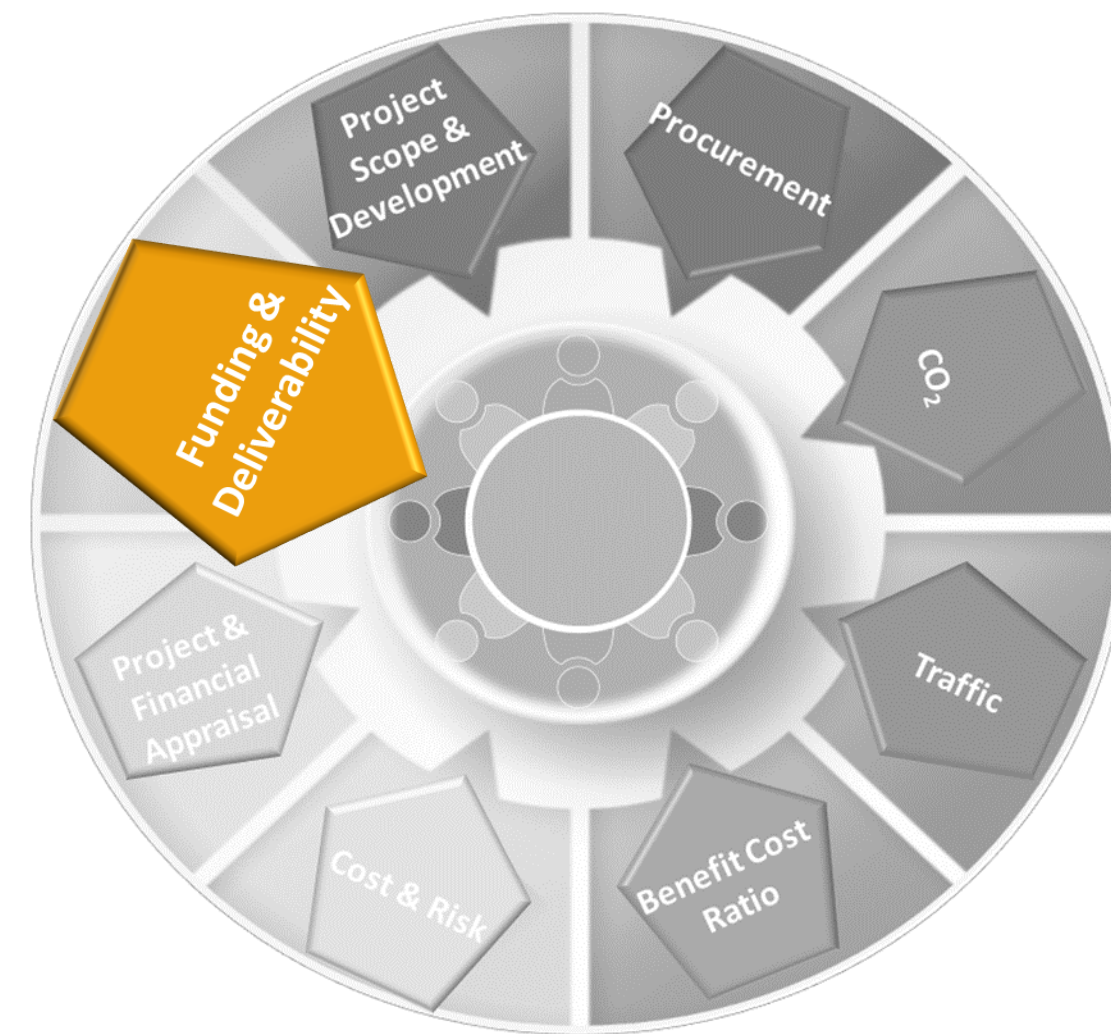
Example of Query Raised:

Funding & Deliverability

- Capacity within current Funding Envelope

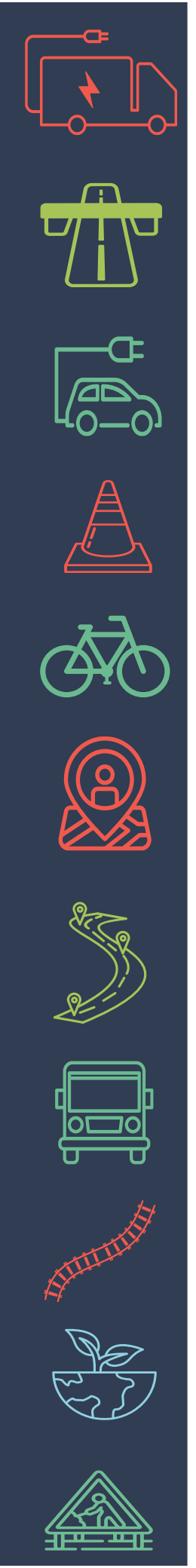
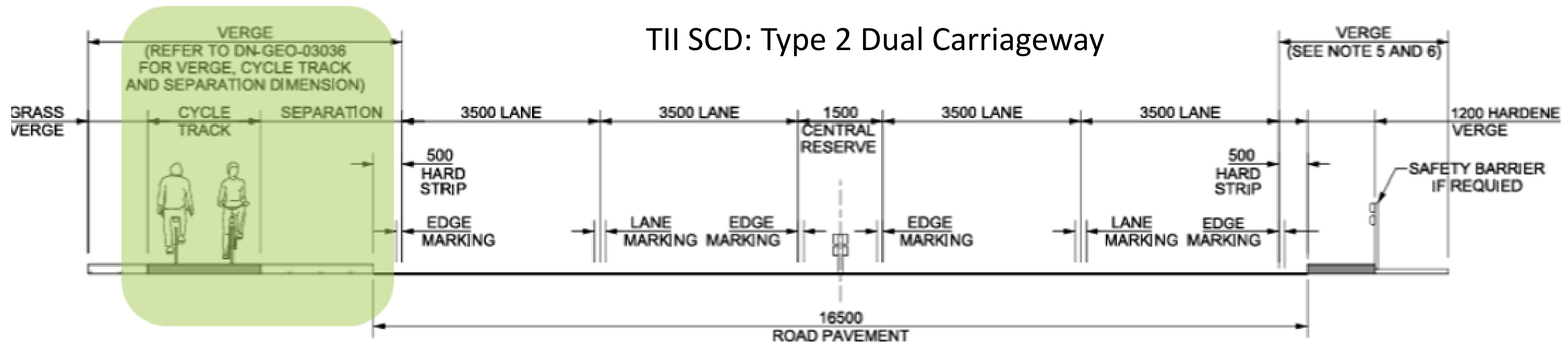
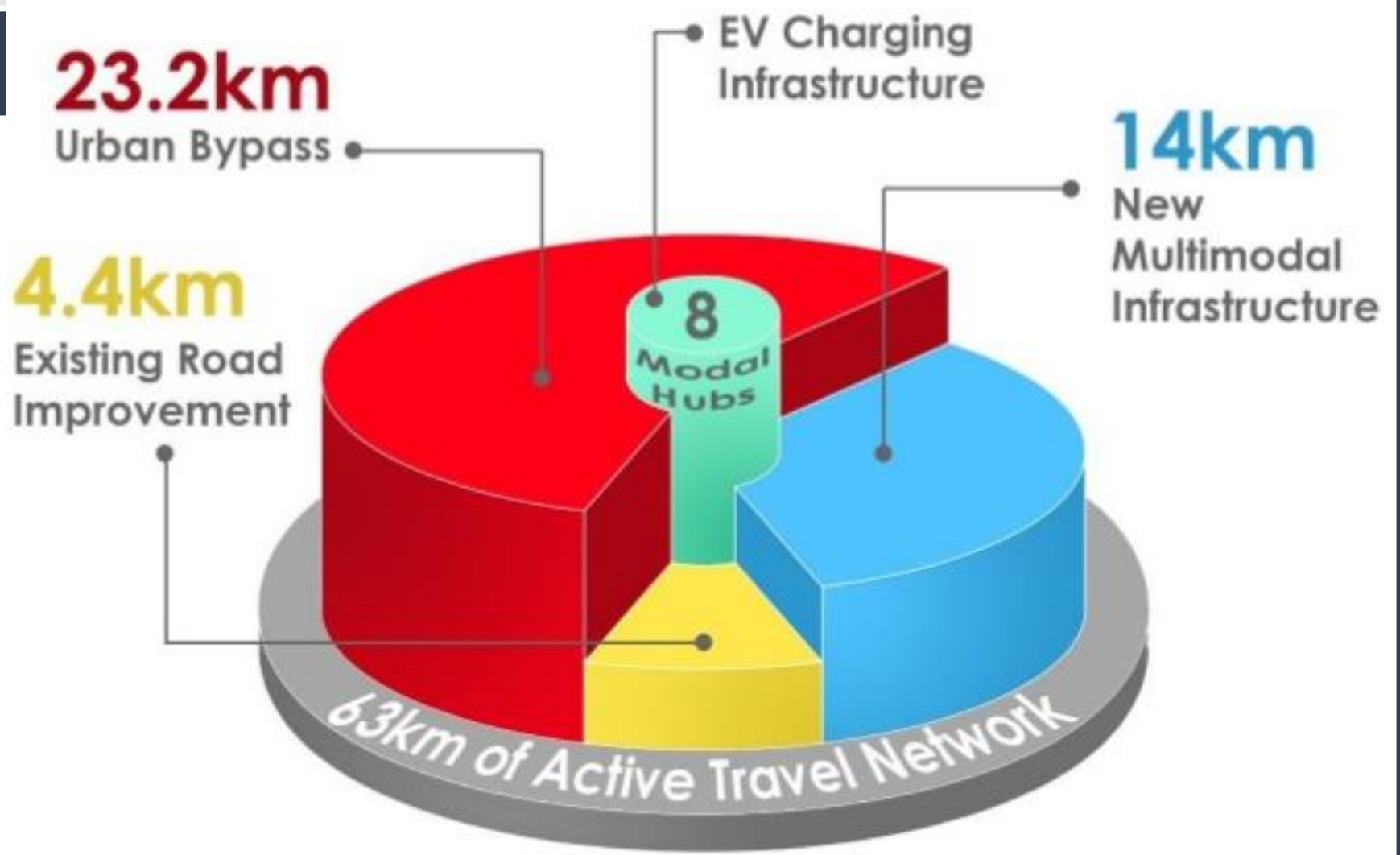


- Alternative Funding Options
- Is the outline construction programme realistic (Construction Start & Duration)



Example of Query Raised: Project Development & Scope

- NIFTI, Options & Alternatives
- Active Travel & Modal Hubs





MPAG Meeting



Sponsoring Agency Preparation for MPAG meeting

- Review of main areas already raised by KPMG, DoT, TII etc.
- Additional Assessments such as Traffic and Financial Appraisal
- Review/consider other recent MPAG reviews
- Research and Understand other Major Project delivery and management development, trends, terminologies

Optimism **REFERENCE CLASS**
Bias **FORECASTING** UNIQUENESS
Anchoring BIAS
Gold Plating

- Decide on own Attendees get DoT/MPAG agreement
- Prepare Presentation



MPAG Meeting – Where?

- Held at Government Buildings Merrion Street
- In Department of Public Expenditure and Reform



MPAG Meeting – FORMAT (What we knew beforehand)

- Meeting is with a panel of experts from MPAG, DPENDPDR (*NRGAT, SRAD*)
- MPAG Team (*Gov.ie*)
 - Michael Nolan, External Member (Chair)
 - Kevin Meaney, DPENDPDR
 - Gerard Cahillane, NDFA
 - Alison Hardiman, External Member
 - Jerry Grant, External Member
 - Barry O'Driscoll, External Member
- We had no specific details on agenda, format or actual attendees.
- External Expert Reviewers KPMG to meet with MPAG & DPENDPDR first to go through their DRAFT PBC Review finding

Note: Draft KPMG PBC Review issued April 2024:
“ *Recommendation on progressing with the project to next stage of PSC [TBC]* ”



MPAG Meeting – Format : Actual Layout / Attendance

3 others
online



KPMG

DoT



TII



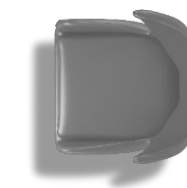
Sponsoring
Agency



DCC



Consultants
RPS/BT &
Jacobs



Major
Projects
Advisory Group
MPAG

DPENDPDR



MPAG Meeting - Format

Less this



More this



MPAG Meeting - The Meeting Itself

- Very well run and structured meeting – Chaired by Mr. M Nolan
- No Presentation : DCC asked to give brief overview of need, goals and objectives of project
- Main issues from the MPAG report displayed on large screens
- Commentary, queries, probing and discussion
- Professional, insightful and incisive but non adversarial
- Responses led by Donegal County Council with some specific matters assisted on by TII , DoT, and consultants for DCC
- Meeting duration ≈ 1.5 Hours



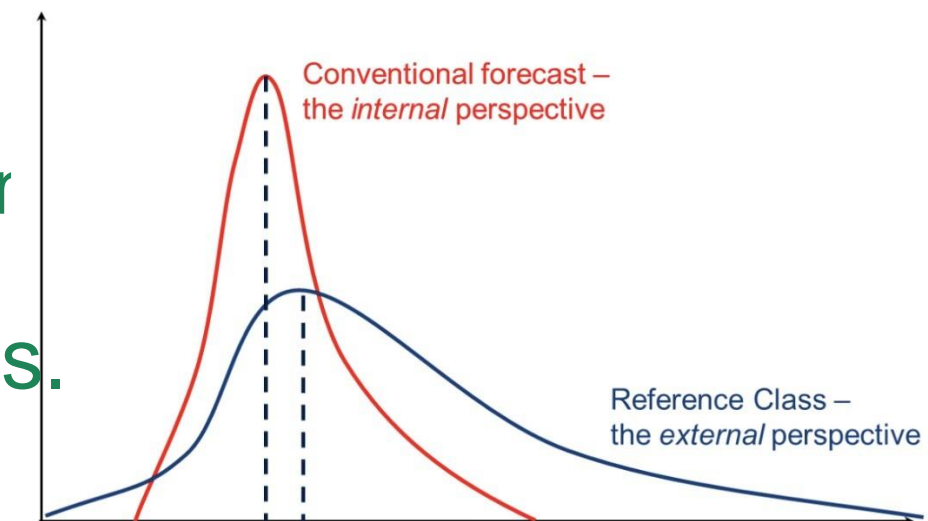
MPAG role is set out in the Circular 25/2021 and is reiterated in their TEN_T Review Note:

*.... to support the application of the Infrastructure Guidelines and consider major public investment proposals (in particular in relation to **costs, scheduling, delivery and risk**) in advance of Government consideration.*



1. Costs

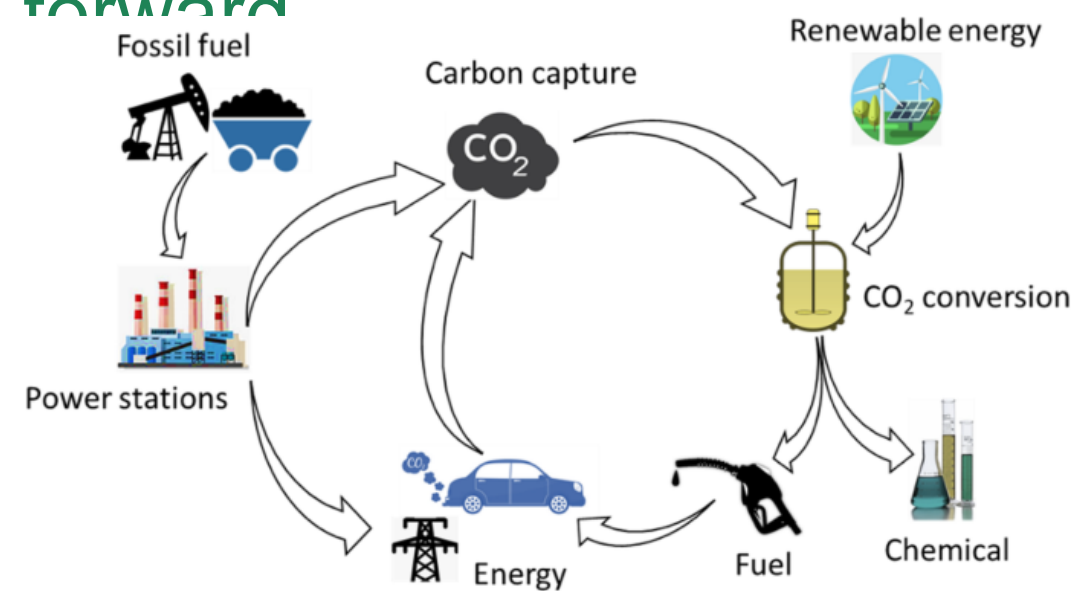
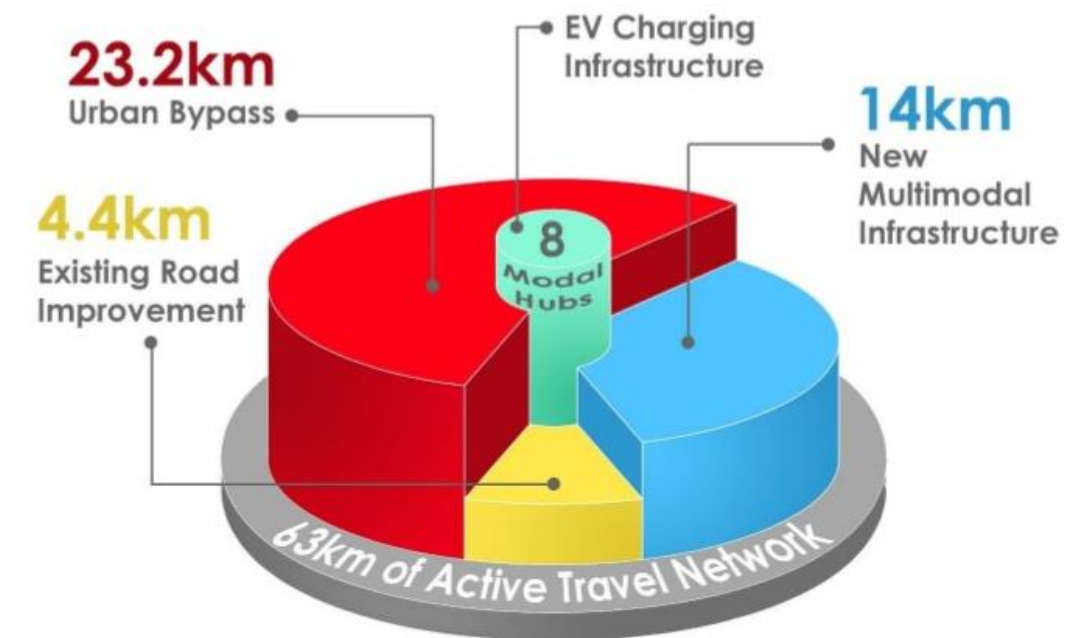
- Quantitative Risk Assessment v's Reference Class Forecasting
- Expert Judgement Workshop (DCC /TII) vs Optimism Bias.
- No impact given strong TEN-T BCR
- Setting Cost Outcome Confidence P50 (Base), P80, P90 (MPAG)
MPAG recommended a Cost Forecast Range
- Independent Review of Base Cost ; deferred to Detailed Business Case
- Benchmarking of Costs: Discussion on Comparables used



2. Climate performance

- 'Gold Plating' Justify Cost of scheme elements

- Monetisation of Climate performance, Greenhouse gasses and Carbon accounting going forward



3. Delivery risks

■ Environmental Risks

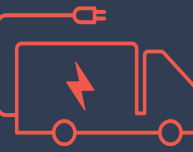
- MPAG sought clarification of extent and documentation of Environmental Assessment within PBC

■ Planning Risks and Public Engagement

- DCC Clarified extensive Public Consultation and pre application engagement with An Bord Pleanála on planning strategy

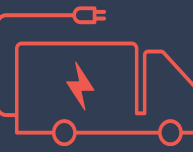
■ Planning and program risks due to scale/resources and industry capacity

- DCC clarified on the potential for phased delivery, sectional design and documentation.
- DCC provided revised minimum delivery period (Optimism Bias)
- DCC showed consideration of alternative procurement options



4. Implementation and Financial Affordability

- Affordability and government funding profile going forward
 - Addressed by DoT and TII
 - DCC clarified current and potential EU and other funding
- Governance and Project Management
 - Clarification and updated information provided by DCC



3

Post MPAG Meeting

- **3rd July:** MPAG Review Note including EAP summary received
- **8th July:** DCC submit final PBC and Revised Addendum to address MPAG Review Note items
- **15th July:** DCC respond to final follow up queries
- **Assist DoT with final queries for Memo**
- **16th July:** DoT Memo submitted to Cabinet

Lessons Learned Summary



Achieving Gate 1 Business Case Approval : Lessons Learned

Take direct Responsibility for Business Case

- Leading
- Understanding
- Preparation



Liaison and engagement with TII

- Engagement and coordination with TII (SPU, Project Services and PPP) throughout business case development and MPAG process

Cost and Program assurance

- RCF v's QTRA
- Optimism bias in respect to Program and estimates



Achieving Gate 1 Business Case Approval : Recommendations

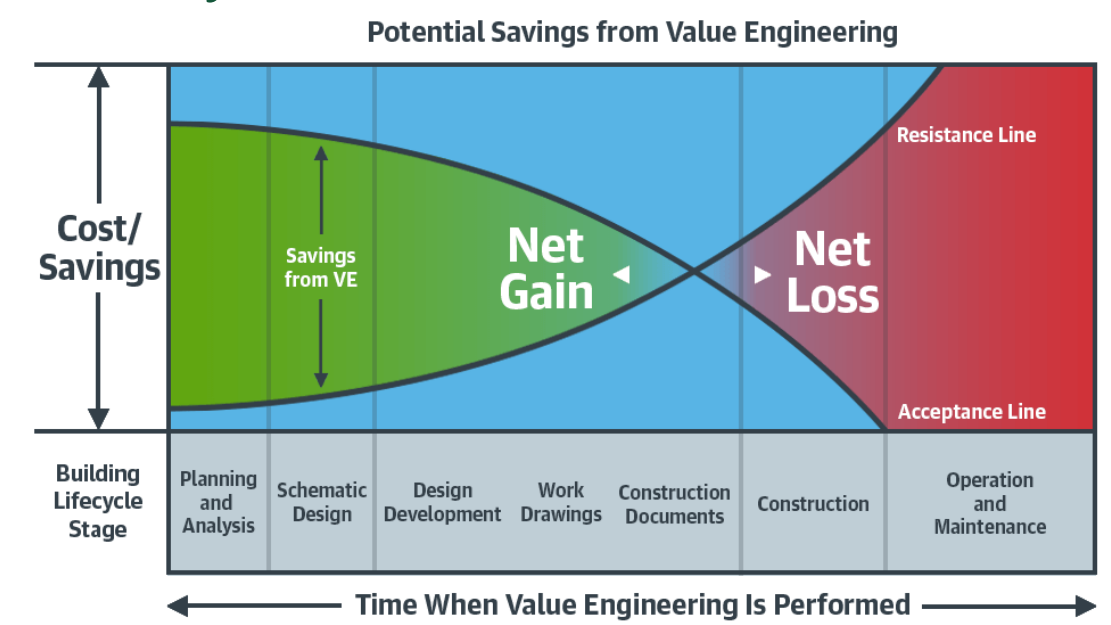


Consultants Role

Ensure consultant program, competence and resources for traffic, financial and cost appraisal. Including various delivery scenarios

Value Engineering and optimisation

- Show Value Engineering,
- Concurrent delivery of Government priorities/policies.
- Justify all elements of the scheme. (AT/Strategic High Voltage Network etc)



Environmental Risk Management

Clearly demonstrate environmental process and procedures in PBC



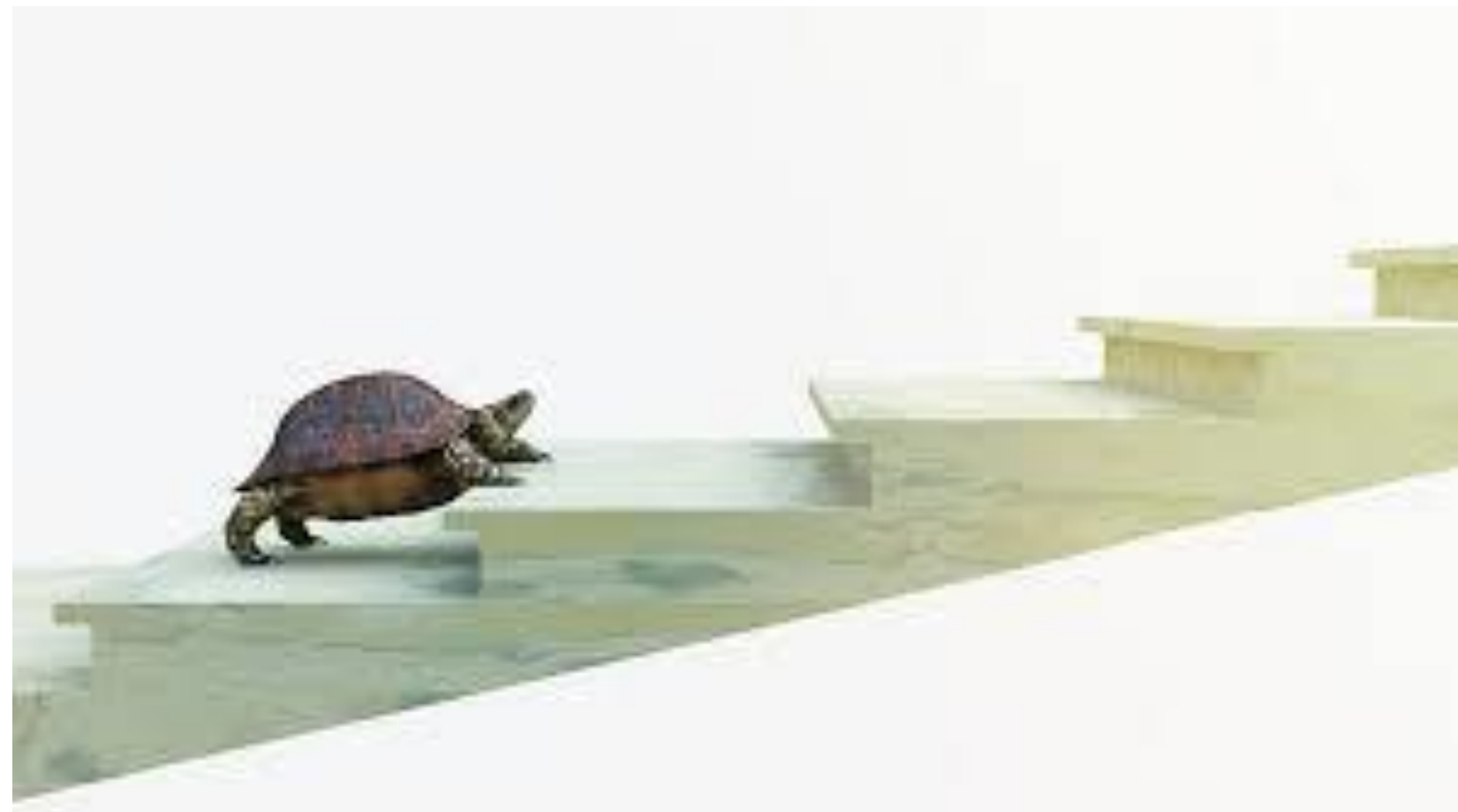
RESULT ?

Approval Gate 1 of Preliminary Business Case granted by Cabinet on 24th July 2024

MAJOR SUCCESS ?



YES ... but for the project there is a long way to go yet

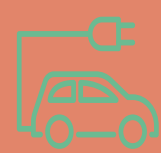
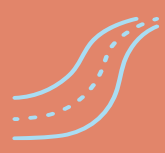
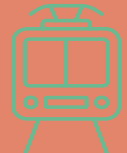
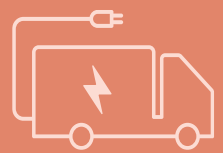


Contact Details

aine.mchugh@dnrdo.ie

damian.mcdermott@dnrdo.ie

Thank you



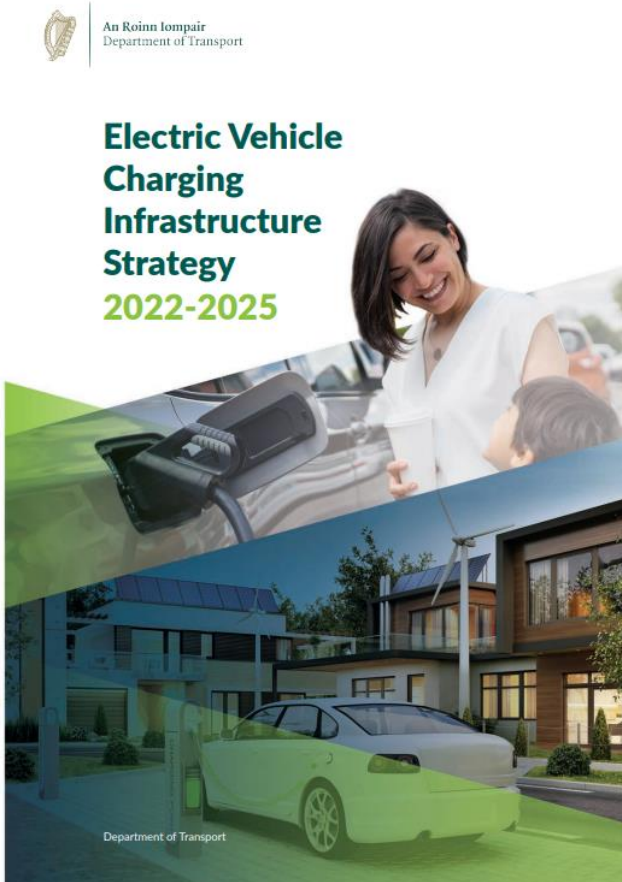
TII: Supporting the Deployment of Electric Vehicle Recharging Infrastructure on the National Road Network

Dónal Minnock, Alternative Fuels Projects Unit, TII



Contents

- LDV1 Grant Scheme
- Other LDV Grant Schemes
- Data
- Other Workstreams



22.9.2023 Official Journal of the European Union L 234/1

I
(Legislative acts)

REGULATIONS

REGULATION (EU) 2023/1804 OF THE EUROPEAN PARLIAM AND OF THE COUNCIL
of 13 September 2023
on the deployment of alternative fuels infrastructure, and repealing Directive 2014/94/EU
(Text with EEA relevance)

THE EUROPEAN PARLIAM AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91 thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee ⁽¹⁾,

Having regard to the opinion of the Committee of the Regions ⁽²⁾,

Acting in accordance with the ordinary legislative procedure ⁽³⁾,

Whereas:

(1) Directive 2014/94/EU of the European Parliament and of the Council ⁽⁴⁾ laid down a framework for the deployment of alternative fuels infrastructure. The Commission Communication of 9 December 2020 entitled 'Sustainable and Smart Mobility Strategy – putting European transport on track for the future' points to the uneven development of recharging and refuelling infrastructure across the Union and the lack of interoperability and user friendliness. It notes that the absence of a clear common methodology for setting targets and adopting measures under the national policy frameworks required by Directive 2014/94/EU has led to a situation whereby the level of ambition in target setting and supporting policies differs greatly among Member States. Those differences have hindered the establishment of a comprehensive and complete network of alternative fuels infrastructure across the Union.

(2) Union law already sets targets for renewable fuels. For example, Directive (EU) 2018/2001 of the European Parliament and of the Council ⁽⁵⁾ sets a market share target of 14 % of renewables in transport fuels.

(3) OJ C 152, 6.4.2022, p. 138.

(4) OJ C 270, 13.7.2022, p. 18.

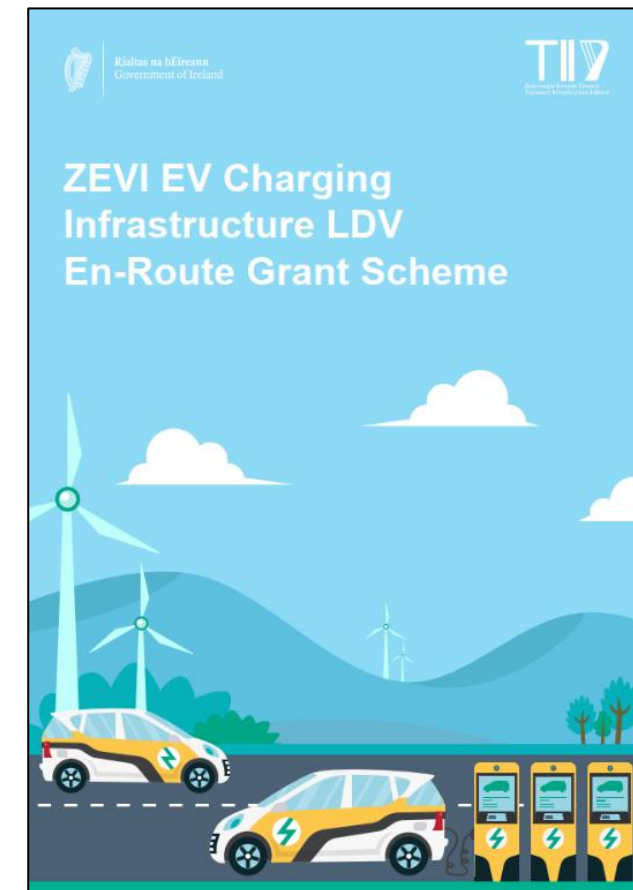
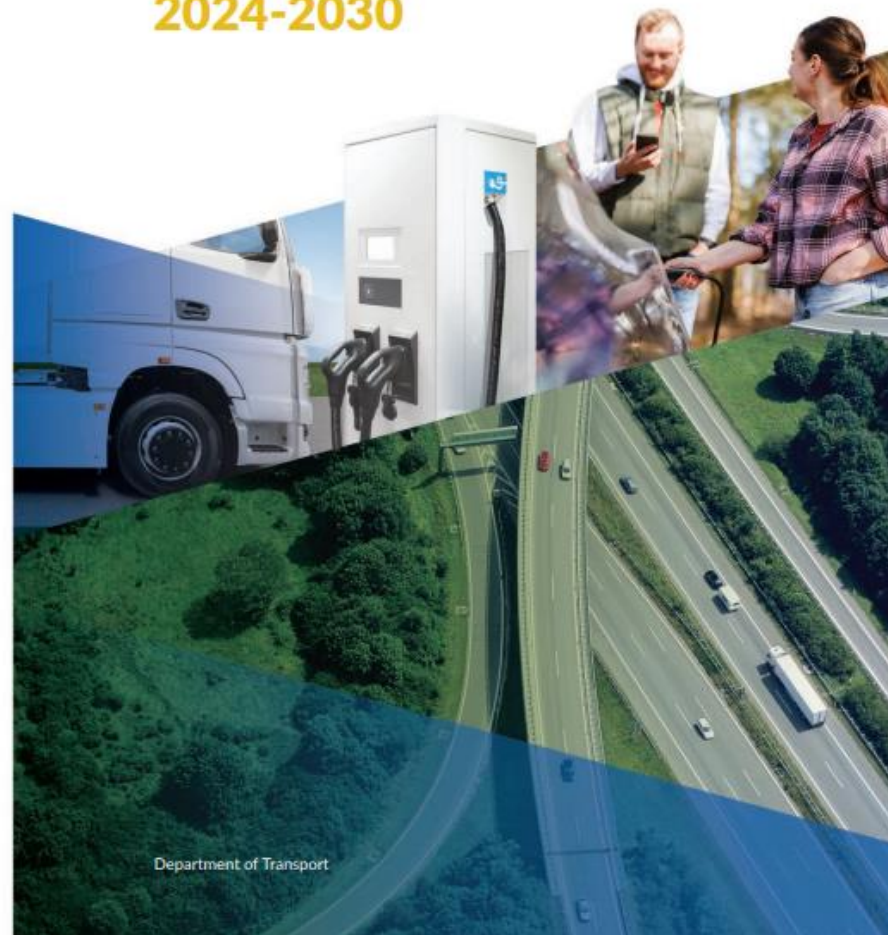
(5) Position of the European Parliament of 11 July 2023 (not yet published in the Official Journal) and decision of the Council of 23 July 2023.

(6) Directive 2014/94/EU of the European Parliament and of the Council of 22 October 2014 on the deployment of alternative fuels infrastructure (OJ L 107, 28.10.2014, p. 1).

(7) Directive (EU) 2018/2001 of the European Parliament and of the Council of 11 December 2018 on the promotion of the use of energy from renewable sources (OJ L 328, 21.12.2018, p. 82).



National Road Network EV Charging Plan 2024-2030



2025: Where	Road Length (km)	Alternative 1: Alternative Fuel Infrastructure Regulation 2025	Alternative 2: Medium EV Charging Capacity Scenario 2025	Alternative 3: High EV Charging Capacity Scenario 2025
TEN-T core (each direction) ⁷	500	400 kW @ 60 km 3-4 charge points	600 kW @ 60 km 4-6 charge points	900 kW @ 60 km 6-9 charge points
TEN-T comprehensive (motorway / dual carriageway) (each direction)	700	Nothing specific – (covered by fleet target)	600 kW @ 60 km 4-6 charge points	900 kW @ 60 km 6-9 charge points
TEN-T comprehensive (single carriageway) (each direction)	1000	Nothing specific – (covered by fleet target)	300 kW @ 60 km 3-4 charge points	400 kW @ 60 km 3-4 charge points
Primary and secondary road (non-TEN-T)	3100	Nothing specific – (covered by fleet target)	100 kW @ 30 km 1-2 charge points	200 kW @ 30 km 2-4 charge points
Total charging power (kW)	5,300	7,200	45,200	72,200
Approx. no. of charge points		78-104	415-706	706-1118
No. of EVs anticipated		195,000	195,000	195,000
National fleet-based target output (kW) (Required by AFIR)		214,000	214,000	214,000
% of national fleet-based target output (kW) delivered through en-route charging infrastructure		3%	21%	34%

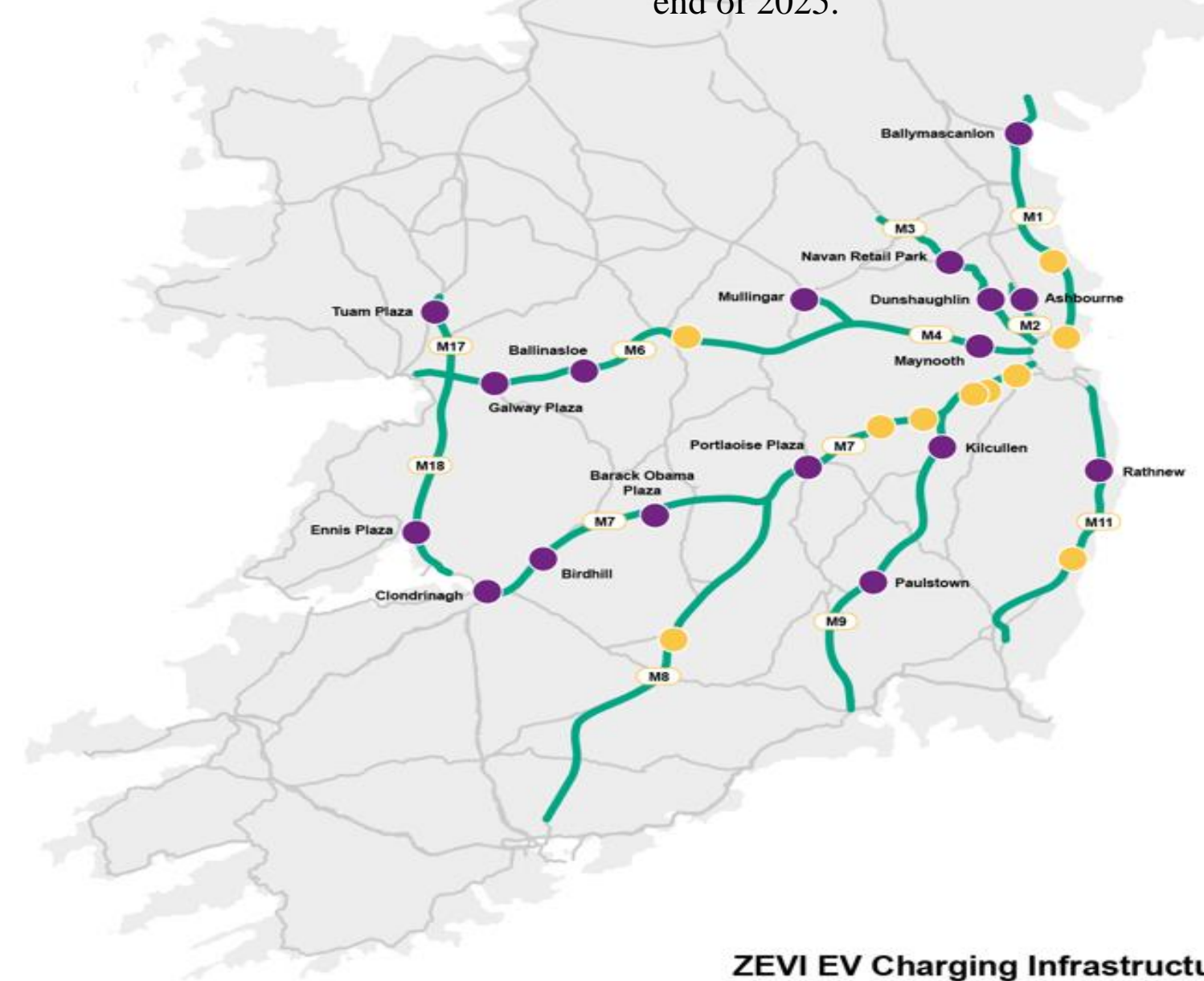
LDV 1 Grants Awarded

Award nr	Route	Applicant	Site name
1	M1	Hall Power	Ballymac Service Station
2	M7	Hall Power	Portlaoise Plaza
3	M7	Hall Power	Obama Plaza
4	M7	Applegreen Electric	M7 Birdhill
5	M4	Circle K	Maynooth M4
6	M4	Applegreen Electric	Mullingar
7	M11	Maxol	Rathnew
8	M18	Applegreen Electric	Clondrinagh
9	M18	Hall Power	Ennis Plaza
10	M17	Hall Power	Tuam Plaza
11	M6	Applegreen Electric	Ballinasloe
12	M6	Hall Power	Galway Plaza
13	M9	Circle K	Kilcullen M9
14	M9	Applegreen Electric	M9 Paulstown
15	M3	Applegreen Electric	M3 Dunshaughlin
16	M3	Applegreen Electric	Navan Retail Park
17	M2	Weev	WN414 Pillo Hotel

Average distance between sites = 45km.

- Roads targeted under the grant scheme
- New Recharging Pools pools under the scheme
- Existing Recharging pools

- Minimum provision of 1200 kW power output supported by a Maximum Import Capacity of 800kVA within 3 km driving distance of NRN.
- LDV1 will result in the deployment of 131 recharging points across 17 sites.
- Will deliver 24 MW of recharging output by end of 2025.



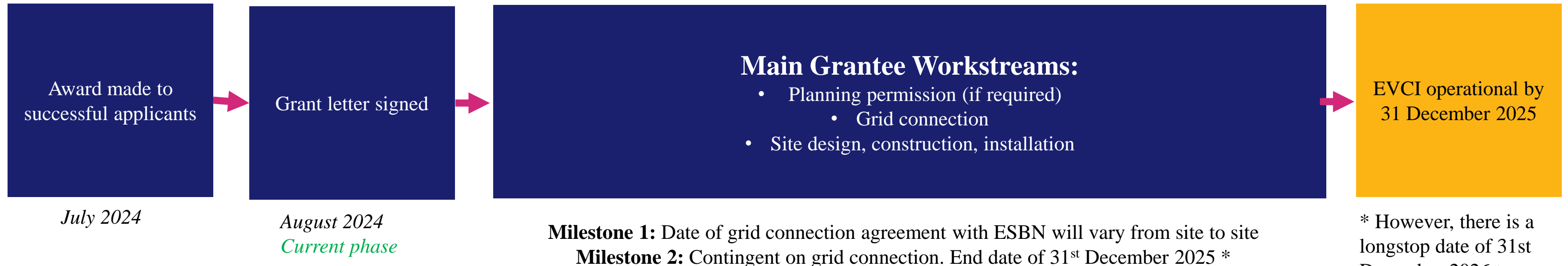
ZEVI EV Charging Infrastructure LDV En-Route Grant Scheme Site Map

July 25, 2024

LDV 1 Summary by Applicant

Applicant	Total Applications	Successful Applications	Unsuccessful Applications
Applegreen Electric	14	7	7
Circle K Ireland Retail Limited	7	2	5
ePower	6	6	0
ESB Innovation ROI Limited	3	0	3
Maxol Limited	7	1	6
Weev Charging Limited	1	1	0
Total	38	17	21

LDV 1 Scheme Programme, Payments and Monitoring



• Grant monies paid on presentation of invoices

- Grant claim cannot exceed that awarded, risk is with Grantee
- Milestone 1 grant value = 34%
- Milestone 2 grant value = 66%

• Monitoring and Reporting

- Ongoing monitoring to be agreed with each Grantee once Grant Letter signed.
- Grantees are obliged to produce 6 monthly reports on the progress of implementation.

Other LDV Schemes

Area	Progress – Last 3 Months	Focus Areas – Next 3 Months
LDV Scheme 1.1	<ul style="list-style-type: none"> • Scoping exercise on filling gaps from LDV1 • Scheme to be run on same basis as LDV 1 • Target of 3 to 4 awards 	<ul style="list-style-type: none"> • Verify gaps to be filled • Identify possible applicants • Review ITA • Launch scheme in October
LDV Scheme 2	<ul style="list-style-type: none"> • LDV2 scheme, focusing on the roads that make up the TEN-T Comprehensive single carriageway network, is currently in design phase which is due to be completed in September. Key workstreams in the LDV2 design include: <ul style="list-style-type: none"> • Defining scheme zones and rules • Assessing potential costs • Battery technology guidance note • Preparing ITA and other scheme documentation • ZEVIs have approved the overall Scheme design • Issued “advance notification” to the market, via ZEVIs 	<ul style="list-style-type: none"> • Finalise scheme design detail based on ZEVIs feedback, in late September and review with key stakeholders • Launch scheme in October (date TBC, post-budget) • Manage Application period, running through to mid-January • Evaluation process to begin in January 2025, targeting completion in late Q1 2025 (depending on volume of applicants), Grant Awards to follow
Future Schemes	<ul style="list-style-type: none"> • Potential for next schemes identified as: <ul style="list-style-type: none"> • LDV 3 - non-Ten-T national primary and secondary roads <ul style="list-style-type: none"> • Preliminary discussions with ZEVIs • Mapping / Zoning analysis and costing work underway • LDV2.1? As required 	<ul style="list-style-type: none"> • Finalise schemes and timelines • Design and launch schemes

Area	Progress – Last 3 Months	Focus Areas – Next 3 Months
Data Workstream	<p>ZEVI Data Strategy</p> <ul style="list-style-type: none"> • ZEVI’s “Draft Strategy for Data Concerning Electric Vehicles Recharging Infrastructure” with Minister for approval to issue for industry consultation. <p>AFPU Data Office</p> <ul style="list-style-type: none"> • Recruitment of DXP Manager and IDRO Manager progressing. <p>Data Exchange Platform (DXP) Project</p> <ul style="list-style-type: none"> • Commenced preliminary work on the basis of ZEVI approval to proceed with development, to meet timelines identified in the draft ZEVI strategy. Final business case ready for submission. IMSA Supplemental Agreement ready signing. • Total budget to 30 June 2025 including contingency and VAT agreed with ZEVI • Contractor and advisors appointed • Engagement with CPOs to inform design • Preliminary design completed • Engagement with ESB Networks on potential use of the DXP / IDRO sub-system to gather MPRN data to support network planning needs, and potential support of NORA RED III Directive data needs. 	<p>AFPU Data Office</p> <ul style="list-style-type: none"> • Operating model and business rules for AFPU Data Office to be developed. <p>Data Exchange Platform (DXP) Delivery</p> <ul style="list-style-type: none"> • Target for DXP availability is 31 December 2024. <ul style="list-style-type: none"> • Target Operational Readiness and Go Live date for DXP is 30 November • Commence Platform Stabilisation and Performance Monitoring Period to 30 June 2025 • Continue engagement with CPOs to ensure solutions aligns with market needs • Continue engagement with ZEVI, ESB Networks and other stakeholders with alternative fuels data needs. • Develop requirements for the IDRO subsystem <p>Data Vires</p> <ul style="list-style-type: none"> • As part of ZEVI transition, acquire appropriate vires to fulfil Data objectives identified in the draft Strategy.

AFIR Data Ecosystem

TII

**ID Registration Office
IDRO**

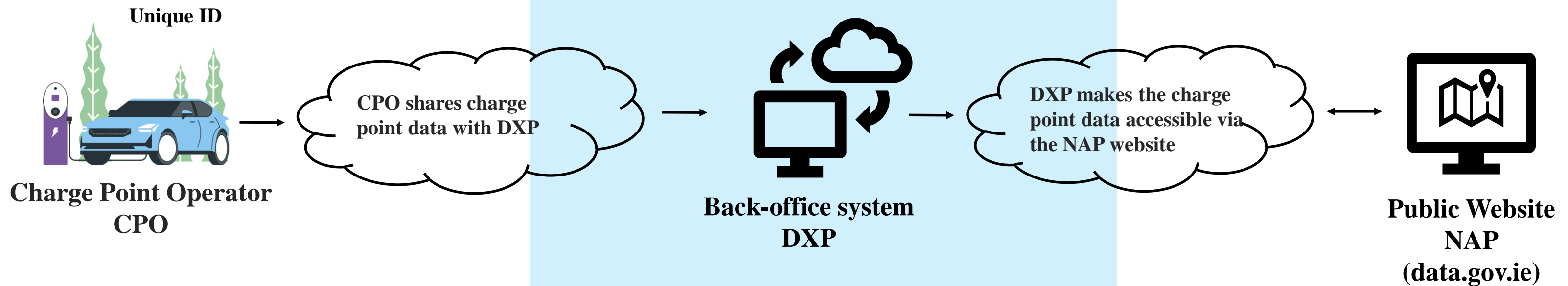
IDRO manages register of unique IDs of CPOs

**Data Exchange Platform
DXP**

DXP is the back-office platform for collecting and sharing charge point data

**National Access Point
NAP**

NAP is the public website for accessing charge point data



Other Workstreams

- **ZEHDV scheme**–
 - TII are examining options under the existing TII-administered Zero Emissions HDV (ZEHDV) grant scheme, with a view to better supporting the uptake of electric HDVs.
 - Examination of the various grant funding options available under EU rules and regulations is under way to facilitate identification of optimal strategy.
 - This is an interim measure to address the need for HDV charging infrastructure.
- **Hydrogen Refuelling Stations (HRS)** – AFIR gives us 2030 targets for HRS. We are examining our strategic options to meet these and engaging with the Shared Island Initiative, a feasibility study for green hydrogen refuelling on the Dublin Belfast corridor.
- **Strategy for TII Motorway Service Areas** - We are examining our options for upgrading the EV recharging infrastructure at our 9 TII Motorway Service Areas
- **TII – ZEVI transition, interaction and collaboration** –
 - TII continues to engage with ZEVI on grant schemes development, scheme operations for light and heavy-duty infrastructure, Data, GIS / Mapping of alternative fuels infrastructure, and supporting ZEVI on the Regional and Local Plan and Data Strategy.
 - The AFPU has attended ZEVI-led transition working group, and sub-groups focused on work Legislation, HR and Resourcing and Governance are being established.
 - Onboarding sessions have commenced with ZEVI colleagues to aid collaborative working and ease the transition.

Questions: Session 2 Panel

Session 2: Enhanced Regional & Rural Connectivity

Chair: Geraldine Fitzpatrick, Head of Roads Capital Programme, TII

Austria: Park and Share

Bernhard Hintermayer, Head of Strategy for Parking, Rest Areas and Multimodality, ASFiNAG, (Austrian Road Authority)

Park and Share: TII Update

Fiona Bohane, TII Regional Road Safety Engineer, Cork NRDO Office

Learnings from the TEN-T Project, Donegal

Damian McDermott, Senior Engineer, and Aine McHugh Senior Executive Engineer, National Roads Office Donegal

TII: Supporting the deployment of Electric Vehicle Recharging Infrastructure on the National Road Network

Dónal Minnock, Alternative Fuels Projects Unit, TII



End of Session 2

Lunch Break

Afternoon sessions commence at 2.00pm

