

NSW Department of Climate Change, Energy,
the Environment and Water

Electric vehicle kerbside charging grants



Funding guidelines — round 2

July 2024



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Introduction

The NSW Government is determined to take action on climate change, while continuing to grow our economy. That is why the NSW Government has committed to reach net zero emissions by 2050 with a plan to achieve this by creating new jobs, reducing household costs and attracting investment to NSW.

The transport sector is currently the state's second largest source of CO₂ emissions and is predicted to become the state's leading source of emissions by 2035. It was responsible for 20% of all NSW emissions in 2021 and 88% of these emissions were from road transport.¹ Half of the road transport emissions came from passenger vehicles. Reducing transport emissions is crucial to meeting our net zero target.

In June 2021, the NSW Government launched the **NSW Electric Vehicle Strategy** (the strategy) to make NSW the easiest place to buy and operate an electric vehicle (EV) in Australia. In 2022, the strategy was expanded to invest \$10 million into co-funding public, kerbside EV charging infrastructure. This infrastructure is to be delivered in residential areas where private off-street parking is limited.

Almost 30% of drivers in NSW do not have access to off-street parking to charge an EV. The provision of strategically located kerbside charging infrastructure will give these drivers confidence that their charging needs can be met and that an EV is a suitable and well-supported purchase.



1. www.soe.epa.nsw.gov.au/all-themes/climate-and-air/greenhouse-gas-emissions, 2021 figures.

Purpose

These guidelines provide rules and guidance to applicants seeking funding to install kerbside charging infrastructure through round 2 of the EV kerbside charging grants. Applicants should read these guidelines in conjunction with the [frequently asked questions page](#) provided on the [NSW Government kerbside charging grants website](#).

Program objectives

The EV kerbside charging grants (the grants) aim to:

- support NSW's goal of being the easiest place in Australia to own and operate an EV
- increase EV charging options for EV drivers with limited or no access to off-street parking
- support the needs of an increasing number of EV drivers and make the EV transition process easier
- test different kerbside charging technologies and commercial models to develop a sustainable kerbside charging market
- provide information and support on planning approval pathways for kerbside charging.





EV kerbside grants round 2 snapshot

Snapshot

Description		Round 2
	Total grants available this funding round	\$4,500,000 (ex GST)
	Maximum NSW Government contribution per applicant	\$800,000 (ex GST)
	Minimum NSW Government contribution per applicant	\$100,000 (ex GST)
	Eligible areas	All green zones , yellow zones , and blue zones as per the kerbside charging map
	Maximum NSW Government contribution per EV charge port	80% of the total installation and equipment costs capped at: Green zones: \$10,000 (ex GST) per charge port Yellow zones: \$8,000 (ex GST) per charge port Blue zones: \$6,000 (ex GST) per charge port
	Maximum installation timeframe after finalisation of funding agreement	12 months



Key changes from round 1

Summary of key changes

Description	Round 1	Round 2
Total grants available in the funding round	\$3,000,000 (ex GST)	\$4,500,000 (ex GST)
Eligible applicants	<ul style="list-style-type: none"> an entity incorporated under the <i>Corporations Act 2001 (Cth)</i> a state-owned corporation or subsidiary of an Australian state or territory owned corporation a local government area (council) as defined under the <i>Local Government Act 1993 No 30</i> 	<ul style="list-style-type: none"> an entity incorporated under the <i>Corporations Act 2001 (Cth)</i> a state-owned corporation or subsidiary of an Australian state or territory owned corporation
Minimum number of charging sites and electric vehicle (EV) charge ports required per application	<p>4 EV charging sites with a total combined minimum of 8 EV charge ports</p> <p>(e.g. 4 dual port EV chargers, 8 single port EV chargers or a combination thereof)</p>	N/A
Minimum NSW Government contribution request per applicant	N/A	\$100,000 (ex GST)
Eligible areas	26 eligible Local Government Areas (LGAs)	32 eligible LGAs incorporating all 224 green zones , yellow zones and blue zones as per the kerbside charging map
Maximum NSW Government contribution per EV charger	80% of the total installation and equipment costs capped at \$10,000 (ex GST) per charge port	<p>80% of the total installation and equipment costs capped at:</p> <p>Green zones: \$10,000 (ex GST) per charge port</p> <p>Yellow zones: \$8,000 (ex GST) per charge port</p> <p>Blue zones: \$6,000 (ex GST) per charge port</p>

Table 1 Summary of key changes from round 1



EV kerbside grants overview

Funding round 2

The NSW Government will deliver the grants across multiple funding rounds between 2023 and 2026. A total of \$10 million of grant funding is available under the program, with \$4.5 million available to applicants in round 2.

The grants provide co-funding for eligible charge point operators (CPOs) to install, own, operate and maintain EV kerbside charging infrastructure in priority zones that were assessed as having limited access to off-street parking.

Funding caps and budgets

A total of \$800,000 NSW Government contribution per applicant can be requested in round 2. The NSW Government contribution must not be **more than 80% of the total installation and equipment cost per requested EV charger, capped at:**

- **Green zones:** \$10,000 (ex GST) per charge port
- **Yellow zones:** \$8,000 (ex GST) per charge port
- **Blue zones:** \$6,000 (ex GST) per charge port.

Funding must only be used for eligible activities related to the installation of kerbside EV chargers as outlined in the [Eligible expenditure section on page 24](#).

Applicants are required to submit a budget and requested co-funding amount for each proposed charging site included within their application. Applicants are advised that some sites within an application may not be approved for funding ([see Budget examples section on page 31](#)).



Round 2 timeframe

Timeframes for submission, assessment and project delivery in round 2 will follow the schedule outlined below in Figure 1.

	<p>Application submission</p> <ul style="list-style-type: none"> • Grants open • Applications submitted 	<p>4.5 months</p>
	<p>Assessment</p> <ul style="list-style-type: none"> • Eligibility check • Merit assessment 	<p>2 months</p>
	<p>Allocations</p> <ul style="list-style-type: none"> • NSW Government approval • Notification of assessment outcomes • Funding agreement signed • Announcement 	<p>3 months</p>
	<p>Project delivery</p> <ul style="list-style-type: none"> • All charging sites installed and operational 	<p>12 months</p>
	<p>Reporting</p> <ul style="list-style-type: none"> • NSW Government approval of reporting • Project acquittal 	<p>1 month</p>

Figure 1 Timeframes for submission, assessment, and project delivery

Milestone payments

There will be 5 milestones across each approved project. The final grant value and milestone payments will be detailed in each funding agreement. Indicative milestones are shown in Table 2.

Milestone	Description	Nominal funding percentage
1	Signing of funding agreement.	20%
2	50% of all approved charging sites are operational and open to the public. Documentation for each operational site has been submitted and accepted by the NSW Government and includes: <ul style="list-style-type: none"> landowner's consent electricity supply authority grid connection approval electricity supply authority facilities access agreement (if required) planning approval (if required) council traffic committee approval (if required) online Certificate Compliance Electrical Work (CCEW) evidence that each site meets the requirements outlined in these guidelines. 	25%
3	75% of all approved charging sites are operational and open to the public. Documentation for each operational site has been submitted and accepted by the NSW Government and includes: <ul style="list-style-type: none"> landowner's consent electricity supply authority grid connection approval electricity supply authority facilities access agreement (if required) planning approval (if required) council traffic committee approval (if required) Online Certificate Compliance Electrical Work (CCEW) evidence that each site meets the requirements outlined in these guidelines. 	25%

Table 2 Indicative milestone payments

Milestone	Description	Nominal funding percentage
4	<p>All charging sites outlined in the funding agreement are operational and open to the public. Documentation for each operational site has been submitted and accepted by the NSW Government and includes:</p> <ul style="list-style-type: none"> • landowner’s consent • electricity supply authority grid connection approval • electricity supply authority facilities access agreement (if required) • planning approval (if required) • council traffic committee approval (if required) • Online Certificate Compliance Electrical Work (CCEW) • evidence that each site meets the requirements outlined in these guidelines • reports as outlined in the funding agreement. 	20%
5	<p>All charging sites outlined in the funding agreement are operational for 6 months. Documentation for each operational site has been submitted and accepted by the NSW Government and includes:</p> <ul style="list-style-type: none"> • evidence that each site meets the requirements outlined in these guidelines • reports as outlined in the funding agreement. 	10%

Table 2 Indicative milestone payments continued



Eligibility criteria

Priority zones

All Local Government Areas (LGAs) in NSW have been assessed to identify priority zones for kerbside charging infrastructure in round 2. To encourage equitable distribution of chargers across NSW, three tiers of priority zones with different co-funding amounts have been identified as below.

Priority zone tier	Description	Co-funding cap
Green	Areas where the most NSW Government co-funding support is needed	\$10,000 (ex GST) per charge port
Yellow	Areas where moderate NSW Government co-funding support is needed	\$8,000 (ex GST) per charge port
Blue	Areas where less NSW Government co-funding support is needed	\$6,000 (ex GST) per charge port

Table 3 Kerbside charging infrastructure priority zones

Priority zones and co-funding amounts have been established by analysing various socio-economic indicators including population density, housing type, housing tenure and motor vehicle ownership.

These zones are shown on the [kerbside charging map](#) and they attract different NSW government co-funding amounts. All chargers must be installed in these zones.



Applicant requirements

Grant funding for round 2 will be available to CPOs that must:

- be either:
 - an entity incorporated under the *Corporations Act 2001 (Cth)*; or
 - a state-owned corporation or subsidiary of an Australian state or territory owned corporation.
- have and provide the ABN of their organisation
- hold the following insurances:
 - \$20 million public liability
 - Workers' compensation.

Funding requirements

Applicants must request a minimum of \$100,000 (ex GST) in NSW Government co-funding. There is no limit to the number of sites that can be requested provided the NSW Government contribution cap of \$800,000 (ex GST) per applicant is not exceeded.

Applicants cannot request funding for sites where any portion of the site costs are being covered by other grant funding (including other NSW Government grants).



Site requirements

Charging sites must demonstrate that they meet the eligibility requirements listed in Table 4.

Applicants must also commit to installing and commissioning all sites within 12 months of executing the funding agreement with the NSW Government and provide indicative designs and plans within their application.

Requirement type	Site eligibility requirements
Location	<p>Be in a priority zone and be:</p> <ul style="list-style-type: none"> • in the road verge, adjacent to an area where a vehicle may lawfully be parked; or • on council owned and managed land e.g. community facilities, sports fields; or • in council owned carparks.
Access	<p>Be available to the public 24 hours per day, 7 days per week, except where the EV charger services a dedicated car share parking space (e.g. GoGet, Popcar)</p> <p>Not obstruct the following:</p> <ul style="list-style-type: none"> • vehicular, cyclist or pedestrian access to or from, an accessway, driveway, or building • micromobility device or pedestrian movement along a cycleway or footpath. <p>Further guidance can be found in the NSW Government Walking Space Guide</p>
Safety	<p>Be located between the footpath and the road so charging cables do not impact or cross the footpath</p> <p>Not be located on roads with greater than 50km/h speed limit</p> <p>Be well illuminated and meet standards in accordance with <i>AS/NZS 1158 Series: Lighting for roads and public spaces</i></p>
Future development	<p>Not conflict with any existing or planned bike lanes</p> <p>Not be impacted by scheduled site re-development in the next 5 years²</p>
Signage	<p>Include instructional signage on how to use the EV charger. Signage must be clearly visible to the user at the charging site or accessible via a QR code displayed on the EV charger</p> <p>Use NSW Government approved 'EV only' regulatory parking signage (where applicable) and pavement markings if parking signage is changed³ (example signage can be found in Appendix 3: Approved NSW regulatory parking signage and pavement markings)</p>
Accessibility (only applicable to installations in council carparks)	<p>Meet the relevant disability accessible standards in accordance with <i>AS/NZS 2890.6 Cl. 2.2.2 or AS/NZS 2890.6 Cl. 2.2.1, Cl.3.2 b) 11</i>) as applicable and demonstrate that access for people with disability has been considered, including the height and access to use screens and the usability of digital and physical infrastructure for people with various types of disabilities, in compliance with relevant guidance and standards</p>

Table 4 Site eligibility requirements

2. Where sites are scheduled for re-development, EV chargers must be incorporated into the design of the re-development, with this shown at the application stage where possible.

3. The NSW Government encourages applicants to provide 'EV only' dedicated parking spaces at each site however this is not a condition of funding. This decision will be left up to the applicant and the relevant traffic authority.

Letters of support

To be eligible for co-funding, applicants must provide letters of support from each council where proposed EV chargers are to be located. Letters of support must have the same site addresses as in the application and must confirm that proposed sites:

- do not conflict with any existing or planned bike lanes
- will not be impacted by scheduled site re-development in the next 5 years
- are not located on roads with greater than 50km/h speed limit
- are available to the public 24 hours per day, 7 days per week, except where the EV charger services a dedicated car share parking space (e.g. GoGet, Popcar).

For any EV chargers that interact with electricity supply authority assets (e.g. electricity pole, lighting pole, or substation kiosks) applicants must also provide a letter of support from the relevant electricity supply authority.

A recommended council letter of support template is provided [here](#).

Where a letter of support is not provided the NSW Government may:

- provide the applicant with the ability to provide additional information or clarification to meet this requirement,
- assess the application anyway, or
- deem the application as non-compliant and not consider it further.



Operational requirements

To be eligible for co-funding, applicants must demonstrate that they meet the operational requirements listed in Table 5.

Requirement type	Operational requirements
Installation and maintenance	Install and maintain chargers in accordance with <i>AS/NZS 3000:2018 Electrical Installations</i>
	Maintain chargers in a serviceable condition for at least 5 years from the date of installation
	Achieve a minimum availability / uptime of 99% per year across all the applicant's network of co-funded chargers
Customer support	Maintain a support service line that is available 24/7 and provide a method of reporting issues and reaching customer support
Renewable energy	Source renewable electricity for 100% of electricity used at all charging sites in perpetuity. Renewable energy sources must be either: <ul style="list-style-type: none"> • on-site renewable energy generators • off-site renewable energy generators • surrender of green products that certify renewable electricity generation (e.g. large-scale generation certificates) or a combination thereof.
Location	Publish location details of each EV charger on at least all three of the following online public platforms: <ul style="list-style-type: none"> • Google Maps • Plugshare • Charge@Large app (once live).
Branding	Adhere to the Electric Vehicle kerbside charging grants funding acknowledgement guidelines including clearly display a 'Co-funded by the NSW Government' branded decal sticker on all co-funded EV chargers or incorporating NSW Government branding into any EV charger wrap designs. Any third-party branding or advertising must not conceal the NSW Government branding
Pricing and payment options	DC chargers of 50kW or above must: <ul style="list-style-type: none"> • provide an option for contactless payment that supports credit and debit card transactions that does not require a payee's mobile or internet signal • clearly display pricing in cents per kilowatt hour without the payee requiring mobile or internet signal to access the pricing.

Table 5 Operational requirements

Applications that do not meet these requirements may be set aside from further consideration at NSW Government's absolute discretion.

EV charger technical requirements

To be eligible for co-funding, all EV chargers must meet the technical requirements listed in Table 6 or be on the [NSW Government approved EV charger and software list](#).

Requirement type	EV charger technical requirements
Hardware	Have a minimum power output per EV charge port as follows: <ul style="list-style-type: none"> • AC single-phase – 7kW • AC 3-phase – 22kW • DC – 20kW
	Compliant with AS/NZS 4417.1:2020 and AS/NZS 4417.2:2020 <i>Regulatory compliance mark for electrical and electronic equipment</i>
	A type 2 socket outlet (untethered cable) if AC output
	A minimum of 1 CCS2 cable if DC output
	OCPP 1.6 and / or OCPP 2.0 communications capability, over at least one of ethernet, wi-fi or 4G network
	Rated IP54 or higher for ingress protection
	Rated IK08 or higher for impact protection
Software	Can remotely manage the EV charger
	Is available and supported within Australia
	Is compatible with OCPP 1.6 and / or OCPP 2.0
	Is available on Android and iOS operating systems
	Can publicly show prospective users the availability status of the EV charger via the Charge@Large app

Table 6 EV charger technical requirements

Applications that do not meet these requirements may be set aside from further consideration at NSW Government's absolute discretion.

Eligible expenditure

Funding must only be used for eligible activities related to the installation of EV chargers as outlined in Table 7.

Cost type	Description	Eligible for co-funding
Equipment	EV charger hardware	✓
	Associated components required to connect to an electrical supply (e.g. electricity meters, residual current device (RCD) protection)	✓
	Equipment required to connect charging stations to the internet (e.g. data cabling, modems)	✓
Installation	Civil and electrical works required for installation and connection to an electrical supply (e.g. civil and/or electrical design, electrical cabling, crash protection)	✓
	Electricity supply authority connection fees	✓
	Installation of NSW Government approved regulatory parking signage and pavement marking	✓
	EV chargers proposed in locations outside of priority zones	✗
	EV chargers that have already been installed (i.e. retrospective funding)	✗
Administrative	Planning and approval fees (where applicable)	✓
	Council application fees for dedicated EV parking spaces	✓
	Grant application costs	✗
	Feasibility studies, business case development	✗
Software and services	Software subscription costs	✗
	Internet costs	✗
	Electricity costs (including any additional costs of sourcing renewable electricity, large-scale generation certificates or other certifications of renewable generation)	✗
Operational	Ongoing costs to operate or maintain EV chargers	✗
Communications	Promotion or marketing costs	✗

Table 7 Eligible expenditure



Merit criteria

Applications that meet the eligibility criteria will be competitively assessed on the quality, credibility and level of detail given in response to the merit criteria listed in Table 8.

Merit criterion	Required information
Strategy and vision	<ul style="list-style-type: none"> • An overview of the corporate strategy regarding EV charging and operating a kerbside charging network • The rationale for the number of sites in the project • The rationale for the proposed location of chargers across different zones in the project • The rationale for the charger types (e.g. electricity pole, pedestal, etc.) and capacities (kW)
Previous experience	<ul style="list-style-type: none"> • An overview of similar projects, including whether timeframes and budget expectations were realised⁴ • The use of hardware and software solutions that have a proven track record, provide high reliability and create a positive user experience
Project delivery	<ul style="list-style-type: none"> • An overview of how the project will be managed and delivered on time • Expected timeframes for each stage of the project • Identification of roles and responsibilities including profiles of key project team members • Identification of key project risks and how these will be managed • Responsibility and resourcing for timely customer support and maintenance • Maintenance schedules and expected timeframes for reactive maintenance, including how you will meet the minimum uptime requirement • How chargers will be decommissioned or replaced at their end of life

Table 8 Merit criteria

4. Where an applicant has undertaken similar projects for local, state or federal government, please provide contact details for referees for these projects. As part of grant assessment, the program team reserves the right to contact referees for past projects undertaken for NSW Government.

Merit criterion	Required information
Financial plan	<ul style="list-style-type: none"> • A breakdown of the total installation cost estimates including (where available and applicable): <ul style="list-style-type: none"> – EV charger hardware and associated components – civil and electrical works – electricity supply authority connection fees – planning approval and parking space application fees – installation of NSW Government approved regulatory parking signage and pavement marking. • Annual operational and maintenance cost estimates including (where available and applicable): <ul style="list-style-type: none"> – electricity – hardware and software maintenance – customer service – parking space leasing – leasing for pole mounting. • Revenue forecasts for multiple charger usage scenarios (i.e. low, medium and high) including: <ul style="list-style-type: none"> – number of charge sessions per day, expected dwell times, expected kWh delivered per charge session – fee structure and cost to end user (including idle fees if applicable) – rationale for any assumptions made. • Payback periods with and without NSW Government co-contribution

Table 8 Merit criteria continued



Reporting requirements

A condition of funding is for applicants to report on the usage and operation of charging sites on a 6-monthly basis for one year following installation of each site. The objectives of the reporting are to increase:

- skills, capacity, and knowledge of the EV charging industry
- public awareness and understanding of the EV charging infrastructure sector
- understanding of barriers to EV charging technology and solutions to address them
- understanding of the performance characteristics of EV charging technology
- understanding of the financial requirements for EV charging infrastructure.

Project reporting requirements are provided in Table 9 below.

Reporting element	Required information
Renewable energy	Evidence of: <ul style="list-style-type: none"> • energy sourced from onsite renewable resources equivalent to electricity load of all EV chargers; or • surrender of any green products that certify renewable electricity generation (e.g. large-scale generation certificates) • GreenPower purchased equivalent to electricity load of all EV chargers.
Maintenance costs and events	Copies of servicing and maintenance logbooks and evidence of a minimum availability or uptime of 99% per year across all the applicant's co-funded chargers
Usage and availability data⁵	Data via the Charge@Large app, or other reporting mechanism as directed by the Department, including: <ul style="list-style-type: none"> • charger availability or status • number of charging sessions per day, week and month • length of each charging session • electricity consumed (kWh) per charging session • other data that may be beneficial in assessing the usage of the EV charger.

Table 9 Reporting requirements

5. Applicants agree to sign-up to use the EV Council's Charge@Large app as a means for collecting and providing this data to the NSW Government.

Reporting element	Required information
<p>Additional program information (as requested by the NSW Government)</p>	<p>Insights into:</p> <ul style="list-style-type: none"> • community sentiment • EV driver behaviour (including postcodes of unique users, where this data is collected) • commercial viability of kerbside charging including utilisation rates • effectiveness of different ownership / operation models • appropriateness of government subsidy • real-world experience of the NSW planning pathways for kerbside EV charging approvals and installation • effectiveness of minimum operational and maintenance requirements • market factors influencing uptake of EVs and usage of infrastructure • other items that may help to assess the grant’s impact.

Table 9 Reporting requirements continued





Budget example

Applicants are required to submit a budget (including costs and co-funding request) for each proposed charging site. An agreed budget will form part of the funding agreement with the NSW Government.

The following example shows how a budget for each proposed site can be presented as part of your grant funding application.

Example 1

An applicant is eligible for grant funding by requesting a total NSW Government co-contribution of \$116,000 for 5 charging sites and 17 EV charge ports.

As 80% of the total installation and equipment costs for sites 2, 3 and 5 exceed the zone co-funding cap per charge port, co-funding requests are capped for these sites.

Site #	Zone type (Green/ Yellow/ Blue)	EV charger type	Total installation and equipment cost (TIEC)	# of charge ports	80% of TIEC	Zone co-funding cap per charge port	Max total co-funding request
1	Blue	7 kW AC	\$15,000	2	\$12,000	\$6,000	\$12,000
2	Yellow	22 kW AC	\$25,000	2	\$20,000	\$8,000	\$16,000
3	Green	25 kW DC	\$50,000	2	\$40,000	\$10,000	\$20,000
4	Green	22 kW AC	\$10,000	1	\$8,000	\$10,000	\$8,000
5	Blue	22 kW AC	\$125,000	10	\$100,000	\$6,000	\$60,000
Total			\$225,000	17			\$116,000

Table 10 Co-funding allocation across multiple sites

Please note: all amounts shown are exclusive of GST. All co-funding requested should be exclusive of GST.



Applying for the grants

How to apply

All applicants must use the NSW Government's nominated online Grant Management System (GMS), SmartyGrants, to submit an application and all relevant documentation. The GMS can be accessed through the [NSW Government kerbside charging grants website](#). Instructions for how to use the GMS will be provided immediately after logging into the platform.

All applications must be completed in their entirety and will only be assessed after the funding round has closed. The NSW Government may seek supplementary information or clarification, as well as conduct due diligence, on an application at any time throughout the application and assessment process. This may include but is not limited to:

- inviting applicants to present their application to the NSW Government and / or the NSW Government consultants, assessment panel and advisers

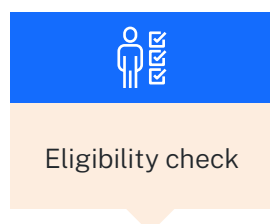
- commissioning or completing research, analysis and modelling to support assessments
- contacting any relevant federal, state, territory, local or international government agency about the application
- requesting applicants to disclose any material reasonably required in respect of the eligibility criteria and merit criteria.

The NSW Government reserves the right to consider or not consider applications which have not been lodged or completed in full through the SmartyGrants system at the time of lodgement. The NSW Government will only accept late applications at its discretion, where it would not compromise the competitiveness and integrity of the process.

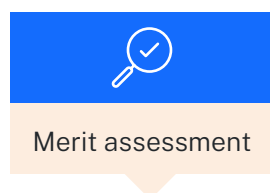


Assessment and approval process

An overview of the assessment and approval process is outlined as follows:



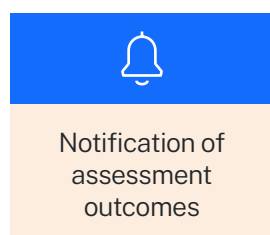
1. Eligibility check: an initial eligibility check to ensure no eligibility issues are apparent within the application. The NSW Government may ask applicants to clarify or provide additional information. Applicants will not be given any chance to substantially improve or change their application during the assessment phase. The assessment panel will assess which applications and / or individual sites meet the eligibility criteria and which are ineligible to proceed to merit assessment.



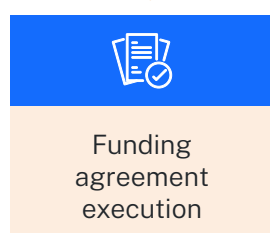
2. Merit assessment: eligible applications and sites will be competitively assessed against the merit criteria listed in [Table 8](#). Applicants must request a minimum of \$100,000 in NSW Government co-funding within each application with the understanding that not all co-funding requested may be granted.



3. NSW Government approval: the assessment panel will make a final determination on applications and the sites to be approved for funding. This will also consider maximum funding caps for applicants and the total quantum of funding available within the round. The final funding recommended by this panel will be approved by NSW Government executives.



4. Notification of assessment outcomes: the NSW Government will advise all applicants of the outcomes of the assessment process. Successful applicants will be provided with the funding agreement and other project management documents. Unsuccessful applicants will be encouraged to apply for future funding rounds and informed of why their application was unsuccessful. If requested, further feedback may be provided by the NSW Government in a follow up session at an agreed time.



5. Funding agreement execution: all funding offers and any payment of funds will be conditional upon the execution of a [funding agreement](#) with the NSW Government. All successful applicants will be required to sign a funding agreement with the NSW Government within 15 working days of its receipt. This agreement will confirm the project schedule and NSW Government payments. The NSW Government does not encourage variations to the funding agreement. It is at the discretion of the NSW Government to accept or deny any departures. Prospective applicants are encouraged to review and submit any questions or concerns about the funding agreement to the NSW Government before the end of the funding round.

Applicants that receive funding under the EV kerbside charging grants program will be disclosed on the [NSW Government Grants Finder website](#) within 45 days of the funding agreement being entered into.

The NSW Government reserves the right to withdraw its offer of funding should an applicant not comply with any items listed in these guidelines. The NSW Government may reduce the grant funding if the eligible expenditure during the project implementation phase is less than the total grant amount agreed in the funding agreement.

Details of the process for management and variation of the funding agreement are set out in the funding agreement itself which can be found on the [NSW Government kerbside charging grants website](#).

Governance and probity

An external probity advisor has been appointed to ensure the process followed throughout the assessment process is fair and equitable for all applicants.

The NSW Government has developed an internal Probity and Governance Plan to ensure high standards of probity throughout the planning and implementation of these grants. This plan underpins the following principles:

- treat all potential participants with impartiality and fairness, with all having equitable opportunity to access and respond to information and advice
- use a competitive process to rank applications in order of merit against the identified assessment criteria
- maintain accountability and transparency of the process, assessing all applications in a systematic manner
- ensure confidentiality and security of all applicant information including any intellectual property, proprietary and privacy issues
- identify and manage conflicts of interest prior to undertaking work or as soon as they arise.

The NSW Government has appointed O'Connor Marsden & Associates Pty Ltd (ABN 94 135 783 792) as the independent probity adviser for these grants. The probity adviser will monitor the conduct of the rounds and ensure they are delivered in line with the probity principles underpinning the delivery of these grants as described above, as well as the [NSW Government Grants Administration Guide](#) (March 2024).

Should any applicant have questions or concerns about the probity of the incentive and bid process, they are welcome to bring these directly to the probity adviser's attention: Sarah Mullins, OCM Partner (Email: smullins@ocm.net.au).

Support

Applicants may seek clarifications on any aspect of the program by writing to electric.vehicles@environment.nsw.gov.au. Any questions deemed to be public and relevant to all potential applicants will be published on the [NSW Government kerbside charging grants website](#), with registered applicants being notified. The NSW Government will not publish details of the applicant organisation that asked the question.

If an applicant believes their request for clarification is confidential, they should notify the NSW Government in the clarification request. A determination will be made by the NSW Government as to whether the request is confidential.





Further
information

How we handle your confidential information

Unless otherwise stated, any commercial-in-confidence information provided by an applicant as part of, or in connection with, a registration, application or negotiation process will be treated confidentially by the NSW Government. The NSW Government may disclose commercial-in-confidence information provided by applicants to the following parties:

- the minister or minister's office
- the NSW Ombudsman and Audit Office of NSW
- NSW Government staff or advisers for the purpose of assessment and funding recommendations
- where authorised or required by law to be disclosed.

The NSW Government will otherwise only disclose commercial-in-confidence information provided by applicants with their express consent.

How the applicant must handle confidential information

All funding offers must be kept confidential until the execution of a funding agreement by both parties and the NSW Government makes a public announcement of the funding recipients for the round. Any public communication by the applicant regarding the project between the time of application and execution of the funding agreement can only be done with the NSW Government's prior consent. The NSW Government may withdraw its offer if the applicant does not comply with this requirement.

Late submissions

The NSW Government has the discretion to extend the closing time and date for applications. This will be publicly communicated and applied to all applications.

The NSW Government, at its absolute discretion, may accept late applications where the acceptance of a late application would not compromise the competitiveness and integrity of the process.

Suspension and cancellation

The NSW Government may suspend or cancel the round if it believes on reasonable grounds that:

- the round cannot continue, or be conducted, in a fair and orderly manner
- there is a change in NSW Government policy.

The NSW Government may suspend or cancel the round at any time before it publishes the outcome of the round. Any decision to suspend or cancel will be communicated to all applicants. The NSW Government will seek the advice of the probity adviser in making any such decision in a fair and objective manner, consistent with established probity guidelines.

If a round is suspended, the NSW Government will continue or cancel the round within a reasonable timeframe. If the NSW Government is satisfied that a suspended round can continue and be conducted in a fair and orderly manner, the round will be continued. If a round is cancelled, it may be rescheduled and the updated date(s) and application window will be published on the [NSW Government kerbside charging grants website](#).

Amendments to guidelines

The NSW Government reserves all rights to amend these guidelines (including total funding amount, milestone payments and timeframes for the grants) and the assessment process described herein. Amended guidelines will be published on the NSW Government kerbside charging grants website, with minor amendments included on the program [FAQ page](#).

Complaints

Complaints concerning round 2 should be emailed to the [Kerbside program team](#). Complaints will be reviewed by the NSW Government in the first instance. If the NSW Government cannot resolve the complaint within 30 business days of receiving a complaint, the NSW Government will provide details of a nominated complaints and review officer from the NSW Government, who will advise the next steps. If the complaint is still not resolved satisfactorily, the NSW Ombudsman can be engaged for external review of the administrative actions of the NSW Government.

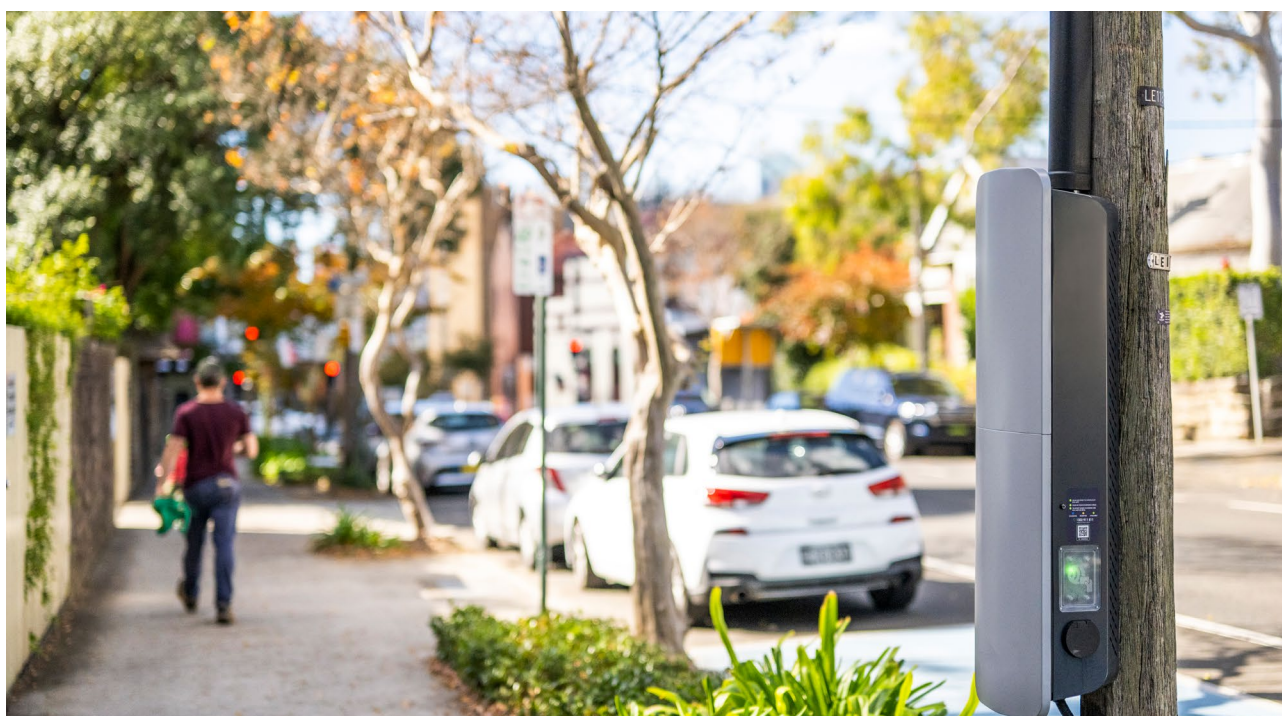
Conflicts of interest

The NSW Government will administer its conflict-of-interest procedures including procedures for all staff involved to declare their interests. All advisers engaged by the NSW Government to assist in the assessment of an application, or the preparation of funding agreements, are required to disclose any conflicts of interest they may have in relation to applicants and may be excluded from work if required under the NSW Government's conflict of interest procedure.

If applicants are aware of any actual, apparent or potential conflicts of interest they must advise the NSW Government prior to or when submitting an application. Applicants must comply with any directions from the NSW Government in the management of a conflict of interest.

Round evaluation

The NSW Government will evaluate the round to determine the extent to which funded activities contributed to achieving the NSW Government's objectives. Information from applications and projects may be used for this purpose. The NSW Government may also interview applicants or ask applicants for more information as part of this process. Applicants may be contacted up to 3 years after charging sites have been installed for more information to assist with this evaluation.





Appendix

Appendix 1: Glossary

ABN: Australian Business Number.

Accessibility: Refers to EV charger site access for disabled drivers.

Accessway or driveway: An accessway relates to the path used to approach the road from within a property. It refers to what is happening within the site only, not on the road reserve. An accessway is also referred to as a driveway.

Applicant: An eligible organisation that applies for grant co-funding under the EV kerbside charging grants.

Application: An application for co-funding from the NSW Government's EV kerbside charging grants.

Charge port: A physical connector on the EV charger that connects to an EV's charging cable to provide an electrical charge to the EV battery.

Charge point operator (CPO): A commercial organisation responsible for the ownership or operation of an EV charger.

Co-fund: Financial support for successful project(s) under the EV kerbside charging grants provided by the NSW Government and an applicant.

Conflict of interest: A situation where a person makes a decision or exercises a power in a way that may be, or may be perceived to be, influenced by either material personal interests (financial or non-financial) or material personal associations.

Council: A local government as defined under the *Local Government Act 1993 No 30*

Electricity supply authority: A body engaged in the distribution of electricity to the public or in the generation of electricity for supply, directly or indirectly to the public.

Electric vehicle (EV): A vehicle that is fully electric and powered by an electric drive train, or a plug-in hybrid. EVs do not include non-plug-in hybrid vehicles.

EV charger: A unit of fuelling infrastructure that supplies electric energy for the recharging of electric vehicles, such as EVs. An EV charger is referred to as an 'EV charging unit' within the [State Environmental Planning Policy \(Transport and Infrastructure\) 2021](#). They are also commonly called Electric Vehicle Supply Equipment (EVSE).

Eligibility criteria: The eligibility criteria for applications set out in these guidelines.

EV charging software: Cloud-based software that an EV charger can use to enable use of the smart features available within the charger.

Funding cap: The maximum amount of co-funding a successful applicant may receive from the NSW Government.

Grants: The EV kerbside charging grants.

Grants management platform (GMP): The online platform used to administer the EV kerbside charging grants.

GST: Goods and services tax imposed by *A New Tax System (Goods and Services Tax) Act 1999 (Cth)* as amended or varied.

GST law: *A New Tax System (Goods and Services Tax) Act 1999 (Cth)* as amended or varied.

Guidelines: This current document, being the approved framework for the operation and administration of the EV kerbside charging grants which may be amended and updated by the NSW Government.

kW (kilowatt): Refers to 1,000 watts and is used as a unit of measurement to express the output of power such as for EV electric motors or EV chargers.

Manufacturer: Any entity who manufactures a product or has a product designed or manufactured and markets that product under its name or trademark.

Micromobility: Refers to a range of small, lightweight vehicles operating at speeds typically below 25 km/h and driven by users personally. Micromobility devices include bicycles, e-bikes, electric scooters, electric skateboards, shared bicycle fleets and electric pedal assisted (pedelec) bicycles.

Minister: Refers to the relevant minister that has responsibilities to implement the [NSW Electric Vehicle Strategy](#).

NSW: The State of New South Wales.

OCPP: Refers to Open Charge Point Protocol, a communications protocol allowing robust communication with the EV charger.

Renewable energy: Energy that is produced from natural resources that do not run out when used – for example, solar or wind power.

SEPP: The [State Environmental Planning Policy \(Transport and Infrastructure\) 2021](#).

Single port charger: An EV charger with one charge port capable of charging a single vehicle.

Site: The precise location of proposed chargers identified by longitudinal and latitudinal coordinates, and nearest exact street address.



Appendix 2: Priority zones

Priority zones in NSW have been determined by analysing population density, housing type, housing tenure and motor vehicle ownership. Round 2 will focus on installing kerbside chargers in the 224 priority zones that were assessed as having least access to off-street parking. The analysis may be reviewed and modified for subsequent funding rounds to ensure program objectives are achieved. The priority zones eligible in round 2 are listed in Table 11.

Priority zones	LGA(s)	Priority zones	LGA(s)	Priority zones	LGA(s)
Acacia Gardens	Blacktown	Bass Hill - Georges Hall	Canterbury-Bankstown	Bondi Beach - North Bondi	Waverley
Annandale (NSW)	Inner West, Sydney	Baulkham Hills - East	The Hills Shire	Bondi Junction - Waverly	Waverley
Arncliffe - Bardwell Valley	Bayside (NSW)	Beacon Hill - Narraweena	Northern Beaches	Bonnyrigg Heights - Bonnyrigg	Fairfield
Artarmon	Willoughby	Bellevue Hill	Woollahra	Botany	Bayside (NSW)
Ashcroft - Busby - Miller	Liverpool	Belmore - Belfield	Canterbury-Bankstown, Strathfield	Burwood (NSW)	Burwood
Ashfield - North	Inner West	Berala	Cumberland	Cabramatta - Lansvale	Fairfield
Ashfield - South	Inner West	Bexley - North	Bayside (NSW)	Cabramatta West - Mount Pritchard	Fairfield, Liverpool
Auburn - Central	Cumberland	Bexley - South	Bayside (NSW)	Cambridge Park	Penrith
Auburn - North	Cumberland	Bidwill - Hebersham - Emerton	Blacktown	Camperdown - Darlington	Inner West, Sydney
Auburn - South	Cumberland	Blacktown - South	Blacktown	Campsie - North	Canterbury-Bankstown
Balgowlah - Clontarf - Seaforth	Northern Beaches	Blacktown - West	Blacktown	Campsie - South	Canterbury-Bankstown
Balmain	Inner West	Blacktown (East) - Kings Park	Blacktown	Canley Vale - Canley Heights	Fairfield
Bankstown - North	Canterbury-Bankstown	Blacktown (North) - Marayong	Blacktown	Canterbury - South	Canterbury-Bankstown
Bankstown - South	Canterbury-Bankstown	Bondi - Tamarama - Bronte	Waverley	Canterbury (North) - Ashbury	Canterbury-Bankstown

Table 11 Priority zones

Priority zones	LGA(s)	Priority zones	LGA(s)	Priority zones	LGA(s)
Caringbah	Sutherland Shire	Crows Nest - Waverton	North Sydney	Ermington - Rydalmere	Parramatta
Caringbah South	Sutherland Shire	Croydon	Burwood, Inner West	Erskineville - Alexandria	Sydney
Carlingford - East	Parramatta	Croydon Park - Enfield	Burwood, Canterbury-Bankstown, Inner West	Fairfield	Fairfield
Carlingford - West	Parramatta, The Hills Shire	Darlinghurst	Sydney	Fairfield - East	Cumberland, Fairfield
Castle Hill - East	Hornsby	Dee Why - North	Northern Beaches	Fairfield - West	Fairfield
Castle Hill - South	The Hills Shire	Dee Why (South) - North Curl Curl	Northern Beaches	Five Dock - Abbotsford	Canada Bay
Castle Hill - West	The Hills Shire	Denistone	Ryde	Freshwater - Brookvale	Northern Beaches
Chatswood - East	Willoughby	Double Bay - Darling Point	Woollahra	Gladesville - Huntleys Point	Hunters Hill, Ryde
Chatswood (West) - Lane Cove North	Lane Cove, Ryde, Willoughby	Dover Heights	Waverley	Glebe - Forest Lodge	Sydney
Chester Hill - Sefton	Canterbury-Bankstown	Drummoyne - Rodd Point	Canada Bay	Glenwood	Blacktown
Chippendale	Sydney	Dulwich Hill - Lewisham	Inner West	Gordon - Killara	Ku-ring-gai
Collaroy - Collaroy Plateau	Northern Beaches	Earlwood	Canterbury - Bankstown	Granville - Clyde	Cumberland, Parramatta
Colyton - Oxley Park	Penrith	Eastlakes	Bayside (NSW)	Green Valley	Liverpool
Concord - Mortlake - Cabarita	Canada Bay	Eastwood	Parramatta, Ryde	Greenacre - North	Canterbury-Bankstown, Strathfield
Concord West - North Strathfield	Canada Bay	Edensor Park	Fairfield	Greenacre - South	Canterbury-Bankstown
Coogee - Clovelly	Randwick	Epping (East) - North Epping	Hornsby, Parramatta	Greenwich - Riverview	Lane Cove
Cremorne - Cammeray	North Sydney	Epping (NSW) - West	Parramatta	Greystanes - South	Cumberland

Table 11 Priority zones continued

Priority zones	LGA(s)	Priority zones	LGA(s)	Priority zones	LGA(s)
Guildford - South Granville	Cumberland	Kingsgrove (South) - Bardwell Park	Bayside (NSW), Georges River	Maroubra - West	Randwick
Guildford West - Merrylands West	Cumberland	Kogarah	Bayside (NSW), Georges River	Marrickville - North	Inner West
GyMEA - Grays Point	Sutherland Shire	Kogarah Bay - Carlton - Allawah	Georges River	Marrickville - South	Inner West
Haberfield - Summer Hill	Inner West	Lakemba	Canterbury-Bankstown	Mascot	Bayside (NSW)
Hamilton - Broadmeadow	Newcastle	Lane Cove	Lane Cove	Matraville - Chifley	Randwick
Hassall Grove - Plumpton	Blacktown	Leichhardt	Inner West	Merewether - The Junction	Newcastle
Homebush	Canada Bay, Strathfield	Lidcombe	Cumberland	Merrylands - Holroyd	Cumberland
Hornsby - East	Hornsby	Lilli Pilli - Port Hacking - Dolans Bay	Sutherland Shire	Miranda - Yowie Bay	Sutherland Shire
Hoxton Park - Carnes Hill - Horningsea Park	Liverpool	Lilyfield - Rozelle	Inner West	Mona Vale - Warriewood (North)	Northern Beaches
Hunters Hill - Woolwich	Hunters Hill	Lindfield - Roseville	Ku-ring-gai, Willoughby	Monterey - Brighton-le-Sands - Kyeemagh	Bayside (NSW)
Hurstville - Central	Georges River	Liverpool - East	Liverpool	Mortdale - Oatley	Georges River
Hurstville - North	Georges River	Liverpool - West	Liverpool	Mosman - North	Mosman
Kellyville - East	The Hills Shire	Lurnea - Cartwright	Liverpool	Mosman - South	Mosman
Kellyville - West	The Hills Shire	Macquarie Park - Marsfield	Ryde	Mount Druitt - Whalan	Blacktown
Kellyville Ridge - The Ponds	Blacktown	Manly - Fairlight	Northern Beaches	Narrabeen - Wheeler Heights	Northern Beaches
Kensington (NSW)	Randwick	Maroubra - North	Randwick	Narwee - Beverly Hills	Canterbury-Bankstown, Georges River
Kingsford	Randwick	Maroubra - South	Randwick	Neutral Bay - Kirribilli	North Sydney

Table 11 Priority zones continued

Priority zones	LGA(s)	Priority zones	LGA(s)	Priority zones	LGA(s)
Newcastle - Cooks Hill	Newcastle	Pendle Hill - Girraween	Cumberland	Rockdale - Banksia	Bayside (NSW)
Newport - Bilgola	Northern Beaches	Penrith	Penrith	Rose Bay - Vaucluse - Watsons Bay	Woollahra, Unincorporated NSW
Newtown (NSW)	Inner West, Sydney	Penshurst	Georges River	Rosebery - Beaconsfield	Sydney
North Parramatta	Parramatta	Petersham - Stanmore	Inner West	Rosehill - Harris Park	Parramatta
North Ryde - East Ryde	Ryde	Potts Point - Woolloomooloo	Sydney	Roselands	Canterbury-Bankstown
North Sydney - Lavender Bay	North Sydney	Punchbowl	Canterbury-Bankstown	Ryde - North	Ryde
Northmead	Parramatta	Putney	Ryde	Ryde - South	Ryde
Oatlands - Dundas Valley	Parramatta	Pymont	Sydney	Sans Souci - Ramsgate	Bayside (NSW), Georges River
Oatley - Hurstville Grove	Georges River	Quakers Hill	Blacktown	Silverwater - Newington	Parramatta
Oyster Bay - Como - Jannali	Sutherland Shire	Queanbeyan	Queanbeyan-Palerang Regional	Smithfield - Wetherill Park	Fairfield
Paddington - Moore Park	Sydney, Woollahra	Randwick - North	Randwick	South Coogee	Randwick
Padstow	Canterbury-Bankstown	Randwick - South	Randwick	South Hurstville - Blakehurst	Georges River
Pagewood - Hillsdale - Daceyville	Bayside (NSW)	Redfern	Sydney	South Wentworthville	Cumberland
Panania (South) - Picnic Point	Canterbury-Bankstown	Regents Park	Canterbury-Bankstown, Cumberland	St Clair	Penrith
Parramatta - North	Parramatta	Revesby	Canterbury-Bankstown	St Johns Park - Wakeley	Fairfield
Parramatta - South	Parramatta	Rhodes	Canada Bay	St Leonards - Naremburn	Lane Cove, North Sydney, Willoughby
Peakhurst - Lugarno	Georges River	Riverwood	Canterbury-Bankstown, Georges River	Stanhope Gardens - Parklea	Blacktown

Table 11 Priority zones continued

Priority zones	LGA(s)	Priority zones	LGA(s)	Priority zones	LGA(s)
Strathfield - East	Burwood, Canada Bay, Strathfield	Ultimo	Sydney	Willoughby	Willoughby
Strathfield - West	Strathfield	Wahroonga (West) - Waitara	Hornsby, Ku-ring-gai	Winston Hills	Parramatta, The Hills Shire
Surry Hills	Sydney	Waratah - North Lambton	Newcastle	Wolli Creek	Bayside (NSW)
Sutherland - Kirrawee	Sutherland Shire	Warilla	Shellharbour	Wollongong - East	Wollongong
Sydenham - Tempe - St Peters	Inner West, Sydney	Waterloo	Sydney	Wollongong - West	Wollongong
Sydney (North) - Millers Point	Sydney, Unincorporated NSW	Wentworth Point - Sydney Olympic Park	Parramatta	Woollahra	Woollahra
Sydney (South) - Haymarket	Sydney	Wentworthville - Westmead	Cumberland, Parramatta	Woolooware - Burraneer	Sutherland Shire
Sylvania - Taren Point	Sutherland Shire	West Ryde - Meadowbank	Ryde	Yagoona - Birrong	Canterbury -Bankstown
Toongabbie - Constitution Hill	Parramatta	Wickham - Carrington - Tighes Hill	Newcastle	Zetland	Sydney
Toongabbie - West	Blacktown, Cumberland	Wiley Park	Canterbury-Bankstown		

Table 11 Priority zones continued

Appendix 3: Approved NSW regulatory parking signage and pavement markings

Sign	Name	Sign No.	Size (mm)
	Parking (1P-10P) Times (various) Mon-Fri Electric Vehicles Only (left, right or repeater) (example only)	r5-1-10n	225 x 450
	Parking (1P-10P) Times (various) Mon-Fri Sat-Sun Electric Vehicles Only (left, right or repeater) (example only)	r5-1-11n	225 x 600
	Parking (1P-10P) Times (various) Mon-Fri Electric Vehicles Only While Charging (left, right or repeater) (example only)	r5-1-12n	225 x 550
	Parking (1P-10P) Times (various) Mon-Fri Sat-Sun Electric Vehicles Only While Charging (left, right or repeater) (example only)	r5-1-13n	225 x 650
	Parking (1P-10P) (meter) Times (various) Mon-Fri Electric Vehicles Only While Charging (left, right or repeater) (example only)	r5-1-14n	225 x 600

Table 12 Approved electric vehicle parking signage

Sign	Name	Sign No.	Size (mm)
	Parking (1P-10P) (meter) Times (various) Mon-Fri Sat-Sun Electric Vehicles Only While Charging (left, right or repeater) (example only)	r5-1-15n	225 x 700
	No Parking (symbolic) Electric Vehicles (symbolic) Excepted While Charging (left, right & repeater)	r5-40-1n	225 x 450
	No Parking (symbolic) Electric Vehicles (symbolic) Excepted (left, right & repeater)	r5-40-2n	225 x 450
 <p>Typical Electric Vehicle Parking Space Arrangement * vehicle</p>	Electric Vehicle Pavement Marking - [electric_vehicle_ pavement_mark]	Electric Vehicle Pavement Marking	
	G7-6-1-2n - Electric Vehicle Charging Station Sticker/Plate	G7-6-1-2n - Electric Vehicle Charging Station Sticker/Plate	300 x 300

Table 12 Approved electric vehicle parking signage continued

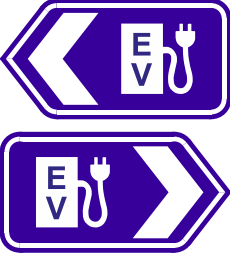
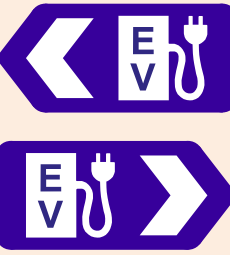
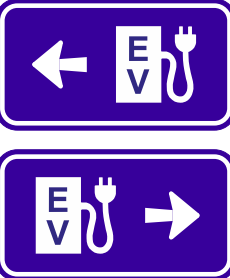
Sign	Name	Sign No.	Size (mm)
	G7-4-1-1n - Electric Vehicle Charging Station Intersection Direction Sign (left or right)	<u>G7-4-1-1n - Electric Vehicle Charging Station Intersection Direction Sign (Left or Right)</u>	600 x 900 1,150 x 1,725
	G7-5-1-1n - Electric Vehicle Charging Station Fingerboard Direction Sign (left or right)	<u>G7-5-1-1n - Electric Vehicle Charging Station Fingerboard Direction Sign (Left or Right)</u>	180 x 280 400 x 600
	G7-6-1-1n - Electric Vehicle Charging Station Advance Direction Sign (left or right)	<u>G7-6-1-1n - Electric Vehicle Charging Station Advance Direction Sign (Left or Right)</u>	600 x 900 1,100 x 1,650

Table 12 Approved electric vehicle parking signage continued

Source: Transport for NSW Traffic Signs – [Traffic signs](#) | [Transport for NSW](#)

The Road Transport Legislation Amendment Regulation 2022 provides guidance on the regulation of EV only parking restrictions.

Electric vehicle kerbside charging grants



For more information

[Visit the Electric vehicle kerbside charging grants website](#)

[Email the Kerbside program team](#)