

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

Drive electric NSW Electric Vehicle fast charging grants



Funding guidelines – Round 3

June 2024



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

dcceew.nsw.gov.au

Title Drive electric NSW Electric Vehicle fast charging grants

Sub-title Funding guidelines – Round 3

First Published June 2024

ISBN 978-1-923200-30-2

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Introduction

The NSW Government is committed to achieving net zero emissions by 2050. Initiatives under the [Net Zero Plan Stage One: 2020–2030](#) (Net Zero Plan) will fast-track emissions reduction over the next decade.

Reducing transport emissions is crucial to meeting our net zero target. The transport sector is currently the state's second largest source of CO₂ emissions. It is predicted to become the state's leading source of emissions by 2035. The transport sector was responsible for 22% of all NSW emissions in 2018 and 87% of these emissions were from road transport. Almost 50% came from passenger vehicles.

The Electric Vehicle Council's [Consumer Attitudes Survey \(2021\)](#) found one of the biggest barriers to consumers purchasing plug-in electric vehicles (EVs) is range anxiety. Of the respondents, 92% said convenient fast public recharging would be the biggest encouragement to purchase a battery electric vehicles (BEV). More than two thirds of respondents listed providing the provision of public charging infrastructure as an important role for government.

The NSW Department of Climate Change, Energy, the Environment and Water (the Department) has designed the EV fast charging grants under Priority 1 of the Net Zero Plan. Funding and charging station coverage goals for the rounds were increased under the [NSW Electric Vehicle Strategy](#).

The EV fast charging grants (the grants) will support charge point operators (CPOs) to build, own and operate fast charging stations across NSW, assisting with the transition to battery electric vehicles and lowering emissions across the state.

To date the grants have successfully run 2 funding rounds and allocated a total of \$83 million in co-funding across 189 fast charging stations. In round 3, 140 priority zones are eligible for funding.

Purpose

The guidelines provide rules and guidance to applicants seeking funding to build charging infrastructure through round 3 of the EV fast charging grants. Applicants should read these guidelines in conjunction with the frequently asked questions page provided on the NSW Government website [here](#).

NSW Government objectives

The NSW Government's objectives for the grants are to:



Overcome range anxiety through development of a broad, visible and accessible fast charging network across NSW

Increasing charging infrastructure ensures households in areas with limited off-street parking live no more than 5 km from an ultra-fast charger in metropolitan areas.



Ensure connectivity between metropolitan and regional areas

Create EV super highways across the state by placing fast charging infrastructure at distances no greater than 100 km across all major NSW highways.



Future-proof the EV charging network past 2030

Offer high capacity chargers that have the ability to cater to existing and future BEVs and plug-in hybrid vehicles (PHEV).



Maximise grid support and reduce scope 2 emissions

Mandating that sites must be powered 100% by renewable energy and encouraging the use of on-site battery storage solutions.



Ensure funding supports projects that would not have otherwise happened

Ensuring that NSW Government co-funding is used to build additional stations, and not support stations that are underway without government co-funding.

Key changes from round 2

There are some significant changes to the funding conditions that differ from rounds 1 and 2. Please read the below section carefully.

Funding conditions	Round 2	Round 3
Funding streams	Standard Fast-track	Standard metropolitan Fast-track metropolitan Standard regional Remote regional
Funding	Up to \$80 million available	Up to \$54 million available
Site funding cap per stream	Standard <ul style="list-style-type: none"> • \$490,000 Fast-track <ul style="list-style-type: none"> • \$900,000 	Standard metropolitan <ul style="list-style-type: none"> • \$300,000 Fast-track metropolitan <ul style="list-style-type: none"> • \$450,000 Standard regional <ul style="list-style-type: none"> • \$550,000 Remote regional <ul style="list-style-type: none"> • \$650,000
Bid cap per applicant	\$30 million per applicant	\$15 million per applicant
Zones	A total of 275 zones were eligible for co-funding in rounds 1 and 2	A total of 140 priority zones across the state will be eligible for co-funding, including 125 unfunded and 15 reopened zones
Pull-through bays	N/A	Additional funding of \$15,000 will be provided for stations with at least one pull-through bay

Table 1 Key changes from round 2

New streams

In addition to the standard metropolitan and fast-track streams, round 3 also includes 2 additional streams. These streams aim to support EV fast charging infrastructure across NSW by increasing co-funding amounts for regional and remote regional sites. Power and connection requirements have been adjusted for the remote regional stream.

Standard regional stream

- Up to \$550,000 in co-funding per station on average.
- Up to 50% co-funding.
- Each site requires:
 - a minimum of 2 charging bays rated at a minimum of 175 kilowatt (kW) per bay (+/-20%)
 - a minimum of 2 charging bays rated at a minimum of 350 kW per bay (+/-15%).
- Minimum 500 kilo volt amperes (kVA) connection.

Remote regional stream

- Up to \$650,000 in co-funding per station on average.
- Up to 80% co-funding.
- Each site requires a minimum of 4 charging bays rated at a minimum of 150 kW per bay.
- Minimum 250 kVA connection.



EV fast charging grants snapshot

Funding round timeline

Round 3 bids open

14 weeks

External assessment

9 weeks

Contract signing

5 weeks

See [page 15](#) for more information.



Funding round 3



\$54 million

of funding available



\$15 million

worth of funding available
per organisation



140

eligible zones for co-funding



Funding cap –

Standard metropolitan

50% of total project value for
standard stream stations on
average and \$300,000 per
standard stream station on average



Funding cap –

Fast-track metropolitan

70% of total project value for
fast-track stations on average
and \$450,000 per fast-track
station on average



Funding cap – Standard regional

50% of total project value for
standard stream stations on
average and \$550,000 per
standard regional station
on average



Funding cap – Remote regional

80% of total project value for
standard stream stations on
average and \$650,000 per remote
regional station on average

See [page 11](#) for more information.



Funding model

Round 3 funding

The total NSW Government funding allocated for this round is \$54 million (AUD), which may be increased or decreased at the discretion of the NSW Government.

The grant is administered as an open, competitive single stage program. The funding round will be open for applications for a total of 14 weeks, followed by a 9 week assessment period.



Funding streams overview

Round 3 of the EV fast charging grants features 4 funding streams. Each available priority zone identified (see [Appendix 4. NSW priority zones](#)) is assigned to a funding stream.

Full eligibility requirements for each stream are set out in the eligibility criteria section on [page 21](#).

Eligibility criteria	Standard metropolitan stream	Fast-track metropolitan stream	Standard regional stream	Remote regional stream
Maximum percentage of NSW government contribution per station	50%	70%	50%	80%
Maximum NSW Government funding contribution on average for stations within the stream	\$300,000	\$450,000	\$550,000	\$650,000
Eligible zones	67 zones (Appendix 4)	14 zones (Appendix 4)	40 zones (Appendix 4)	19 zones (Appendix 4)
Charger specification	<ul style="list-style-type: none"> A minimum of 2 chargers to service a minimum of 4 bays concurrently (i.e., 4 charging plugs). A minimum of 2 charging bays rated at a minimum of 175 kW per bay (+/-20%). 	<ul style="list-style-type: none"> A minimum of 4 chargers to service a minimum of 8 bays concurrently (i.e., 8 charging plugs). A minimum of 6 charging bays rated at a minimum of 175 kW per bay (+/-20%). 	<ul style="list-style-type: none"> A minimum of 2 chargers to service a minimum of 4 bays concurrently (i.e., 4 charging plugs). A minimum of 2 charging bays rated at a minimum of 175 kW per bay (+/-20%). 	<ul style="list-style-type: none"> A minimum of 2 chargers to service a minimum of 4 bays concurrently (i.e., 4 charging plugs). A minimum of 4 charging bays rated at a minimum of 150 kW per bay.

Table 2 Funding streams overview

Eligibility criteria	Standard metropolitan stream	Fast-track metropolitan stream	Standard regional stream	Remote regional stream
Charger specification	<ul style="list-style-type: none"> A minimum of 2 charging bays rated at a minimum of 350 kW per bay (+/-15%). 	<ul style="list-style-type: none"> A minimum of 2 charging bays rated at a minimum of 350 kW per bay (+/-15%). 	<ul style="list-style-type: none"> A minimum of 2 charging bays rated at a minimum of 350 kW per bay (+/-15%). 	N/A
Connection requirements	500 kVA to site	750 kVA to site	500 kVA to site	250 kVA to site
Minimum number of charging bays per station	4	8	4	4
Construction timeframe from signing of funding agreement	24 months	18 months	24 months	24 months
Additional optional funding for installation of at least one pull-through bay (see Appendix 7 for definition of pull through bay)	\$15,000	\$15,000	\$15,000	\$15,000

Table 2 Funding streams overview (continued)





 Standard metropolitan	The standard metropolitan stream targets zones of high urban density including Greater Sydney, Central Coast, Newcastle and Wollongong.
 Fast-track metropolitan	Eligible zones within this stream occur in the Greater Sydney metropolitan priority zones, located in areas of high urban density where residents have limited access to off-street parking.
 Standard regional	The standard regional stream focuses on zones in regional towns and strategic journey enablement locations.
 Remote regional	The remote regional stream targets zones situated more than 150 kms from Significant Urban Areas (10,000 people or more) where grid infrastructure may be more constrained.

Figure 1 Funding streams

Eligible zones

The EV public charging master plan

(the master plan) identifies optimal zones that are ideal for charging stations across metropolitan and regional NSW. Information on the master plan can be found at [Appendix 3](#) and the master plan map can be accessed online at the [Everergi Map website](#).

The NSW Government expects to fund approximately 280 charging stations across 380 optimal zones identified in the master plan.

Applicants are required to select charging station locations that fall within a priority zone.

The lists of 140 standard, fast-track, standard regional and remote regional stream optimal zones that are eligible in round 3 can be found at [Appendix 4](#).



Timeframes

Timeframes for submission and assessment of competitive bids will follow the schedule in Table 3. This timeframe may change at the discretion of the NSW Government.

Stage	Description	Timeframe
Application stage	Applicants confirm eligibility for the program and provide detail on the sites they would like to bid for. This includes addressing the program merit criteria.	14 weeks
Assessment of bids	The Department reviews and confirms the eligibility requirements have been met. The Department will review all eligible detailed applications through an assessment panel and will contact applicants to let them know the outcome of their bid and which stations will be awarded co-funding.	9 weeks
Contract award stage	The NSW Government will award contracts for funding through the signing of formal funding agreements, after which projects will commence.	5 weeks

Table 3 Timeframes for assessment of bids

Funding caps and exclusions

Applicants may submit a co-funding request of up to \$15 million per organisation in round 3.

Funding must only be used for eligible activities such as the capital costs related to the construction of stations. Applicants may include on-site renewables or battery storage at their stations. All eligible expenditure and eligible activities are detailed in [Appendix 2](#).

Costs will need to be proven before milestone payments are made (with the exception of milestone one, see Table 5 Milestone payments).

If the total project value (TPV) changes during the project, the NSW Government will take one of the follow actions:

- if TPV is **less** than originally stated, future milestone payments will be adjusted to reflect a contribution that meets the percentage of TPV originally requested by the applicant. This is to ensure the overall contribution by the NSW Government does not exceed the original percentage of TPV requested
- if TPV is **more** than originally stated, the co-funding contribution from the NSW Government cannot be increased. The co-funding contribution from the NSW Government will remain at the original requested dollar value.

Allocation of grant funds across multiple charging stations

Assessment of charging stations in bids

Applicants are required to prepare and submit a budget for each charging station included within their bid. Funding must be used only for eligible expenditure, as set out in [Appendix 2](#).

An applicant's bid may include one or more charging stations within either one or more streams. All proposed charging stations within each bid will be assessed individually, as well as considered as part of a portfolio in bids that include multiple charging stations. All stations will also be competitively assessed on the merit criteria listed in this document. Funding can be sought and dispersed across multiple stations within one bid.

The online application form will separate standard, fast-track, standard regional and remote regional streams and will apply the funding cap rules outlined in [Appendix 5](#) for allocating grant funds within an application.

For bids that include multiple charging stations, the Department reserves the right to select which charging stations are selected for co-funding. Applicants are advised to bid for multiple stations with the understanding that some may be unsuccessful.

If some sites within a bid are unsuccessful or withdrawn, the remaining successful charging stations co-funding amounts might be affected. If they are found to now exceed the government co-funding threshold or the maximum cap per station or stream, the NSW Government will revise the requested grant funding amounts.

Where a bid does not meet minimum requirements by mistake, the Department may require the applicant to clarify information to ensure the requirements are met or consider the application to be non-conforming and either assess or set it aside from further consideration. The application must not be substantially modified or improved throughout this process.



Minimum charging station requirements within a single bid

To ensure equity in the development of both metropolitan and regional charging stations, there are a minimum number of charging stations that need to be built in regional locations dependent on the overall bid size. This requirement considers stations proposed across an applicant's entire competitive bid. The minimum requirements for proposals for charging stations is listed in Table 4 below.

For bids that contain multiple charging stations, greater merit may be given to bids that propose charging stations in multiple regions across NSW. There is no maximum for the number of regional charging stations that can be included within a bid (up to the funding cap), as long as metropolitan minimums are achieved. Metropolitan charging stations outside Greater Sydney include the Central Coast, Newcastle and Wollongong. Note that metropolitan charging stations outside Greater Sydney are not eligible for fast-track funding.

Number of charging stations included within a bid	Minimum number of regional and remote regional charging stations that must be included within a bid	Minimum number of metropolitan charging stations outside Greater Sydney that must be included within a bid
1-3	0	0
4-6	1	0
7-9	2	1
10-13	3	1
14-16	4	2
17-19	5	2
20-23	6	2
24-26	7	2
27-29	8	2
30+	9	2

Table 4 Minimum charging station requirements within a single bid

Milestone payments

The NSW Government intends to offer 6 milestone payments across the lifecycle of these projects. The final amounts and the number of milestones for successful bids will be confirmed prior to the signing of a funding agreement with the NSW Government.

Note, fast-track stations must be operational within 18 months of the execution of a funding agreement with the NSW Government, whereas all other stations must be operational within 2 years.

Milestone	Description	Nominal funding percentage
1	Signing of funding agreement, acceptance of project documentation and approval of charging station locations.	20%
2	At least 30% of all approved charging stations are operational and open to the public.	25%
3	At least 60% of all approved charging stations are operational and open to the public.	25%
4	All stations outlined in the funding agreement are operational and open to the public.	20%
5	All stations outlined in the funding agreement have been operational for 12 months and all data and knowledge sharing activities have been completed.	5%
6	All stations outlined in the funding agreement have been operational for 24 months and all data and knowledge sharing activities have been completed.	5%

Table 5 Milestone payments



Application process and assessment criteria

Applicants are required to submit set information and documents as part of their bid. This section highlights what information will be assessed.

A detailed application checklist and requirements guide ([Appendix 1](#)) are available to assist with bid preparation and development.

Applicants must meet the overall round eligibility requirements and provide detailed site designs and bid proposal details.

Eligible sites will then be competitively assessed based on responses to the merit criteria. The merit of individual charging stations will be assessed and considered alongside the merit of the entire bid in pursuit of the NSW Government's objectives for this program.



Eligibility criteria

Applicants must be eligible to put in a bid for funding. The below table outlines the eligibility requirements for all applicants.

The Application requirements guide can be found at [Appendix 1](#).

Eligibility	Eligibility requirements
Eligibility criterion A: Minimum applicant requirements	<p>Applicants must:</p> <ul style="list-style-type: none"> • have and provide the ABN of their organisation and any other partner organisations • have relevant insurances (minimum \$20 million public liability insurance, workers compensation) • be one of the following: <ul style="list-style-type: none"> – an entity incorporated under the Corporations Act 2001 (Cth) – a state-owned corporation or subsidiary of an Australian state or territory owned corporation; or – a local government or council in NSW. • provide a project funding strategy, including an accountant declaration, that confirms the applicant’s ability to fund its share of the project costs. The accountant declaration must be in the form stipulated in Appendix 6: <ul style="list-style-type: none"> – as a minimum requirement, standard stream charging stations across a bid must be 50% privately funded (on average) by the applicant or their partners (other financiers, organisations or local governments) – as a minimum requirement, fast-track stream charging stations across a bid must be 30% privately funded (on average) by the applicant or their partners (other financiers, organisations or local governments) – as a minimum requirement, standard regional charging stations across a bid must be 50% privately funded (on average) by the applicant or their partners (other financiers, organisations or local governments) – as a minimum requirement, remote regional charging stations across a bid must be 20% privately funded (on average) by the applicant or their partners (other financiers, organisations or local governments). • agree to participate in knowledge sharing activities related to the project, as defined in the knowledge sharing plan. This plan is available for applicants review at the opening of round 3 applications.

Table 6 Eligibility criteria

Eligibility	Eligibility requirements
Eligibility criterion B: Eligible charging infrastructure projects	<p>To be eligible your project must:</p> <ul style="list-style-type: none"> • construct new fast and/or ultra-fast charging stations. Increasing the scale or making additions to existing stations is not permitted • meet the following minimum requirements: <ul style="list-style-type: none"> – for standard stream metropolitan stations: <ul style="list-style-type: none"> • a minimum of 2 chargers to service a minimum of 4 bays concurrently (i.e., 4 charging plugs) • a minimum of 2 charging bays rated at a minimum of 175 kW per bay (+/-20%) • a minimum of 2 charging bays rated at a minimum of 350 kW per bay (+/-15%) • have 4 designated car parks for 4 (or more) BEVs with lane markings • commit to install and commission all standard stream fast charging stations within 2 years of executing the funding agreement with the NSW Government • includes at least one 22 kW AC redundancy charger in stations of less than 6 bays • include charging units that can be dynamically managed • has a minimum connection of 500 kVA to site (which may be met through either grid connection or via a combination of grid connection and battery storage). – for fast-track stream stations: <ul style="list-style-type: none"> • a minimum of 4 chargers to service a minimum of 8 bays concurrently (i.e., 8 charging plugs) • a minimum of 6 charging bays rated at a minimum of 175 kW per bay (+/-20%) • a minimum of 2 charging bays rated at a minimum of 350 kW per bay (+/-15%) • have 8 designated car parks for 8 (or more) BEVs with lane markings • commit to install and commission all fast-track stream fast charging stations within 18 months of executing the funding agreement with the NSW Government • that the site can be dynamically managed • has a minimum connection of 750 kVA to site (which may be met through either grid connection or via a combination of grid connection and battery storage).

Table 6 Eligibility criteria (continued)

Eligibility	Eligibility requirements
Eligibility criterion B: Eligible charging infrastructure projects (continued)	<ul style="list-style-type: none"> – for standard regional stream stations: <ul style="list-style-type: none"> • a minimum of 2 chargers to service a minimum of 4 bays concurrently (i.e., 4 charging plugs) • a minimum of 2 charging bays rated at a minimum of 175 kW per bay (+/-20%) • a minimum of 2 charging bays rated at a minimum of 350 kW per bay (+/-15%) • have 4 designated car parks for 4 (or more) BEVs with lane markings • commit to install and commission all standard regional stream fast charging stations within 2 years of executing the funding agreement with the NSW Government • includes at least one 22 kW AC redundancy charger in stations of less than 6 bays • that the site can be dynamically managed • has a minimum connection of 500 kVA to site (which may be met through either grid connection or via a combination of grid connection and battery storage). – for remote regional stream stations: <ul style="list-style-type: none"> • a minimum of 2 chargers to service a minimum of 4 bays concurrently (i.e., 4 charging plugs) • a minimum of 4 charging bays rated at a minimum of 150 kW per bay • have 4 designated car parks for 4 (or more) BEVs with lane markings • commit to install and commission all remote regional stream fast charging stations within 2 years of executing the funding agreement with the NSW Government • includes at least one 22 kW AC redundancy charger in stations of less than 6 bays • that the site can be dynamically managed • has a minimum connection of 250 kVA to site (which may be met through either grid connection or via a combination of grid connection and battery storage).

Table 6 Eligibility criteria (continued)

Eligibility	Eligibility requirements
Eligibility criterion B: Eligible charging infrastructure projects (continued)	<ul style="list-style-type: none"> • specify all electric vehicle service equipment (EVSE) with Combined Charging System (CCS) connectors, with an option for one “Charge de Move” (CHAdeMO) connector at each charging station • all installed chargers to be Open Charge Point Protocol (OCPP) 1.6J compatible. For those chargers installed after June 2025, they must be OCPP 2.0.1 capable • be either: <ul style="list-style-type: none"> – located within a priority optimal zone identified in the NSW Public Charging Master Plan, and further detailed in Appendix 4. or – situated proximal to a priority optimal zone listed in Appendix 4 provided: <ul style="list-style-type: none"> • the proposed location does not sit within a zone funded under rounds 1 and 2 of the EV fast charging program; and • a clear rationale is provided outlining how the proposed location meets the objectives of the EV fast charging program as outlined on page 6. • provide evidence that an initial connection enquiry has been lodged with the relevant Distributed network service provider (DNSP) for each fast charging site • source renewable energy to cover the electricity usage of all charging stations in perpetuity. Renewable energy sources must be either on-site renewable energy generators, off-site renewable energy generators, Greenpower, large-scale generation certificates (LGCs), or a combination of sources • not restrict public access to the fast charging stations (such as by providing priority, reserved or exclusive access) • where pull through charging bays are specified, provide drawings demonstrating that: <ul style="list-style-type: none"> – drivers using the charger while towing can do so without requiring the caravan or trailer to be uncoupled – configuration does not prevent other drivers using charging bays or driving through the site. • the fast charging station must be able to deliver energy to drivers at not less than 80% of rated capacity on occasions when load reduction is being imposed at the site by the relevant DNSP.

Table 6 Eligibility criteria (continued)

Eligibility	Eligibility requirements
Eligibility criterion C: Payment interoperability and public accessibility	<p>To be eligible your project must also:</p> <ul style="list-style-type: none"> • include a dedicated credit card reader per charging bay, per charger, or alternatively, a credit card payment terminal that services all bays at a station. Payment options must not be restricted by any form of business-related prioritisation, such as memberships, subscriptions or smartphone applications • show that at least one charging bay for use by people with a disability will be provided at each station. The accessible bay(s) must be designed according to the RAA design guidelines for accessible EV charging stations • ensure EV charging bays be clearly marked and easy to find • demonstrate that charging stations can be accessed daily with minimum hours of availability between 6:00 am – 9:00 pm • show that no other fees from co-located businesses can be asked of drivers to access a location (such as a shopping centre carpark fee) • be able to publicly show the availability status of a charging station's charging bays via an online platform and that live charging station data can be used by the Department • display charging unit's price clearly in cost per kilowatt hour (charging unit pricing) and/or cents per minute (dwell time) without the payee using a mobile device to access the pricing. This pricing may be expressed via digital or physical signage or a combination thereof, either on or within reasonable proximity to the charger • maintain a 24/7 customer help line • ensure each charging station achieves a minimum uptime of 98% each month for at least 50% of all plugs on site. Service outages caused by vandalism or force majeure events are excluded from uptime calculations. NSW Government may require successful grantees to report uptime and charger availability through a third-party service provider.

Table 6 Eligibility criteria (continued)

Merit criteria

All applications will be assessed against the following list of merit criteria. Applicants may also refer to [Appendix 1. Application requirements guide](#).

Merit	Merit criteria and guidance
Merit criterion A: Cost and sizing of charging infrastructure and the value for money offered by your project	<p>Charging infrastructure will be given merit in line with the following parameters per zone:</p> <ul style="list-style-type: none"> • the efficiency of the cost-to-kW charger capacity delivered • the ratio of grant funding requested compared to the total project value • the total kVA connected to the charging station • the total amount of charging capacity (kW) across all chargers proposed at all stations within a bid • the number of charging bays at each charging station • the expected return on investment for the project • the extent to which the project leverages additional partnerships, cash or in-kind contributions from other organisations • the rationale for the number of charging bays, kVA connected to site and the total charging capacity at each charging station. <p>Project cost will be assessed based on the following information:</p> <ul style="list-style-type: none"> • the quality and detail in project budget and assumptions, including contingency plans to manage cost overruns • the level of detail and credibility in capital cost estimates, including equipment, network upgrades and station security • the level of detail and credibility in operational cost estimates, including maintenance, revenue projections, customer support and other relevant costs.

Table 7 Merit criteria

Merit	Merit criteria and guidance
Merit criterion B: Proposed charging station locations	<p>The NSW Government wants to see how your project will deliver a diverse array of stations across NSW. Greater merit will be given to bids that propose charging stations in multiple regions across NSW.</p> <p>Bids will be assessed for merit in relation to the project location with consideration to the following priority ranking:</p> <ul style="list-style-type: none"> • the justification and rationale behind choosing a location within an optimal zone, or justification for a location outside of a zone • the diversity of sites included across the 8 geographic regions in NSW • what level of support or permission has been given by the landowner to occupy or build at a location (a letter of support or contractual agreement signed by the landowner will be required to verify). <p>You may provide a rationale for your project locations and demonstrate the strengths and features such as whether a site:</p> <ul style="list-style-type: none"> • is co-located with local amenities or attractions • has a high level of public visibility and is easily identifiable • is safe and has good public lighting • is close to major roads and can be accessed easily and • is available for access 24 hours a day.

Table 7 Merit criteria (continued)

Merit	Merit criteria and guidance
Merit criterion C: Charging station design and project delivery	<p>The NSW Government wants to see how your project will be planned and delivered, including station design and layout.</p> <p>Bids will be assessed for merit in relation to the project design and strength of methodology for construction and management of the charging stations proposed within each bid. Consideration will be given to the following:</p> <ul style="list-style-type: none"> • the proposed timeframes for projects to become operational • the comprehensiveness of the project plan and breakdown of key project stages • the readiness of projects to commence construction • how applicants plan on managing charging across each site, particularly during peak hours • the assessment and proposed mitigation of project risks and comprehensiveness of the project’s risk management framework/plan, including the management of safety issues • the quality of the project design, including: <ul style="list-style-type: none"> – the number of charging bays accessible to disabled drivers and consideration for the needs of drivers with disabilities including space identification, delineation and any measures aimed at addressing manoeuvrability challenges – amenities that are included in the design to enhance the consumer experience and ensure a safe consumer experience during all hours of operation – whether the stations will have land available for charging heavy or long vehicles, and if so, the space available of each charging bay in square metres – evidence of drive-through/pull through charging bays – any innovative approaches to creating a positive and enjoyable driver experience – how much parking space is available nearby to allow for the safe queuing of other EV drivers – demonstration of the sites ability to facilitate seamless accessibility for all available EV models (length of charging cables) – how all charging units will be dynamically managed, demonstrating efficient energy use and load management – ability for site to deliver energy to drivers at rated capacity.

Table 7 Merit criteria (continued)

Merit	Merit criteria and guidance
Merit criterion C: Charging station design and project delivery (continued)	<ul style="list-style-type: none"> the use of hardware solutions that provide high reliability and have a proven track record the proposed maintenance and customer service timeframes for each charging station during operation.
Merit criterion D: Network access	<p>Importance will be placed on the validity and feasibility of the proposed site network connections, and how progressed they are.</p> <p>The NSW Government will assess bids based on the status of their network connection at each proposed site, in line with the following 5 network connection stages, listed highest to lowest priority:</p> <ul style="list-style-type: none"> new connection or connection alteration approval is already granted applicants have an agreement with distribution network service providers (DNSPs) for streamlined approval process new connection or connection alteration process has begun and there is excess network capacity at the chosen location (if known or available publicly) new connection or connection alteration process has begun initial connection investigations and DNSP discussions have occurred. <p>You can find out more information about your local DNSP's network connection process on their website:</p> <p><u>Ausgrid</u></p> <p><u>Endeavour Energy</u></p> <p><u>Essential Energy</u></p>

Table 7 Merit criteria (continued)

Merit	Merit criteria and guidance
Merit criterion E: Renewable energy and battery storage	<p>Bids can display additional merit by including charging sites that have onsite renewable energy and/or battery storage systems. These systems are considered as part of the TPV and can be co-funded by the NSW Government. Consideration for renewable energy sources will be given to the following:</p> <ul style="list-style-type: none"> • the use of on-site renewable energy generators and their capacity to support the electricity needs of the project, including any planned future upgrades • the total capacity of renewable energy added to the National Energy Market (NEM) as a result of the project. <p>If a bid proposes to use battery storage systems, they will be assessed for merit with consideration of the following:</p> <ul style="list-style-type: none"> • the total kWh of battery storage proposed per charging station • the total kWh of battery storage proposed per bid • innovative solutions to promote new revenue models from battery storage and plans to use battery storage to provide grid support.

Table 7 Merit criteria (continued)

Merit	Merit criteria and guidance
Merit criterion F: Applicant capabilities and capacity	<p>Applicants can show their organisation and their partner's organisation's capabilities and capacity to undertake the project by identifying:</p> <ul style="list-style-type: none"> • a track record with similar projects such as delivering and managing public charging infrastructure or other large electrical installation projects which further demonstrate experience in: <ul style="list-style-type: none"> – planning and design of the infrastructure – the installation of electrical infrastructure and engineering works – managing grid connection approval processes – ongoing site operations – managing scheduled and unplanned maintenance – financial and/or risk management – network coordination. • customer support • access to personnel with the right skills and experience • details in the project plan which may include <ul style="list-style-type: none"> – key risks – identifying key milestones – project budget – how you will manage project dependencies for example sourcing key resources and approvals from the issuing authorities.
Merit criterion G: Support jobs and economic growth	<p>Applicants can demonstrate how their projects support jobs and economic growth through identifying:</p> <ul style="list-style-type: none"> • the impact of the project on jobs in NSW • the total project investment in NSW and in the local region • how the project supports additional economic development in NSW, for example through sourcing products and suppliers from NSW or encouraging travellers to regional NSW • increased opportunities for Indigenous economic participation • expected benefits for other organisations using the infrastructure, for example local businesses and community groups.

Table 7 Merit criteria (continued)

Submitting a bid

- a. All applicants must use the Department's nominated online grant management system (GMS), [SmartyGrants](#), to submit a bid and all relevant documentation. Instructions for how to use the GMS will be provided immediately after logging in to the platform.
- b. The GMS gives you the option to save and return to your application at a later time. The GMS will include a mix of mandatory fields, optional fields and requirements to provide supporting attachments. Applicants will be required to comply with stated word or page limits for various fields and/or attachments.
- c. Applicants should ensure they have completed all sections in the GMS, including mandatory attachments.
- d. Bids will be developed in the GMS which will check eligibility and allow for project details and responses to the merit criteria to be submitted and assessed.
- e. Applicants have the discretion to propose one or multiple charging stations in a single bid. Applicants who seek co-funding for multiple charging stations must present each station and its supporting information separately within a bid. In a bid that contains multiple stations, the Department reserves the right to deem any station within as successful or unsuccessful.
- f. If applicants propose multiple stations in a bid, they may include multiple standard stations, fast-track stations, standard regional stations and/or multiple remote regional stations, however an applicant may only nominate one station for each optimal zone identified in [Appendix 4](#).
- g. Applicants must submit all information for a bid prior to the designated time and date outlined on the [EV fast charging grants website](#).
- h. The Department may seek supplementary information or clarification from applicants at any time throughout the bid and assessment process.
- i. At any time during the bid and assessment process the Department may undertake due diligence on a bid. Due diligence may include, but is not limited to:
 - i. inviting applicants to present their bid to the Department and/or the Department's consultants, assessment panel and advisers
 - ii. commissioning or completing research, analysis and modelling to support assessments
 - iii. contacting any relevant federal, state, territory, local or international government agency about the bid
 - iv. requesting applicants to disclose any material reasonably required in respect of the eligibility criteria and merit criteria.

By submitting a bid, applicants indicate their willingness to agree to all conditions outlined in these guidelines. This includes, but is not limited to, all knowledge sharing, reporting, program evaluation and funding requirements.



Grant selection process

The assessment of bids is carried out by an assessment panel. The assessment panel includes representatives from the Department, other NSW Government departments, expert organisations and independent persons. The assessment panel supports the NSW Government's

high standard for assessing grant bids and promotes confidence in the round's decision-making governance and accountability.

The different stages of the assessment process in chronological order are detailed below.

Bids must be completed in full and include all required information prior to the assessment process. Applicants will be notified at the end of the assessment stage to inform them of outcomes. No additional information can be submitted once the round has closed.

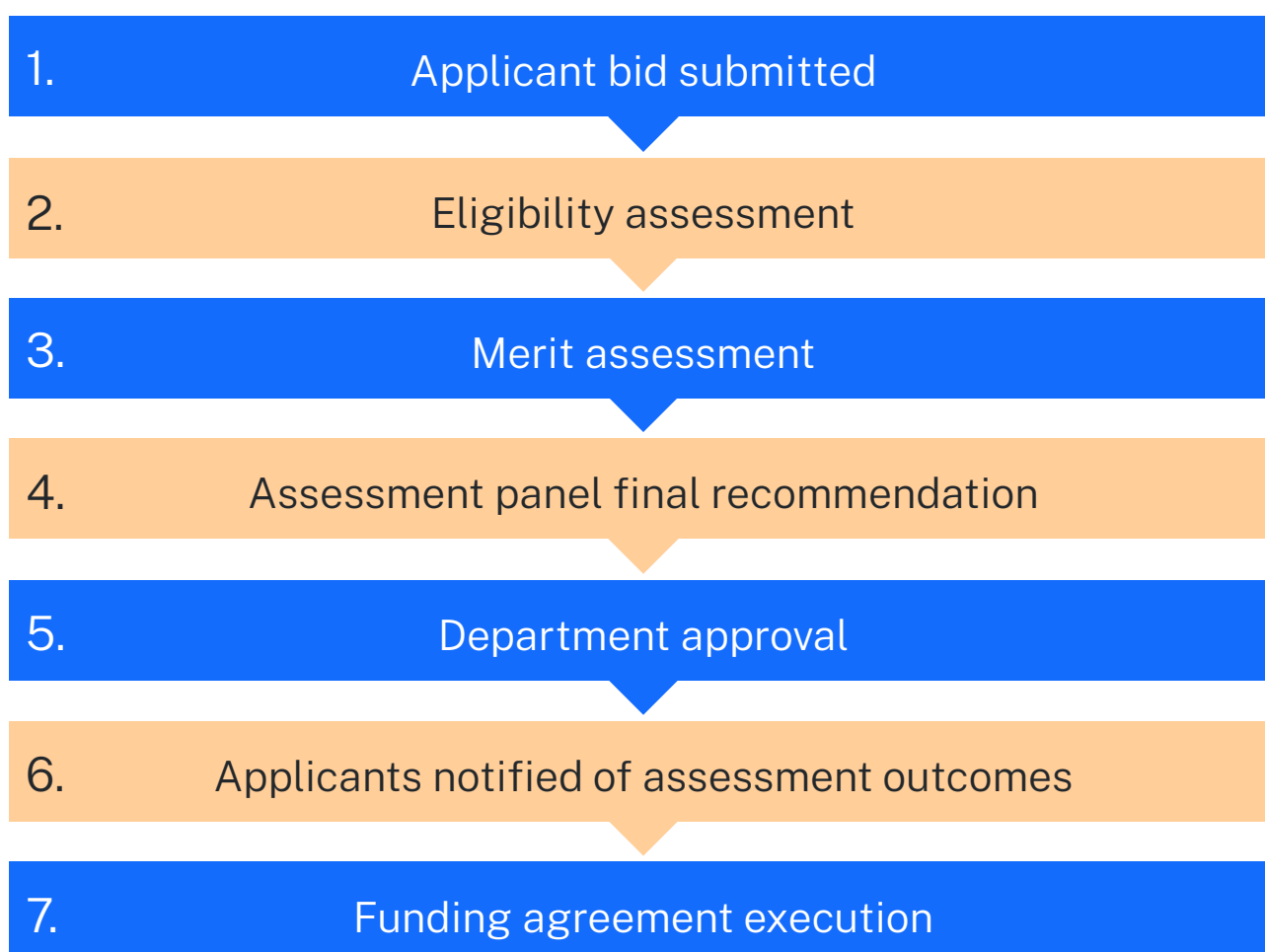


Figure 2 Stages of the assessment process

Eligibility assessment: Is an initial eligibility check to ensure no major eligibility issues are apparent within the bid. The Department may ask applicants to clarify or provide additional information. Applicants will not be given any chance to substantially improve or change their bid during assessment. The assessment panel will select which bids, and which stations within bids, are eligible and which are ineligible.

Merit assessment: Is an assessment of bids to competitively determine the merit of proposed charging stations. The assessment will use a ranking methodology to apply a weighted merit score to all eligible bids. An assessment panel will determine the weighted merit score for eligible charging stations within a bid against each merit criterion. The merit of individual charging stations will be considered alongside the merit of the entire bid in pursuit of the NSW Government's objectives for this program. Competitive merit assessment of proposed stations from different applicants within a single optimal zone will determine which station is offered funding.

Each charging station within a bid application will be assessed. Some stations may be successful for funding whilst others may be unsuccessful. The Department will consider which stations are most important to overall project and program delivery. Applicants may be offered revised grant funding amounts for successful charging stations if not all charging stations within a bid are successful and the overall TPV then exceeds the relevant thresholds.

Assessment panel final recommendation and Department approval: The assessment panel will review the merit scoring of eligible bids and make a final decision on the bids and stations to be recommended for approval. This final recommendation will also consider maximum funding caps for applicants and the total quantum of funding available within the round. The recommended bids will then be considered by the Department's Deputy Secretary for approval. The bids approved by the Department will be deemed successful. Any eligible bids not approved by the Department will be considered unsuccessful.

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

Funding agreement execution: All successful applicants will be required to sign a funding agreement with the Department within 20 working days. This agreement will affirm the schedule for charging station development and NSW Government payments. Signing the funding agreement will signify the end of the assessment stage and the start of the project implementation phase.

Amendments to guidelines: The Department reserves all rights to amend these guidelines and the bidding and assessment processes described herein.

Final decisions on bids: The Department has discretion to reject, refuse or cease to assess a bid at any time if the Department is of the view the bid is unlikely to be successful, or if significant conflicts of interest are identified. The Department's decision is final in all matters, including:

- the approval of bids for funding, including the number of charging stations within a successful bid
- the amount of grant funding awarded
- the terms and conditions of funding.

Late bids, resubmission of bids or requests to re-assess, will not be accepted.

Offers for successful applicants

All funding offers and any payment of funds are conditional upon the execution of a funding agreement with the NSW Government. Applicants must ensure funding offers are kept confidential until the execution of the funding agreement by both the applicant and the NSW Government.

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.

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 (the plan) to ensure high standards of probity throughout the planning and implementation of these grants. The 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: [email](mailto:richard.o'neill@ocm.nsw.gov.au) Richard O'Neill Principal OCM Probity.

Withdrawal, suspension, cancellation and penalties

Applicant withdrawal from the program

Applicants may withdraw an eligible bid made during a bidding window via the GMS. Withdrawal of an eligible bid will result in the cancellation of the applicant's registration for that funding round. All withdrawn bids will become ineligible and will not be assessed further. The applicant may still submit a bid in future funding rounds.

The Department may cancel an eligible bid on behalf of an applicant:

- if requested by an applicant in writing during the bid and assessment process
- if satisfied that the applicant is unable to withdraw their bid during the application and assessment process due to a fault or malfunction relating to the GMS.

Applicants can request the withdrawal of individual sites within a bid within 2 weeks of the application closing date. If the remaining sites are found to now exceed the government co-funding threshold or the maximum cap per station, the NSW Government will revise the requested grant funding amounts. This will be proportioned across all sites in the bid, so any changes will be equally split across all remaining stations within an applicant's bid.

Suspension and cancellation

The Department may suspend or cancel the funding round if it believes on reasonable grounds that:

- the round cannot continue, or be conducted, in a fair and orderly manner
- it is likely that the round will not be able to continue, or be conducted, in a fair and orderly manner.

The Department may suspend or cancel the funding 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 Department will seek the advice of the probity adviser in making any such a decision in a fair and objective manner.

If a funding round is suspended, the Department will continue or cancel the round within a reasonable timeframe. If the Department is satisfied that a suspended funding round can continue and be conducted in a fair and orderly manner, the round will be continued. If a funding round is cancelled, it may be rescheduled and the updated date(s) and bid window will be published on the [NSW Climate and Energy Action website](#).

Disqualification of applicants

The Department reserves the right to disqualify applicants from participating in rounds for an identified period. This can be done if the Department believes on reasonable grounds that an applicant has engaged in misconduct relating to any part of the bid or assessment process. In determining whether to disqualify an applicant, the Department may consider whether the applicant has:

- breached any part of these guidelines
- breached a direction given by the Department in relation to the program
- been involved in, or is suspected of, being involved in now or in the future, conduct intended to affect the integrity of the process.

Communication with applicants and seeking clarifications

The table below covers each engagement point between the Department and applicants throughout the application and assessment process.

Engagement point	Description
During bid preparation stage	<p>Applicants can seek clarification on program related issues in writing while the round is open for bids.</p> <p>The Department can determine whether to respond to the clarification. Where the Department chooses to respond, it may respond by written notice to all organisations registered on the GMS (together with an anonymised copy of the request itself).</p>
Receipt of bid	<p>Applicants will be notified when their bid has been successfully submitted.</p>
Applicant presentation	<p>Applicants may be invited to present to the assessment panel during merit assessment.</p>
Eligibility: request for more information	<p>The Department may choose to ask specific applicants for minor clarification or additional information if it is needed to deem a bid eligible. Applicants will not be given any chance to improve their overall bid. If the applicant responds to this request, the assessment panel will determine if their bid is eligible or ineligible.</p>
Assessment outcome	<p>Following the final decision of the assessment panel and NSW Government approval of successful and unsuccessful bids, the Department will provide written advice to all applicants of the outcome. Successful applicants will be invited to proceed with funding agreement negotiations.</p> <p>Unsuccessful applicants will be informed of why their bid was unsuccessful and invited to apply for future funding rounds. If requested by the applicant, further feedback will be provided by the Department in a follow up session at an agreed time.</p>
Funding agreement execution	<p>The Department will proceed to negotiate funding agreements with successful applicants.</p>

Table 8 Engagement process

Applicants may seek clarifications on any aspect of the program by emailing the [Electric Vehicles team](#).

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

If the Department determines the request is:

- not confidential, it will advise of this decision. The applicant may then resubmit the request as a non-confidential request
- confidential, the answer to the request (if any) will not be issued by the Department to other applicants.



Support

Applicants have a range of support available throughout the bid process. The following resources and information sessions have been created to assist applicants when preparing their bid:

- [the NSW electric vehicle public charging master plan](#)
- [the NSW site host prospectus](#)
- a livestreamed briefing session which will be recorded and shared with subscribers to the EV fast charging mailing list. You can sign up at the EV fast charging [webpage](#).

For other queries, applicants can email the Department's [Electric Vehicles team](#).

This mailbox is monitored during business hours with increased monitoring frequency during open funding rounds to ensure any bid enquiries are resolved.

Any questions deemed to be public and relating to all bids will be published on our [FAQs page](#), with current applicants being notified. The Department will not publicise details of the applicant organisation that asked the question.



Funding arrangements

Funding agreement

Successful applicants must enter into a funding agreement with the Department to receive grant funding. The funding agreement will be the legal framework that establishes the applicants', and any other relevant parties', obligations in relation to the successful bid.

When successful applicants are notified, the Department will provide applicants with a funding agreement. Applicants are encouraged to review and understand the funding agreement in detail.

The Department does not encourage departures from the funding agreement. However, where the applicant cannot accept the terms of the funding agreement, it may provide a departures table that clearly sets out and substantiates the requested departure. It is at the discretion of the Department to accept or deny these departures.

Where an applicant does not submit a departures table, it will be deemed to have accepted the terms of the funding agreement. Where an applicant does submit a departures table, the departures table will be taken as an exhaustive list of the applicant's comments on the funding agreement.

Details of the process for management and variation of the funding agreement are set out in the funding agreement itself.

Funding offers

All offers to negotiate and any payment of funds by the Department under the EV fast charging grants are subject to the execution of a funding agreement with the Department. All funding offers must be kept confidential until the execution of a funding agreement by both parties and the Department makes a public announcement of the funding recipients for the round.

Any public communication by the applicant regarding the project between the time of bid submission and execution of the funding agreement can only be done with the Department's prior consent. The Department may withdraw its offer if the applicant does not comply with this requirement.



Knowledge and data sharing arrangements

A condition of funding is agreement to adhere to a knowledge and data information sharing plan. The plan informs Government and industry about the charging station's development and operation. Each plan includes the requirements of knowledge sharing activities in milestone reports that align with project milestones.

The knowledge and data information sharing plan will be shared with successful applicants and will form part of the funding agreement with the NSW Government.

The objectives of the knowledge sharing activities within this plan are:

- increased skills, capacity and knowledge in electric vehicle charging technology within Australia
- increased public awareness and understanding of the electric vehicle charging infrastructure sector
- increased understanding of roadblocks to electric vehicle charging technology and solutions to address them
- increased understanding of the performance characteristics of electric vehicle charging technology in metropolitan and regional NSW
- improved understanding of the financing requirements for electric vehicle charging infrastructure
- improved data and information on grid impacts and load management for electric vehicle charging infrastructure
- improved understanding of the challenges faced in co-locating renewable energy sources and battery storage systems with electric vehicle charging infrastructure.

This plan will capture core information during the design and construction of charging stations and the utility of each charging station on a regular basis for 24 months from the moment of operation of each successful charging station. The knowledge and data sharing arrangements will be agreed to as part of the funding agreement.

Publicity

The knowledge sharing plan will include a condition that successful applicants may be approached to participate in joint media events. Whilst not all successful applicants will be required to do so, all should be prepared to participate in a launch event or other type of promotional media event if requested.





Further
information

Confidentiality and disclosure of information

Unless otherwise stated, any commercial-in-confidence information provided by an applicant as part of, or in connection with, a registration, bid or negotiation process will be treated confidentially by the Department.

The Department 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
- office staff or advisers
- where authorised or required by law to be disclosed.

The Department will otherwise only disclose commercial-in-confidence information provided by applicants with their expressed consent.

Complaints

Complaints concerning the round should be emailed to the [Electric Vehicles team](#).

Complaints will be reviewed by the Department in the first instance. If the Department cannot resolve the complaint within 30 business days of receiving a complaint, the Department will provide details of a nominated complaints and review officer from the Department, 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 Department.

Conflicts of interest

The Department will administer its conflict of interest procedures, including procedures for all staff involved to declare their interests. All advisers engaged by the Department, to assist in the assessment of a bid, 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 Department's conflict of interest procedure.

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

Round evaluation

The Department will evaluate the round to determine the extent to which funded activities contributed to achieving the NSW Government's objectives. Information from bids and project reports may be used for this purpose. The Department may also interview applicants or ask applicants for more information to help us understand how the grant impacted recipients and to evaluate how effective the round was in achieving its objectives. Without limiting any specific reporting or evaluation requirements (or similar) set out in any funding agreement applicants execute with the Department, applicants may be contacted up to 2 years after charging stations have been constructed for more information to assist with this evaluation.



Appendices

Appendix 1. Application requirements guide

Applicants are required to submit set information and documents as part of their bid. The table below highlights what information will be requested during the application process.

An application check list has also been prepared for applicants to assist with bid development.

Eligibility & Merit criteria	Required information
<p>Eligibility criterion A: Minimum applicant requirements</p>	<ul style="list-style-type: none"> • The ABN of the applicant organisation and any other partner organisations. • Details of any partner organisations or consortium. • Business contact details, including a primary contact for all communication regarding a bid. • Relevant insurances (minimum \$20 million public liability insurance, workers compensation). • Accountant declaration. • Verification of funding contributions from partner organisations. • Agreement to participate in knowledge sharing activities related to applicant’s project, as defined in the knowledge sharing plan. • Evidence of ownership rights or access to intellectual property related to stations included within your bid. • The data capturing capabilities for the project during installation and operation and how data will be made available to the Department. • How the proposed data sharing systems could be used in interoperability protocols in the future. • Timeline for knowledge sharing activities and sharing with the Department, including intervals for data sharing. • Other entities with access to station data.

Eligibility & Merit criteria	Required information
<p>Eligibility criterion B: Eligible charging infrastructure projects</p>	<ul style="list-style-type: none"> • Station design: <ul style="list-style-type: none"> – number of charging bays – any driver amenities that will be constructed as part of the project – how the design complies with relevant Australian safety and quality standards. • Technology and electrical equipment: <ul style="list-style-type: none"> – the manufacturer of any proposed electric vehicle service equipment (EVSE) technology – the distance of the EVSE from its electrical source – any existing electrical infrastructure to be included in the station. • Site capacity and electrical equipment: <ul style="list-style-type: none"> – the total connection required (kVA) for each proposed charging station – the EVSE technology to be used, including EVSE level, EVSE mode, EVSE type, hardware, software, and any capacity for future upgradability of the EVSE – the rated capacity and proposed operational capacity of each charging bay in kW – details of 22 kW AC redundancy plug – proof of initial connection enquiry lodgement. • Powered by renewable energy: <ul style="list-style-type: none"> – the generation source/s of renewable energy to supply electricity for the project – if multiple renewable energy generation sources are used, the expected percentages of annual demand to be covered by each generation source – any existing organisational policies or commitments to sourcing electricity from renewable energy – the location of any renewable energy generator and/or source of large-scale generation certificates (LGCs) that supplies electricity for the project – the capacity in kW of any behind the meter renewable energy generator, including expected annual generation (kWh or MWh) and expected daily generation profiles

Eligibility & Merit criteria	Required information
<p>Eligibility criterion B: Eligible charging infrastructure projects (continued)</p>	<ul style="list-style-type: none"> - the public visibility of any renewable energy generator co-located with charging infrastructure - how LGCs will be purchased and how they will be surrendered to the Clean Energy Regulator - the approach to ongoing reporting and auditing processes for renewable energy. • If available, applicants should provide the following attachments: <ul style="list-style-type: none"> - project design drawings or blueprints of the charging station - any available electrical diagrams for the charging station - any available electrical diagrams or designs for a new renewable generator - evidence of any existing agreements with renewable energy providers in Australia - any available electrical diagrams for the charging station - a site layout drawing outlining the footprint of any on-site renewable energy generator.
<p>Eligibility criterion C: Payment interoperability and public accessibility</p>	<ul style="list-style-type: none"> • The number and features of charging bays accessible to drivers with a disability. • How many hours a day the charging station will be accessible to the public. • How the proposed charger technology will ensure payment interoperability and what payment options/gateways will be available to drivers. • Outline payment options that will be provided to EV drivers on site. • Outline how the charging unit's pricing will be displayed. • Describe which payment options do not require a subscription, membership or smartphone application. • If any, conditions of access to the charging station imposed by other businesses or circumstances. • Evidence of station accessibility and public accessibility per day.

Eligibility & Merit criteria	Required information
<p>Merit criterion A: Cost and sizing of charging infrastructure and the value for money offered by your project</p>	<ul style="list-style-type: none"> • A detailed business case for a project, including revenue assumptions under multiple usage scenarios. • The total operational cost estimates, including maintenance, customer support and other relevant costs. • The ownership model for ongoing operations of the station, including details of who is responsible for maintenance, customer support and other location specific services. • The rationale for the number of charging bays, kVA connected to site and the total charging capacity at each charging station. • The total capital cost estimates for the construction of each of the proposed charging stations included within a bid.
<p>Merit criterion B: Proposed charging station locations</p>	<ul style="list-style-type: none"> • The location of proposed charging stations. • The rationale for selecting each charging station site and why it is suitable to host ultra-fast public charging infrastructure. • Distance of the charging station to major roads. • The distance to and type of local businesses and amenities near each proposed charging station. • The details of any existing public infrastructure or buildings at the site. • The visibility of the charging station to the public. • The status of any permission to occupy and develop sites from the landowner. • Details of the landowner(s) of proposed charging station sites. • If available, applicants can provide the following as attachments: <ul style="list-style-type: none"> – site layout drawings including proposed charging station location(s) and footprint – evidence to verify the status of any permission to occupy or develop a site, such as a letter of support, or agreement documentation from landowners.

Eligibility & Merit criteria	Required information
<p>Merit criterion C: Charging station design and project delivery</p>	<ul style="list-style-type: none"> • Project plan that includes: <ul style="list-style-type: none"> – comprehensive information for each delivery stage across all charging stations proposed in the bid – expected timeframes for each stage and workstream of project development – project budget and assumptions, including contingency plans to manage cost overruns – total capital cost estimates, including, but not limited to, equipment, hardware, site lease, network upgrades, site security and construction/installation. • The expected timeframes for maintenance and customer service at each charging station. • An overview of any charging management systems in place and how they work. • Overview of key supplier agreements. • Status and approach to development approval processes, including engagement with local councils and other regulatory bodies. • Risk management plan, including detailed assessment of project risks and mitigation strategies. • Stakeholder engagement plan. • Work health and safety management system plan. • Evidence of station accessibility to heavy vehicles. • Evidence of drive-through/pull through charging bay design. • The anticipated hardware to be used in the construction of chargers and their warranty conditions. • Demonstration of the sites ability to facilitate seamless accessibility for various EV models (length of charging cables).

Eligibility & Merit criteria	Required information
<p>Merit criterion D: Network access</p>	<ul style="list-style-type: none"> • The expected annual station load across the next 5 years, including expected load profiles and any correlation with onsite electricity sources such as battery storage or renewable generators. • The status of a project’s new connection or connection alteration approval from the local DNSP. • The total connection required (in kVA) for each proposed charging station. • The distance to nearest substation and the proposed connection point to the network. • The available network capacity in the proposed location. • Any existing working relationship an applicant might have with local DNSP. <p>Applicants may provide the following attachments:</p> <ul style="list-style-type: none"> • evidence of engagement status with DNSPs, such as a letter verifying the connection status from a DNSP or copies of correspondence with the DNSP.



Eligibility & Merit criteria	Required information
<p>Merit criterion E: Renewable energy and battery storage</p>	<p>If included within the application, applicants are required to provide a clear description of the following:</p> <p>Renewable energy</p> <ul style="list-style-type: none"> • The capacity and the power output of renewable energy sources proposed. • The manufacturer of the renewable energy system/s. • The location of the renewable energy system/s. • A proposal outlining the installation of renewable energy sources on site. <p>If available, applicants must attach the following:</p> <ul style="list-style-type: none"> • any available electrical diagrams or technical specifications for the renewable energy system/s • a map outlining the footprint of any proposed renewable energy system/s. <p>Battery storage</p> <ul style="list-style-type: none"> • Details relating to how installation is expected to comply with the battery install standard AS/NZS 5139. • The manufacturer of the battery storage system. • The location of the battery storage system. • If available, applicants must attach the following: <ul style="list-style-type: none"> – any available electrical diagrams or technical specifications for the battery storage system – a site layout drawing outlining the footprint of the battery storage system.

Eligibility & Merit criteria	Required information
<p>Merit criterion F: Applicant capabilities and capacity</p>	<ul style="list-style-type: none"> • Details of key supplier agreements for operational services. • Previous performance: <ul style="list-style-type: none"> – overviews of similar projects by the lead organisation in the bid, including whether timeframes and budget expectations were realised – overviews of similar projects by supporting organisations in the bid, including whether timeframes and budget expectations were realised. • Funding strategy: <ul style="list-style-type: none"> – a statement of applicants and/or partner organisations financial capacity to meet expected project budget and costs during development and operation – the financing strategy for all capital funds required for the project – sources of capital funding – an applicant’s and any partner organisations’ financial capacity, or plan to meet expected project budget and costs. • Skills and experience: <ul style="list-style-type: none"> – CVs of key personnel that will manage the design and construction of the charging stations – details of key supplier agreements for operational services – information relating to how these projects will be managed to be delivered on time and to budget – details of, or the ability to procure, relevant staff associated with key project stages. This can be demonstrated through either providing evidence of previously conducted procurement processes of a similar nature or previous projects completed with key internal staff. This evidence could include their: <ul style="list-style-type: none"> • project planning and management skills and capabilities • financial management skills and capabilities • technical and engineering experience in charging infrastructure or other major electrical infrastructure projects • risk management skills and capabilities

Eligibility & Merit criteria	Required information
<p>Merit criterion F: Applicant capabilities and capacity (continued)</p>	<ul style="list-style-type: none"> • experience in charging network coordination, or coordination of other network based customer services • capacity for delivering charging network maintenance • capacity and experience in offering customer support services. • Applicants must attach the following: <ul style="list-style-type: none"> – evidence of financial capacity, or plan to meet expected project budget and costs – evidence of proposed project costs – CVs of key personnel.
<p>Merit criterion G: Support jobs and economic growth</p>	<p>Applicants may provide a response on any anticipated economic benefits arising from their proposed project as well as:</p> <ul style="list-style-type: none"> • the expected number of jobs that will be created over the lifetime of all stations proposed within a bid • outline anticipated suppliers that will be engaged in the construction of charging stations • outline all activities planned to take place in regional NSW • provide anticipated investment in NSW and investment in regional NSW.

Appendix 2. Eligible expenditure

EV fast charging grants funding can only be used only for eligible expenditure on charging stations. Eligible expenditure is restricted to the capital costs related to charging stations. Eligible expenditure requirements are incorporated in the funding agreement. Where an applicant is in any doubt as to the eligibility of proposed expenditure, the applicant must bring the matter to the Department for decision. The Department's determination on the eligibility of expenditure will be final.

General principles

For the purposes of the grants, the following principles apply to eligible expenditure:

- eligible expenditure is expenditure related directly to the construction of the approved charging stations
- non-cash contributions (in-kind contributions) are not preferred and should not be included in the budget. Applicants/recipients will be provided the opportunity to request approval for inclusion of in-kind expenditure in the project budget, where they can demonstrate to the satisfaction of the Department that the in-kind expenditure could satisfy the eligible expenditure sections within these guidelines
- expenditure for works that have been carried out before the signing of the funding agreement are only eligible if written approval has been provided by the Department
- expenditure is ineligible for works that have been carried out after the completion date specified in the funding deed
- opportunity costs are any benefits or production lost due to the allocation of resources to the charging station ahead of any other possible activities by the recipient, and is not eligible expenditure
- expenditure can only be allocated to resources and staff time related to the construction of charging stations that are funded through this program, and not elsewhere in the recipient's organisation or consortium
- related party transactions must be treated on an at-cost basis, without any cost mark-up, unless the recipient can demonstrate to the satisfaction of the Department that the transaction has been calculated on an arm's-length basis
- generally accepted accounting principles are to be followed and it must be possible to track expenditure relating to the charging station/s through a recipient's accounting system to meet the financial reporting and audit requirements in the funding deed.

Eligible expenditure

For the purposes of the EV fast charging grants, the following is considered eligible expenditure:

- administrative expenses including expenses incurred on communications, accommodation, computing facilities, travel, recruitment, printing and stationery, where such expenses are related directly to the development of the charging stations
- expenditure for plant installed for the charging station/s at the full delivered cost of the plant GST inclusive, less any GST credits the recipient is entitled to claim

- expenditure on plant used for the construction of a charging station/s, calculated on the basis of hire or lease costs, and running costs directly related to the construction of the project, such as rent, power, fuel and repairs and maintenance
- expenditure on legal, audit and accounting costs related directly to the project
- expenditure such as relevant licence fees or intellectual property purchase costs, where the recipient needs to access specific technology to carry out the development of the charging station/s.

Labour expenditure

Eligible labour expenditure is the gross amount paid or payable to an employee of the recipient entity for work related to the charging stations. Eligible salary includes any components of the employee's total remuneration package that are itemised on their pay as you go (PAYG) annual payment summaries submitted to the Australian Taxation Office. Labour expenditure also includes worker's compensation insurance, employer contributions to superannuation, recreation and sick leave, long service leave accrual and payroll tax.

Recipients must provide evidence to demonstrate the amount of time that an employee spent on the development of charging station/s. Evidence to support eligible expenditure on labour could include timesheets, job cards, or diaries. Labour costs cannot be claimed based on an estimation of the employee's worth to the company, where no cash has changed hands.

Contract expenditure

Eligible contract expenditure is the cost of any activities or equipment to support the project performed for the recipient by another organisation. Work to be performed on a charging station must be the subject of a written contract, including a letter or

purchase order, which specifies the nature of the work to be performed for the recipient and the applicable fees, charges and other costs payable. The written contract must be executed prior to the commencement of the work undertaken under the contract.

It is not a requirement for contracts to be in place at the time an applicant submits a bid to the Department. However, for major items of contract expenditure, such as purchases of major items of hardware to be incorporated in the charging station/s, applicants will be expected to have some form of documentary evidence, such as written quotes from suppliers, to substantiate the expenditure included in the financial estimates.

Where the contractor and the recipient are not at 'arm's-length', the amount assessed for work performed will be an amount considered to be a reasonable charge for that work and contain no unacceptable overheads and no element of 'in group profit'. Organisations considered not at 'arm's-length' include related companies and companies with common directors or shareholders.

Overseas expenditure

Department funded expenditure outside of Australia incurred by a recipient, other than for equipment or materials, must be limited to no more than 10% of the total Department grant funds, except in exceptional circumstances that must be justified by the recipient and agreed to in writing by the Department before the expenditure takes places.

Following execution of a funding agreement with the Department, project expenditure on goods and services overseas may be subject to approval by the Department as specified in the funding agreement.

Ineligible expenditure

Ineligible expenditure includes, but is not limited to, the following:

- expenditure on the acquisition of land for charging station/s
- activities that directly relate to NSW Government planning assessment processes, such as:
 - biodiversity studies
 - heritage studies
 - noise, air quality and traffic studies
 - water, waste and hazardous material studies.
- activities that directly relate to the cost of preparing a bid for the purposes of co-funding charging stations
- expenditure related to the general operations and administration of the recipient entity that the recipient could reasonably be expected to be undertaken in the normal course of business. This includes, but is not limited to:
 - the electricity charges associated with existing charging stations operated by a recipient, or stations co-funded by the NSW Government
 - electricity demand charges of all current and future charging stations
 - taxes related to current and future charging stations
 - any foreign exchange or forex associated costs.
- expenditure on activities that a local, state, territory or Commonwealth government agency has the responsibility to undertake

- interest on loans for new and pre-existing capital items used for the charging station/s
- sales or promotional activities that do not directly support the successful completion of the charging station/s
- membership fees, donations, or any other expenditure that the Department determines does not directly support the successful completion of the charging station/s.

Accounting systems

Recipients are required to have in place suitable accounting systems and to provide to the Department assurances that the accounting system used by the recipient and any consortium partners allows for the separate and accurate identification of contributions and eligible expenditure on the charging station/s.

A clear audit trail of all program funding contributions and eligible expenditure must also be available on request and as required to meet the requirements in the funding agreements.



Appendix 3. NSW electric vehicle fast-charging master plan: summary

Based on lessons learnt internationally, the development of master planning for charging infrastructure at a state level is more beneficial for the community than planning for fast charging by city or town. The Electric vehicle public charging master plan (the master plan) was developed as the first step in the roll out of guaranteed widespread charging across the state. The master plan is the key NSW Government information source on all existing and indicative future fast-charging infrastructure in NSW (50 kW and above). It will also assist industry and planners identify ideal locations for public fast charging stations.

The master plan has been created to serve as a roadmap to guide and develop fast charging infrastructure in the next 10 years and beyond. The objectives of the master plan are to:

- identify optimal locations for development of fast charging infrastructure (50 kW and above) every 100 kms of driving and no more than 5 km in metropolitan areas
- guide the development of future charging infrastructure beyond the activities of the NSW Government
- act as source of information on all existing public charging infrastructure.

The master plan has identified optimal zones and priority zones to locate fast charging infrastructure over the funding rounds of the grants.

- **Optimal zones** are the key locations that are required to support EV uptake across NSW, based on an analysis of the key features for siting public fast charging stations.
- **Priority zones** are a prioritised list of zones selected from the optimal zones for development by government and industry over the next 5–10 years.

The master plan map is a regularly updated online mapping tool available to the public. It has been designed to help policy makers, charge point operators (CPOs), energy utilities and tourism operators to gain a mutual understanding and plan the best possible outcomes for electric vehicle public fast charging, and in doing so, driving greater BEV adoption in the long term.

A detailed methodology and scientific quantitative analysis was used to determine optimal and priority zones. The range of technical, social, and economic considerations included:

- projections of electric vehicle adoption in NSW
- transport routes
- traffic movements
- tourism
- vehicle ownership
- vehicle use types (e.g. private vs taxi)
- vehicle performance
- local points of interest
- available substation capacities
- business
- population density
- income
- dwelling structure
- GPS data
- existing DC fast charger data.

The number of charging bays and charging locations may evolve over time and shift if different assumptions or inputs are used in future map updates.

[Click here to access the Master Plan.](#)



Appendix 4. NSW priority zones

The priority zones identified by the master plan are key to the allocation of funding under the program. Applicants are required to select charging station locations that fall within an available priority zone. This appendix lists all priority zones identified by the NSW government that are eligible for funding in round 3.

The maps provided in this appendix are indicative of the zone locations but do not map the geographic area selected for each zone. The maps and list of priority zones below should be used in tandem with the online master plan map to understand the full coverage of each priority zone.

[Click here to access the master plan map.](#)

Available zones by region

The master plan proposes optimal zones in all 8 geographic regions described in Table 9 below. The NSW Government is looking to fund only one charging station per priority zone in round 3. If multiple applicants propose charging stations within the same zone, the competitive assessment process will allow the Department to determine which applicant will be successful within that zone. In some cases, there may be a compelling reason for the Department to fund multiple stations within one zone at its discretion.

Geographic Region	Number of available standard metropolitan stream zones	Number of available fast-track stream zones	Number of available standard regional stream zones	Number of available remote regional stream zones
Greater Sydney	57	14	0	0
Central Coast	4	0	0	0
Newcastle	2	0	0	0
Wollongong	4	0	0	0
South East NSW	0	0	18	3
South West NSW	0	0	2	6
North East NSW	0	0	12	1
North West NSW	0	0	8	9
Total	67	14	40	19

Table 9 Priority zones that are available for inclusion in round 3 bids

A number of zones with funding already allocated to build a charging station have been reopened to allow the funding of a second station. These zone ‘re-openings’ have been determined based on future high charging demand. The zones include Dubbo, Tamworth, Bathurst, Singleton, Coolongolook and Queanbeyan.

Standard metropolitan priority zones

The metropolitan priority zones are shown in the following images (Figure 3, Figure 4, Figure 5 and Figure 6).

Greater Sydney priority zones

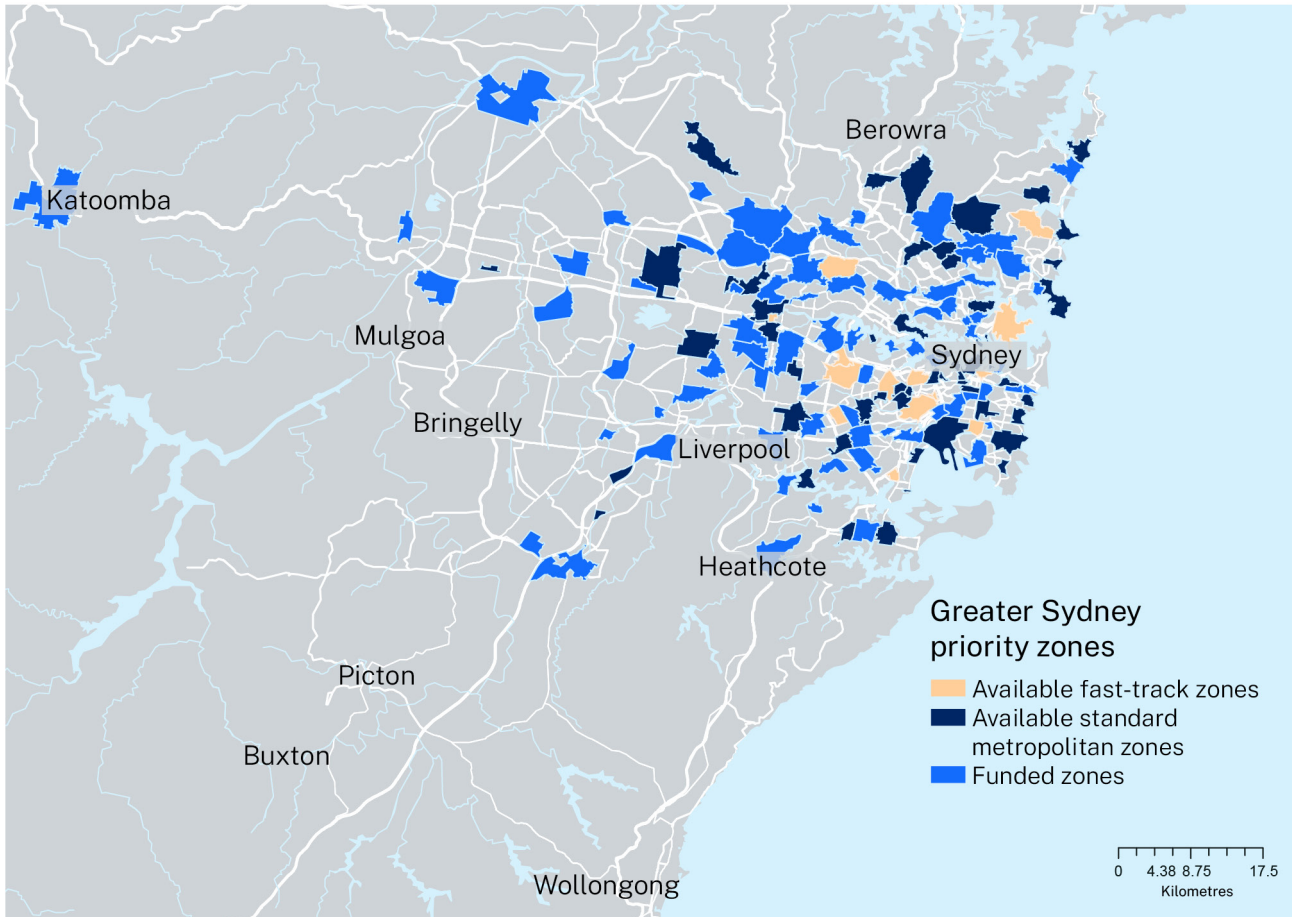


Figure 3 Greater Sydney zones

Already funded zones

Abbotsbury
 Abbotsford
 Alexandria
 Alfords Point
 Allambie
 Allawah
 Arncliffe
 Arndell Park
 Artarmon
 Ashcroft
 Auburn
 Banksmeadow
 Bardwell Park
 Baulkham Hills
 Beaumont Hills
 Belmore
 Blenheim Road
 Bondi Junction
 Bondi
 Bonnet Bay
 Burwood
 Cabramatta
 Cammeray
 Campbelltown
 Carlingford
 Carnes Hill
 Castle Cove
 Castle Hill
 Casula
 Chatswood
 Chester Hill
 Chullora
 Colebee
 Concord West
 Crows Nest

Currans Hill
 Daceyville
 Darling Point
 Denistone East
 Drummoyne
 Dundas
 Eastwood
 Emu Heights
 Engadine
 Erskine Park
 Fairfield
 Forestville
 Frenchs Forest
 Glenmore Park
 Guildford
 Homebush Bay
 Hurstville
 Katoomba
 Kings Langley
 Kingsgrove
 Lane Cove
 Merrylands
 Miranda
 Mona Vale
 Moore Park
 Mortdale
 Mount Druitt
 Normanhurst
 North Parramatta
 North Sydney
 Pennant Hills
 Punchbowl
 Revesby
 Richmond
 Rozelle
 St Ives
 St Peters
 West Pennant Hills

Available fast-track zones

Ashfield
 Beverley Park
 Cromer
 Darlinghurst
 Eastlakes
 Enmore
 Epping
 Harris Park
 Homebush
 Lakemba
 Leichhardt
 Marrickville
 Mosman
 Strathfield

Available standard metropolitan zones

Annandale
 Annangrove
 Ashbury
 Asquith
 Balmain
 Bankstown
 Bardia
 Belrose
 Berala
 Beverly Hills
 Blacktown*
 Blaxcell
 Boronia Park
 Bow Bowing
 Breakfast Point
 Brighton-le-sands*
 Broadway
 Bronte

Caddens
 Campsie
 Caringbah*
 Chifley
 Chippendale
 Clemton Park
 Collaroy
 Constitution Hill*
 Coogee
 Curl Curl
 Dolls Point
 Dulwich Hill
 East Killara
 East Lindfield
 Elanora Heights
 Elizabeth Bay
 Forest Lodge
 Gordon
 Gymea
 Kensington
 Kirribilli
 Kurraba Point
 Lewisham
 Lugarno
 Mascot
 Newport
 Manly
 Maroubra*
 North Turramurra
 Northbridge
 Northmead
 Old Toongabbie
 Parramatta
 Pyrmont
 Redfern
 Smithfield
 Summer Hill
 Sydney
 Woollahra

*Zone has been reopened from a previous round.

Central Coast NSW priority zones

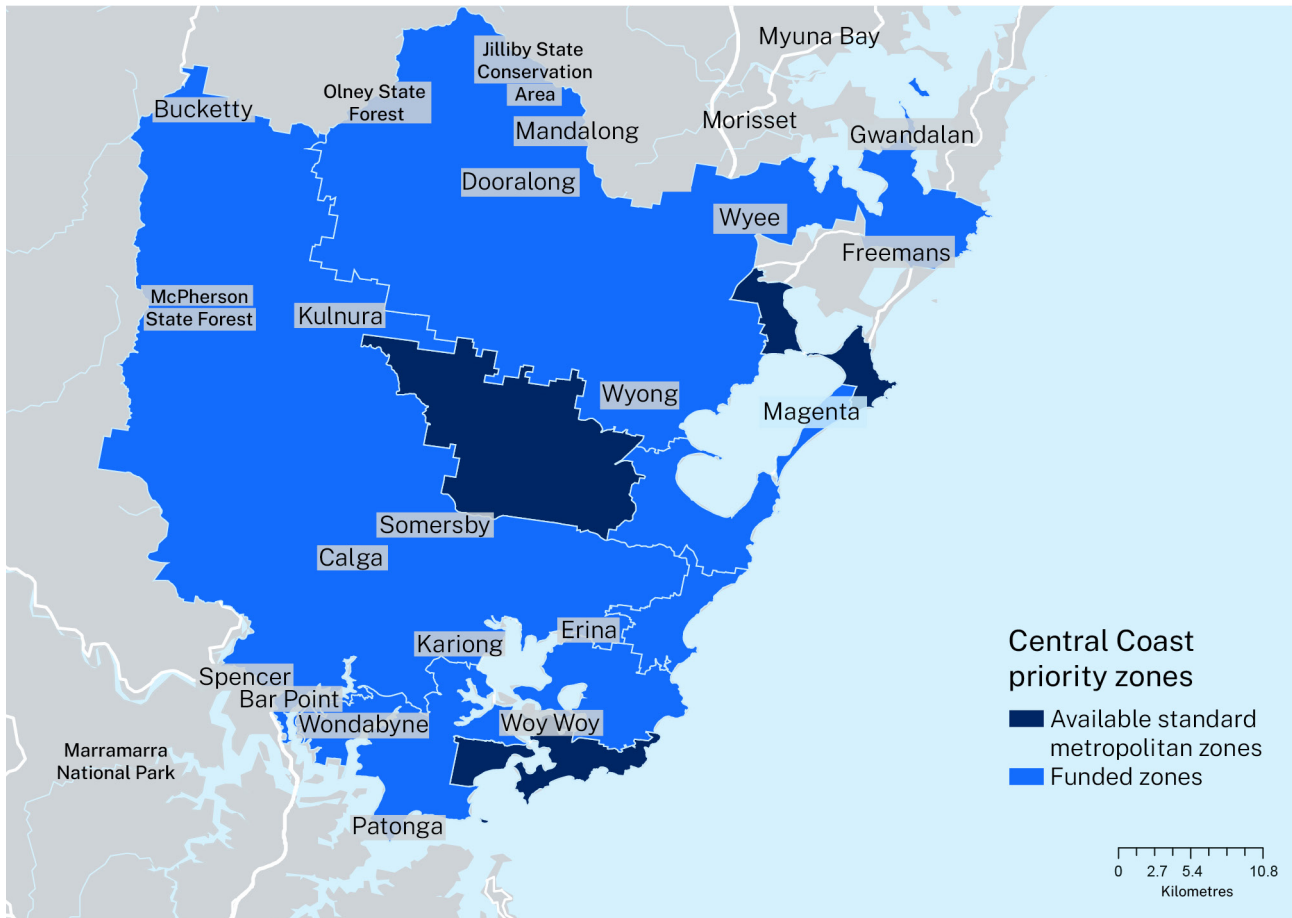


Figure 4 Central Coast zones

Already funded zones

- Avoca Beach
- Bateau Bay
- Blackwall
- Bucketty
- Erina Heights

Available standard metropolitan zones

- Alison*
- Booker Bay
- Canton Beach
- Fountaindale

*Zone has been reopened from a previous round.

Newcastle NSW priority zones

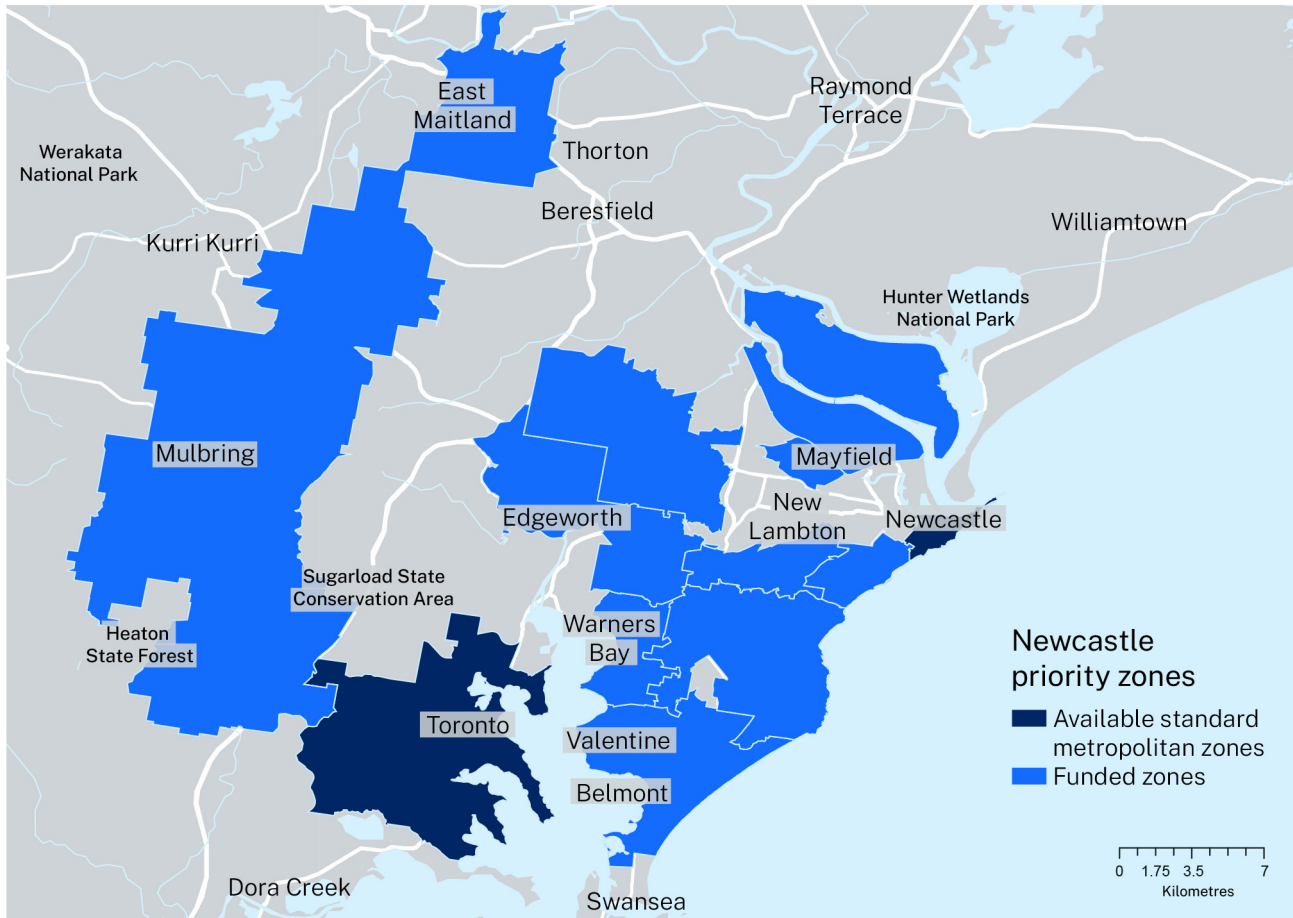


Figure 5 Newcastle zones

Already funded zones

Adamstown
 Ashtonfield
 Belmont
 Bennetts Green
 Birmingham Gardens
 Cameron Park
 Eleebana
 Georgetown
 Kooragang
 Merewether

Available standard metropolitan zones

Arcadia Vale
 Bar Beach

Wollongong NSW priority zones

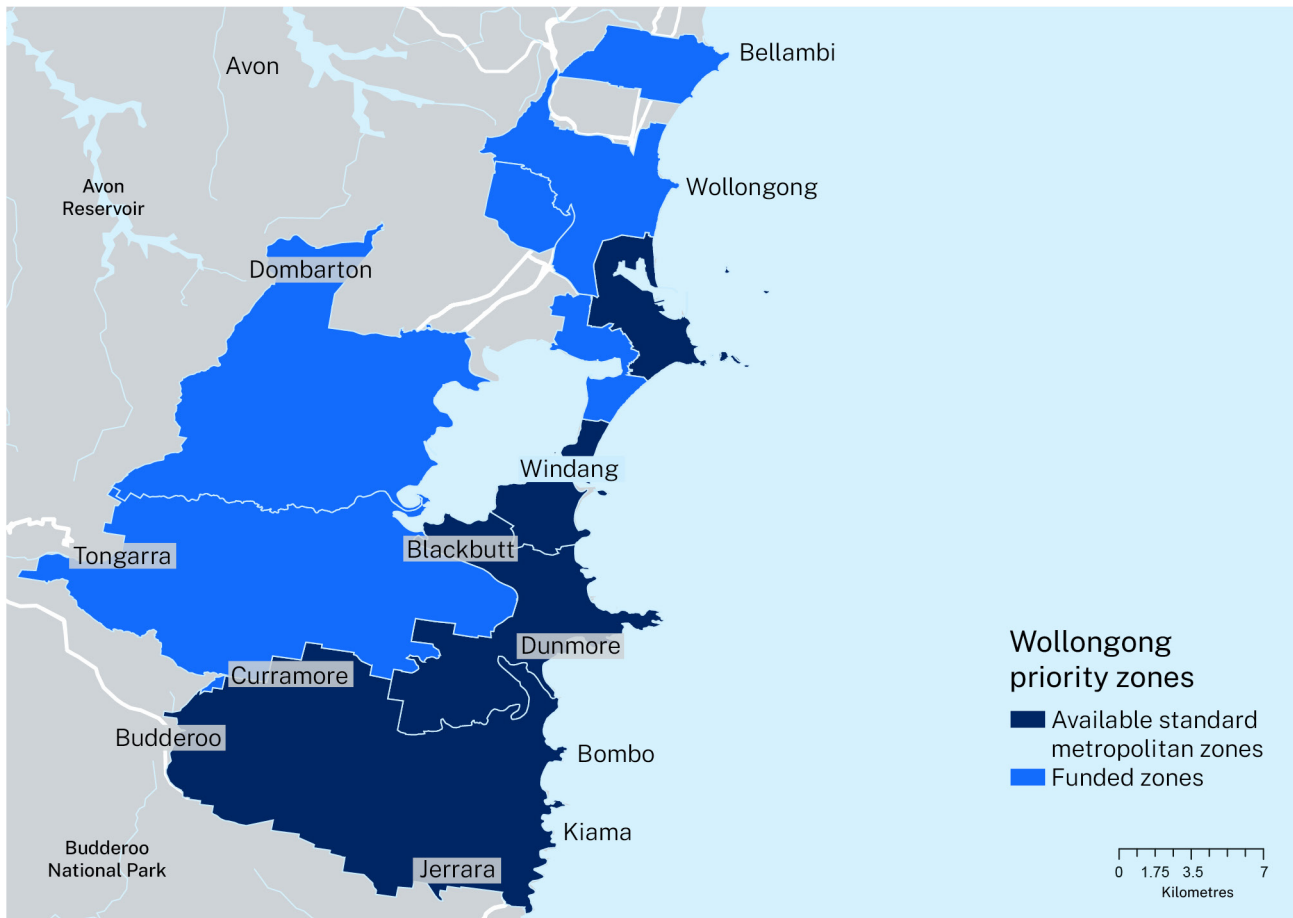


Figure 6 Wollongong zones

Already funded zones

Albion Park
 Avondale
 Bellambi
 Coniston
 Figtree
 Kemblawarra

Available standard metropolitan zones

Barrack Heights
 Blackbutt
 Bombo
 Cringila

Regional priority zones

The regional priority zones are shown in the images below (Figure 7, Figure 8, Figure 9 and Figure 10). The maps include chargers in regional towns as well as journey enablement chargers per region. In each of these images, zones marked in red are regional towns and zones marked in blue are journey enablement.

South East NSW priority zones

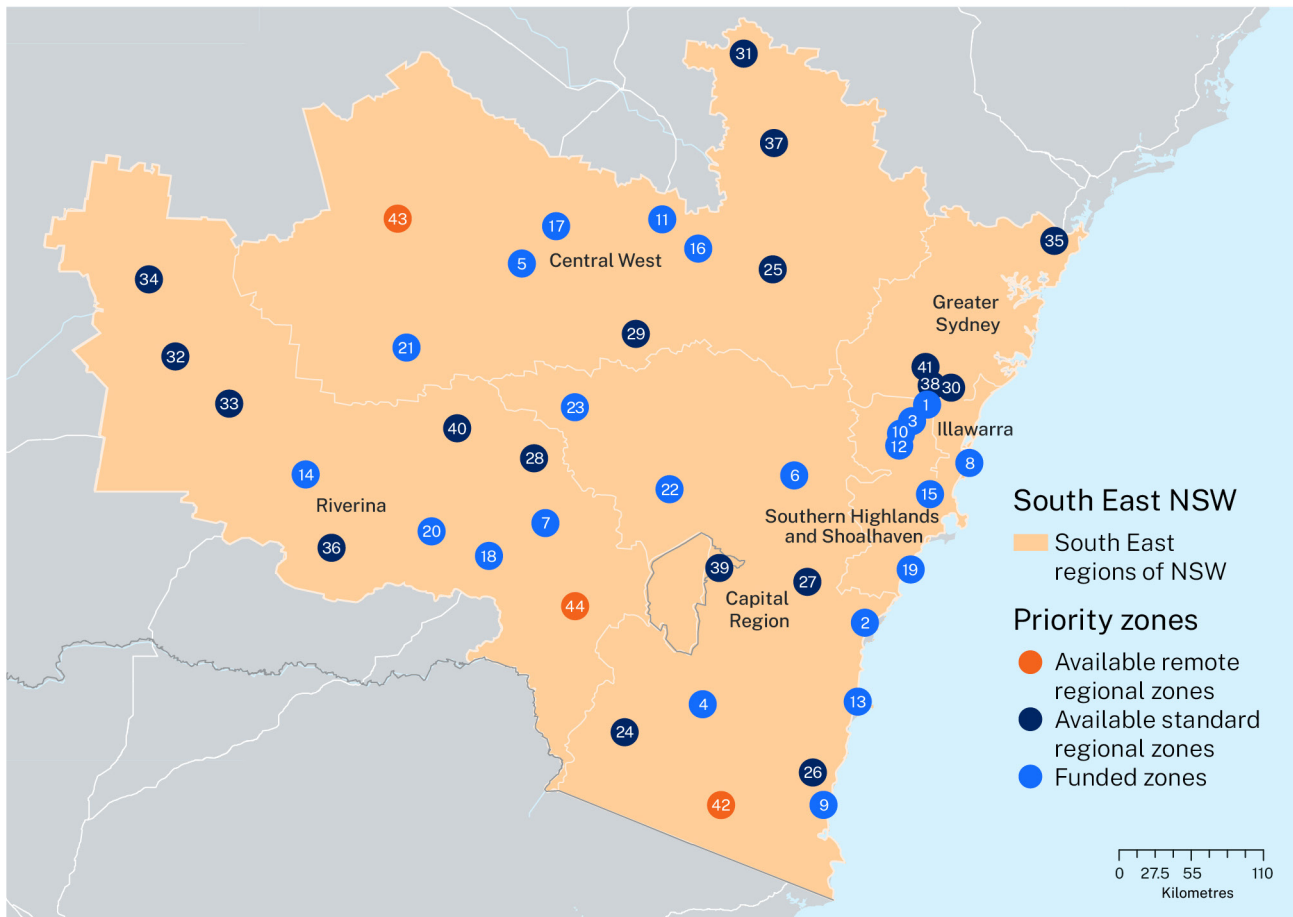


Figure 7 South East NSW zones

Already funded zones

Bargo (1)
Batemans Bay (2)
Colo Vale (3)
Cooma (4)
Forbes (5)
Goulburn (6)
Gundagai (7)
Kiama (8)
Merimbula (9)
Mittagong-Bowral (10)
Molong (11)
Moss Vale (12)
Narooma (13)
Narrandera (14)
Nowra (15)
Orange (16)

Parkes (17)
Tarcutta (18)
Ulladulla (19)
Wagga Wagga (20)
West Wyalong (21)
Yass (22)
Young (23)

Available standard regional zones

Bathurst* (25)
Bega (26)
Braidwood (27)
Cootamundra (28)
Cowra (29)
Douglas Park (30)
Dunedoo (31)
Goolgowi (32)

Griffith* (33)
Hillston (34)
Jindabyne* (24)
Jilliby (35)
Lockhart (36)
Mudgee* (37)
Picton (38)
Queanbeyan* (39)
Temora (40)
The Oaks (41)

Available remote regional zones

Bombala (42)
Condobolin (43)
Talbingo (44)

*Zone has been reopened from a previous round.

South West NSW priority zones

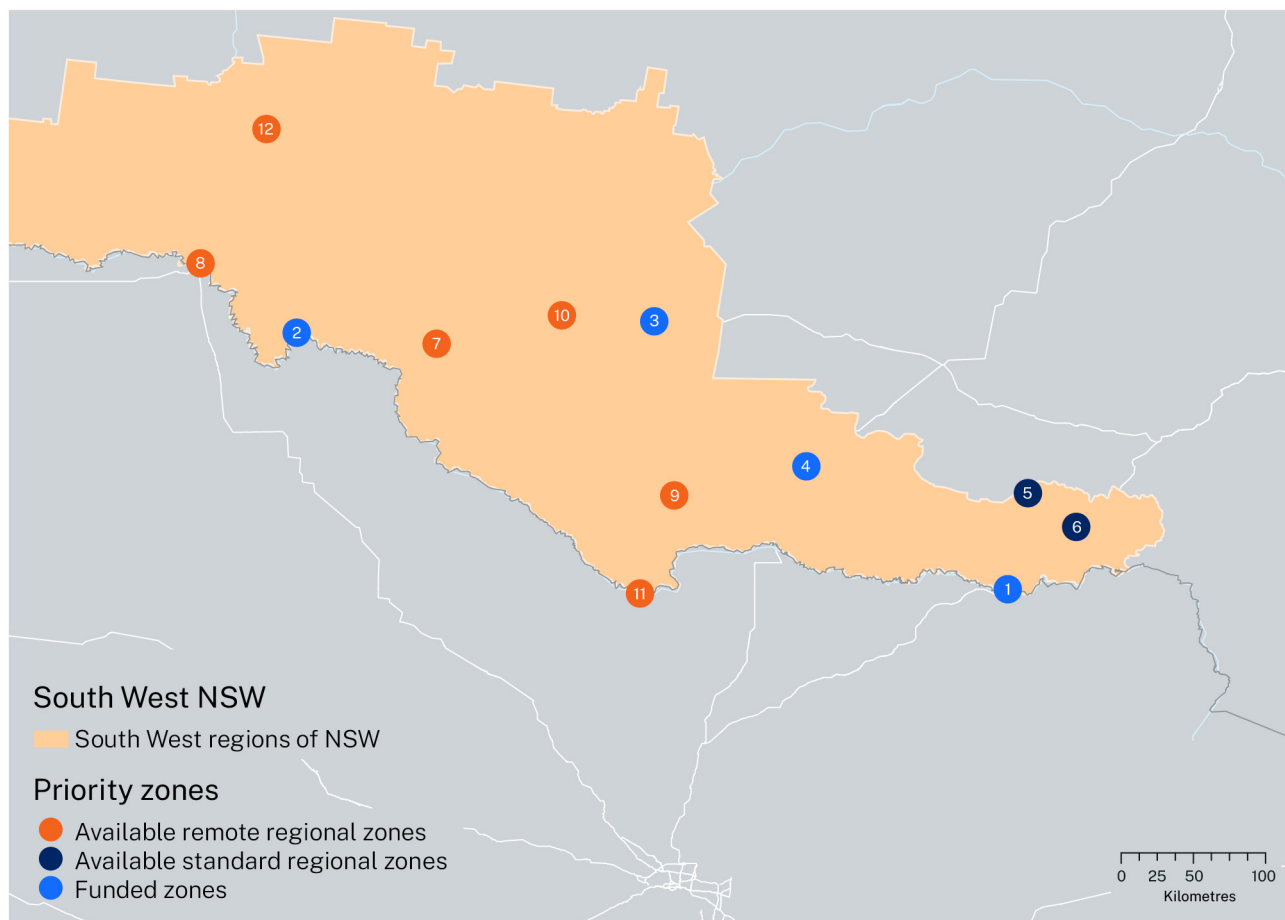


Figure 8 South West NSW zones

Already funded zones

- Albury (1)
- Euston (2)
- Hay (3)
- Jerilderie (4)

Available standard regional zones

- Henty (5)
- Holbrook (6)

Available remote regional zones

- Balranald (7)
- Buronga (8)
- Deniliquin (9)
- Maude (10)
- Moama (11)
- Pooncarie (12)

North East NSW priority zones

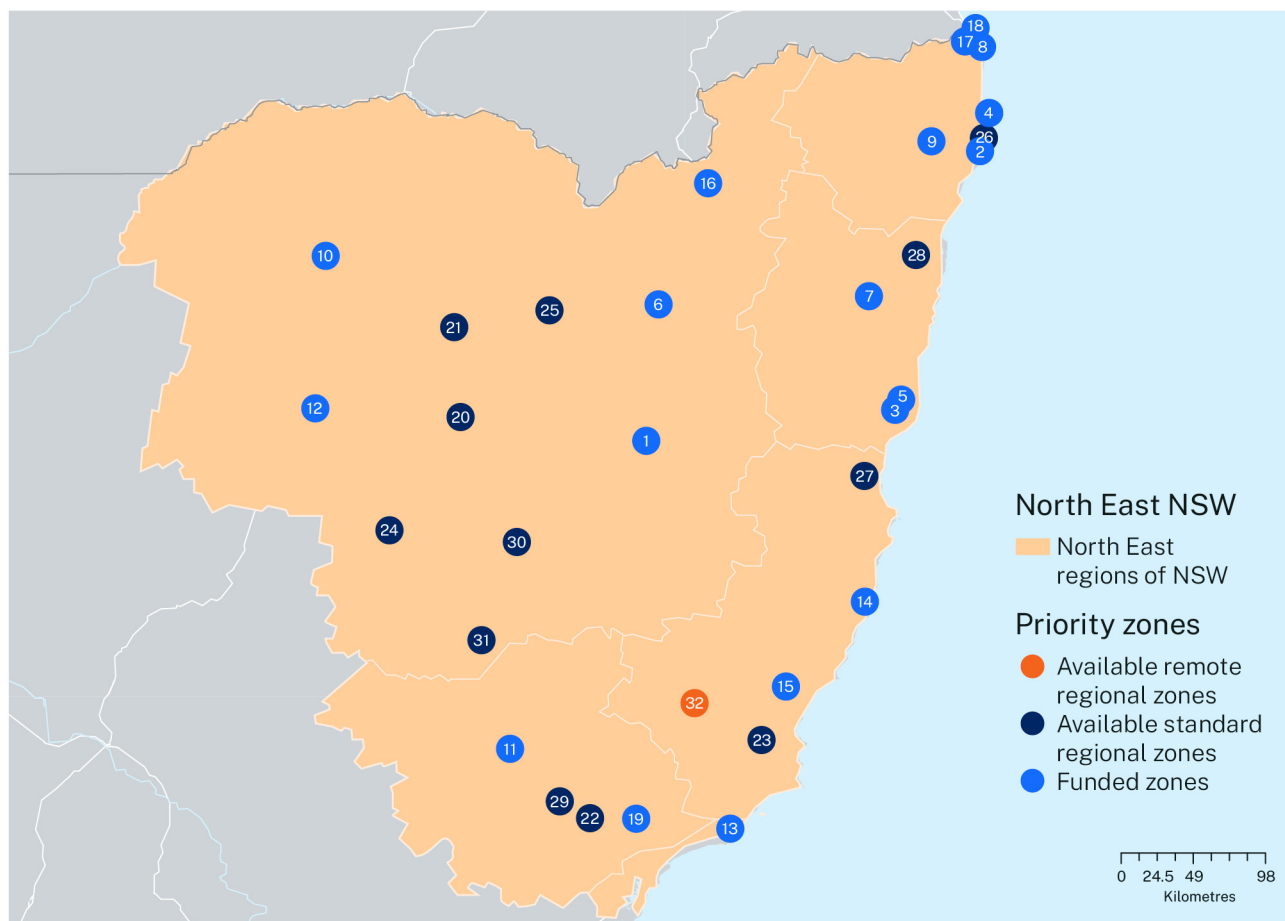


Figure 9 North East NSW zones

Already funded zones

- Armidale (1)
- Ballina (2)
- Boambee (3)
- Byron Bay (4)
- Coffs Harbour (5)
- Glen Innes (6)
- Grafton (7)
- Kingscliff (8)
- Lismore (9)
- Moree (10)
- Muswellbrook (11)

- Narrabri (12)
- Nelson Bay (13)
- Port Macquarie (14)
- Taree (15)
- Tenterfield (16)
- Terranora (17)
- Tweed Heads (18)
- Woodville (19)

Available standard regional zones

- Barraba (20)
- Bingara (21)
- Branxton (22)
- Coolongolook* (23)
- Gunnedah (24)
- Inverell (25)
- Lennox Head (26)
- Macksville (27)
- Maclean (28)
- Singleton* (29)

- Tamworth* (30)
- Willow Tree (31)

Available remote regional zones

- Gloucester (32)

*Zone has been reopened from a previous round.

North West NSW priority zones

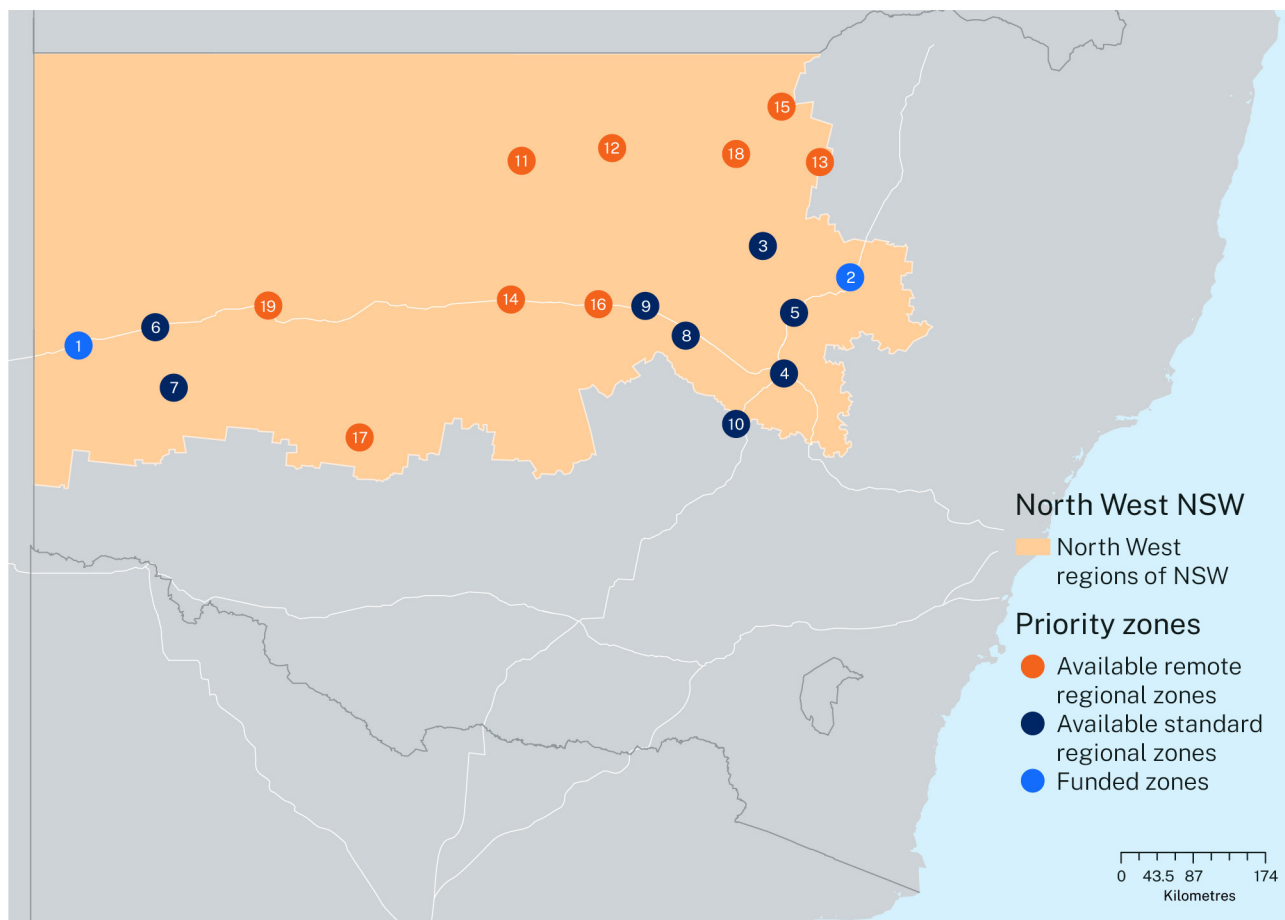


Figure 10 North West NSW zones

Already funded zones

Broken Hill (1)
Coonabarabran (2)

Available standard regional zones

Coonamble (3)
Dubbo* (4)
Gilgandra (5)
Little Topar (6)
Menindee (7)
Nevertire (8)
Nyngan (9)
Peak Hill (10)

Available remote regional zones

Bourke (11)
Brewarrina (12)
Burren Junction (13)
Cobar (14)
Collarenebri (15)
Hermidale (16)
Ivanhoe (17)
Walgett (18)
Wilcannia (19)

*Zone has been reopened from a previous round.

Appendix 5. Funding cap examples

Standard stream requirements

Applicants may allocate co-funding across standard charging stations within a bid as long as the total requested funding envelope does not exceed 50% of the standard site's total project value (SS-TPV) on average. An applicant's bid for standard stream zones must also not exceed \$300,000 per site on average.

As an example, an applicant may put in a bid for 25% of the capital cost of a charging station located in one standard zone, but 75% of the construction cost of a separate charging station in another standard zone location. As the total co-funding request does not exceed 50%, this bid would be deemed eligible. Applicants are advised to put forward co-funding requests for each station based

on the level of grant required, as not all charging stations included within a bid may be successful.

The final grant amount to be offered for the portfolio of charging stations must be below the maximum cap of 50% of the SS-TPV (that is, for all charging stations within a bid within this stream). If one or multiple proposed standard stations are not successful within a bid, this may result in revised co-funding amounts offered for remaining standard stations. The revised amount will be determined by the Department and is not negotiable. Please see the example of a funding allocation for stations within the standard stream in a bid in Table 10 below.

No.	Charging Station site location	Site type	Total project value (TPV)	Co-funding request (\$)	Co-funding request (%)
1	Greater Sydney	Standard metropolitan	\$1,000,000	\$200,000	20%
2	Greater Sydney	Standard metropolitan	\$800,000	\$250,000	31%
3	Greater Sydney	Standard metropolitan	\$950,000	\$300,000	32%
4	Greater Sydney	Standard metropolitan	\$900,000	\$200,000	22%
5	Newcastle	Standard metropolitan	\$800,000	\$500,000	63%
6	Central Coast	Standard metropolitan	\$800,000	\$500,000	38%
Total			\$5,250,000	\$1,950,000	34%

Table 10 Example of co-funding allocation across multiple standard charging stations

In the above example the applicant has requested different amounts for each charging station in the standard stream, requesting greater funding for the construction of the 2 standard regional charging stations. As the overall bid falls under 50% of the total cost of all stations combined, this bid would be eligible.

The above example has an average co-funding request of \$291,667 which is beneath the maximum average cap of \$300,000 for each standard charging station.

The \$5.25 million construction cost in this example would also need to include the costs of either onsite or offsite renewable energy generators and/or onsite battery storage solutions (if included) for the 2 regional sites.

Capital cost for renewable energy generation and battery storage in standard zones

The NSW Government co-funding contribution for each standard charging station can include the capital cost for on-site batteries or renewable energy generation sources if the overall co-funding request does not exceed 50% of the standard site's total project value (SS-TPV). This contribution can be pooled across the list of standard sites and used for a battery or renewable energy generator(s) on one or multiple standard charging stations across a bid. Greater merit will be given to bids that include renewable energy generators and battery storage.

Fast-track stream requirements

All streams will be separated in the application form. For fast-track zones, applicants may allocate requested co-funding across charging stations within a bid as long as the total requested funding envelope does not exceed 70% of the fast-track total project value (FT-TPV). An applicant's bid for fast-track stream zones must also not exceed \$450,000 per site on average.

As an example, an applicant may put in a bid for 95% of the capital cost of a charging station in one fast-track zone, but 45% of the capital cost of a charging station in another fast-track zone. As the total co-funding request for all stations located in fast-track zones does not exceed 70%, this bid would be deemed eligible.

Applicants are advised to put forward co-funding requests for each station based on the level of grant required, as not all charging stations included within a bid may be successful.

The final grant amount to be offered for the portfolio of fast-track charging stations must be below the maximum cap of 70% of the FT-TPV (that is, for all fast-track charging stations within a bid). If one, or multiple proposed fast-track stations are not successful within a bid, this may result in revised co-funding amounts offered for remaining fast-track stations. The revised amount will be determined by the Department and is not negotiable. Please see the example of a funding allocation for fast-track sites within a bid in Table 11.

No.	Charging Station site location	Site type	Total project value (TPV)	Co-funding request (\$)	Co-funding request (%)
1	Greater Sydney	Fast	\$1,000,000	\$250,000	25%
2	Greater Sydney	Fast	\$1,300,000	\$600,000	46%
Total			\$2,300,000	\$850,000	37%

Table 11 Example of co-funding allocation across a bid in the fast-track stream

In the above example the applicant has requested different amounts for each fast-track charging station, requesting slightly more funding for the construction of one fast-track station. As the overall bid falls under 70% of the total cost of all fast-track stations combined, this bid would be eligible.

The above example has an average co-funding request of \$425,000 which is beneath the maximum average cap of \$450,000 for each fast-track charging station.

The \$2.3 million construction cost in this example would also need to include the costs of either onsite or offsite renewable energy generators and/or onsite battery storage solutions (if included).

Capital cost for renewable energy generators and battery storage in fast-track zones

The NSW Government co-funding contribution for each fast-track charging station can include the capital cost for on-site batteries or renewable energy generation sources if the overall co-funding request does not exceed 70% of the fast-track site's total project value (FT-TPV). This contribution can be pooled across the list of fast-track sites and used for a battery/renewable energy generator(s) on one or multiple fast-track charging stations across a bid. Greater merit will be given to bids that include renewable energy generators and battery storage.

Standard regional stream requirements

For standard regional zones, applicants may allocate requested co-funding across charging stations within a bid as long as the total requested funding envelope does not exceed 50% of the standard regional total project value (RS-TPV). An applicant's bid for standard regional stream zones must also not exceed \$550,000 per site on average.

As an example, an applicant may put in a bid for 25% of the capital cost of a charging station in one standard regional zone, but 75% of the capital cost of a charging station in another standard regional zone. As the total co-funding request for all stations located in standard regional zones does not exceed 50%, this bid would be deemed eligible.

Applicants are advised to put forward co-funding requests for each station based on the level of grant required, as not all charging stations included within a bid may be successful.

The final grant amount to be offered for the portfolio of standard regional charging stations must be below the maximum cap of 50% of the RS-TPV (that is for all standard regional charging stations within a bid). If one, or multiple proposed standard regional stations are not successful within a bid, this may result in revised co-funding

amounts offered for remaining standard regional stations. The revised amount will be determined by the Department and is not negotiable. Please see the example of a funding allocation for standard regional sites within a bid in Table 12 below.

No.	Charging Station site location	Site type	Total project value (TPV)	Co-funding request (\$)	Co-funding request (%)
1	Regional NSW	Standard regional	\$800,000	\$500,000	63%
2	Regional NSW	Standard regional	\$1,000,000	\$250,000	25%
Total			\$1,800,000	\$750,000	44%

Table 12 Example of co-funding allocation across a bid in the standard regional stream

In the above example the applicant has requested different amounts for each standard regional charging station, requesting more funding for the construction of one of the 2 standard regional stations. As the overall bid falls under 50% of the total cost of all standard regional stations combined, this bid would be eligible.

The above example has an average co-funding request of \$375,000 which is beneath the maximum average cap of \$550,000 for each standard regional charging station.

The \$1.8 million construction cost in this example would also need to include the costs of either onsite or offsite renewable energy generators and/or onsite battery storage solutions (if included).

Capital cost for renewable energy generators and battery storage in standard regional zones

The NSW Government co-funding contribution for each standard regional charging station can include the capital cost for on-site batteries or renewable energy generation sources if the overall co-funding request does not exceed 50% of the standard regional site’s total project value (RS-TPV). This contribution can be pooled across the list of standard regional sites and used for a battery/renewable energy generator(s) on one or multiple standard regional charging stations across a bid. Greater merit will be given to bids that include renewable energy generators and battery storage.

Remote regional stream requirements

For remote regional zones, applicants may allocate requested co-funding across charging stations within a bid as long as the total requested funding envelope does not exceed 80% of the remote regional total project value (RR-TPV). An applicant’s bid for remote regional stream zones must also not exceed \$650,000 per site on average.

As an example, an applicant may put in a bid for 45% of the capital cost of a charging station in one remote regional zone, but 90% of the capital cost of a charging station in another remote regional zone. As the total co-funding request for all stations located in remote regional zones does not exceed 80%, this bid would be deemed eligible.

Applicants are advised to put forward co-funding requests for each station based on the level of grant required, as not all charging stations included within a bid may be successful.

The final grant amount to be offered for the portfolio of remote regional charging stations must be below the maximum cap of 80% of the RR-TPV (that is, for all remote regional charging stations within a bid). If one, or multiple proposed remote regional stations are not successful within a bid, this may result in revised co-funding amounts offered for remaining remote regional stations in the bid. The revised amount will be determined by the Department and is not negotiable. Please see the example of a funding allocation for remote regional sites within a bid in Table 13 below.

No.	Charging Station site location	Site type	Total project value (TPV)	Co-funding request (\$)	Co-funding request (%)
1	Regional NSW	Remote regional	\$1,100,000	\$950,000	86%
2	Regional NSW	Remote regional	\$800,000	\$250,000	31%
3	Regional NSW	Remote regional	\$950,000	\$600,000	63%
Total			\$2,850,000	\$1,800,000	63%

Table 13 Example of co-funding allocation across a bid in the remote regional stream

In the above example the applicant has requested different amounts for each remote regional charging station, requesting slightly more funding for the construction of one remote regional station. As the overall bid falls under 80% of the total cost of all remote regional stations combined, this bid would be eligible.

The above example has an average co-funding request of \$600,000 which is beneath the maximum average cap of \$650,000 for each remote regional charging station.

The \$2.85 million construction cost in this example would also need to include the costs of either onsite or offsite renewable energy generators and/or onsite battery storage solutions (if included).

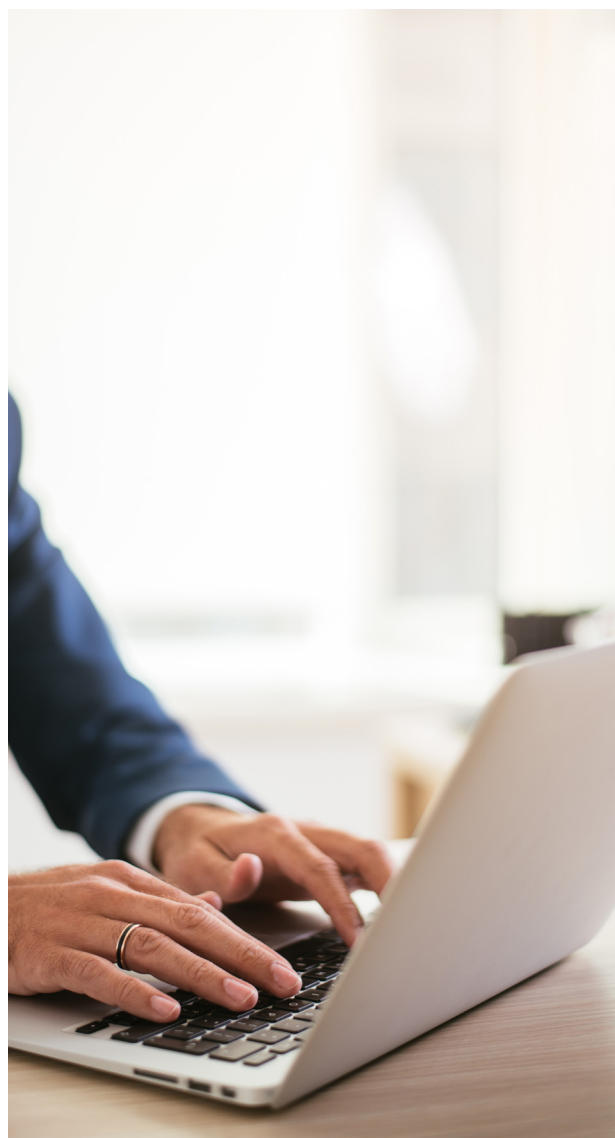
Capital cost for renewable energy generators and battery storage in remote regional zones

The NSW Government co-funding contribution for each remote regional charging station can include the capital cost for on-site batteries or renewable energy generation sources if the overall co-funding request does not exceed 80% of the remote regional site's total project value (RR-TPV). This contribution can be pooled across the list of remote regional sites and used for a battery or renewable energy generator(s) on one or multiple remote regional charging stations across a bid. Greater merit will be given to bids that include renewable energy generators and battery storage.

Overall bid

The 4 above examples of standard, fast-track, standard regional and remote regional streams can be applied for within a single competitive bid. The application form will request the information separately to help you calculate and meet the different threshold requirements.

Once all the stations have been completed for all streams, the application will summarise it all into an overall bid. A bid can contain stations from any and all streams, but those stations must meet the thresholds within each related stream. The example below is a compliant bid.



No.	Charging Station site location	Site type	Total project value (TPV)	Co-funding request (\$)	Co-funding request (%)
1	Greater Sydney	Fast	\$1,000,000	\$250,000	25%
2	Greater Sydney	Fast	\$1,300,000	\$600,000	46%
3	Greater Sydney	Standard metropolitan	\$1,000,000	\$200,000	20%
4	Greater Sydney	Standard metropolitan	\$800,000	\$250,000	31%
5	Greater Sydney	Standard metropolitan	\$950,000	\$300,000	32%
6	Greater Sydney	Standard metropolitan	\$900,000	\$200,000	22%
7	Newcastle	Standard metropolitan	\$800,000	\$200,000	25%
8	Central Coast	Standard metropolitan	\$800,000	\$500,000	63%
9	Regional NSW	Standard regional	\$800,000	\$500,000	63%
10	Regional NSW	Standard regional	\$1,000,000	\$250,000	25%
11	Regional NSW	Remote regional	\$1,100,000	\$950,000	86%
12	Regional NSW	Remote regional	\$800,000	\$250,000	31%
13	Regional NSW	Remote regional	\$950,000	\$600,000	63%
Total			\$12,200,000	\$5,050,000	41%

Table 14 Example of co-funding request across an overall bid including stations in both streams

In this example the average cost per station for stations proposed in the:

- standard metropolitan stream is \$275,000 and 32%
- fast-track stream is \$425,000 and 36%
- standard regional stream is \$375,000 and 44%
- remote regional stream is \$600,000 and 60%.

This makes the example a compliant bid as all thresholds are met.

For reference, the following thresholds need to be met:

- threshold 1: The total co-funding request of all standard metropolitan stream sites (SS-TPV) must be less than 50% of the total construction cost
- threshold 2: The total co-funding request for all standard metropolitan sites (SS-TPV) must be less than \$300,000 per site *on average*
- threshold 3: The total co-funding request of all fast-track stream sites (FT-TPV) must be less than 70% of the total construction cost
- threshold 4: The total co-funding request for all fast-track stream sites (FT-TPV) must be less than \$450,000 per site *on average*
- threshold 5: The total co-funding request of all standard regional stream sites (RS-TPV) must be less than 50% of the total construction cost
- threshold 6: The total co-funding request for all standard regional stream sites (RS-TPV) must be less than \$550,000 per site *on average*
- threshold 7: The total co-funding request of all remote regional stream sites (RR-TPV) must be less than 80% of the total construction cost
- threshold 8: The total co-funding request for all remote regional stream sites (RR-TPV) must be less than \$650,000 per site *on average*.



Appendix 6. Accountant declaration

Drive electric NSW EV fast charging grants Accountant declaration

Role of person making declaration	
Name	
Contact details	
Qualification	<input type="checkbox"/> Chartered Accountant <input type="checkbox"/> Certified Practicing Accountant <input type="checkbox"/> CPA Australia <input type="checkbox"/> Chartered Accountants Australia and New Zealand <input type="checkbox"/> Institute of Public Accountants
Membership number	
Applicant's name	
Applicant's ABN	

I declare that:

- On the basis of the evidence has supplied to me, I consider that is able to fund its share of the total cost of the proposed project from the following source of funding -
- This opinion is based on the applicant's share being out of total proposed project expenditure of

The applicant is part of a consolidated group for tax purposes. Yes No

Signature _____

Signed on this _____ day _____ of 20 _____

Appendix 7. Definitions

ABN: Australian Business Number.

Applicant: An eligible organisation or consortium of organisations as defined in Eligibility Criterion A, that applies for grant funding under the EV fast charging grants.

Battery electric vehicle (BEV): A vehicle that is fully electric and powered by an electric drivetrain. BEVs do not include plug-in hybrid or hybrid vehicles.

Behind the meter: When electrical equipment is located on a premises downstream from the electricity meter.

Bid: An application for funding from the NSW Government's EV fast charging grants made up of a proposal of one or more charging stations.

Charging bay: A designated parking spot where a single EV can charge using the EVSE of a charging station.

Charge point operator (CPO): A charging station owner and/or operator.

Charging network: A charging infrastructure system made up of multiple charging stations across NSW for the purpose of providing recharging at convenient locations.

Charging station: A publicly accessible location that can charge a EV containing one or more charging bays, inclusive of all necessary infrastructure and EVSE to support BEV and PHEV charging.

Co-fund: Financial support for successful project/s under the EV fast charging grants, provided by the Department and an applicant.

Commercial-in-confidence information:

Any information that discloses applicants' financing arrangements, cost structure, profit margins or full base case financial model; intellectual property for which applicants have an interest; any matter the disclosure of which would place an applicant at a substantial commercial disadvantage.

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.

Distributed network service provider

(DNSP): The entity who engages in the activity of owning, controlling or operating an electricity transmission or distribution system and who is registered by AEMO as a network service provider.

Eligibility criteria: The eligibility criteria for bids set out in [Table 6](#) of these guidelines.

Eligible expenditure: Expenditure of the kind defined as eligible in [Appendix 2](#) of these Guidelines.

Electric vehicle service equipment (EVSE):

A unit of fuelling infrastructure that supplies electric energy for the recharging of electric vehicles, such as BEVs. It is usually the unit that sits outside the vehicle on the wall or ground.

EVSE level: The power level (in kW) of a charging outlet in an EVSE.

EVSE mode: This is used to describe the safety protocol between the BEV and charging station.

EVSE type: The connector or plug being used to charge a BEV.

Fast-track stream: A sub-set of high-density urban areas located in metropolitan priority zones. These zones have special conditions and funding caps detailed in these guidelines.

Funding agreement: An agreement between the Department and a recipient under which grant funding is provided to the recipient.

Funding cap: The maximum amount of funding a successful applicant may receive from the Department, which is capped at a maximum of 50% of the total capital cost of construction for all charging stations included within a bid.

Geographic regions: The 8 geographic regions that make up regional and metropolitan NSW, as described in on [page 60](#).

Guidelines: This document, the approved framework for the operation and administration of the EV fast charging grants. This document will be amended and updated as needed to be current and accurate.

Hybrid electric vehicle (HEV): A vehicle that is powered by petrol and electricity. The electricity is generated by the car's own braking mechanism to recharge the battery. This is known as 'regenerative braking'. A HEV cannot be plugged in to charge.

In front of the meter: When electrical equipment connected directly into the electricity network, with a separate network connection to any electricity customer or load.

Knowledge and Data Information Sharing Plan: A plan agreed to by the Department conditional to a funding agreement. It affirms the knowledge and data sharing activities required of funding recipients.

kW (kilowatt): Refers to 1,000 watts, and used as a unit of measurement to express the output of power, such as the output of power for EVSE or a BEV's electric motor.

kWh (kilowatt-hours): A unit of energy marking the energy transferred in one hour by one kilowatt of power. BEV battery capacity is measured in kWh.

Manufacturer: Any natural or legal person who manufactures a product or has a product designed or manufactured and markets that product under his name or trademark.

Electric vehicle public charging master plan (master plan): A mapping tool for charging infrastructure in NSW. For the purpose of helping policy makers, charging infrastructure providers, energy utilities and tourism operators gain a mutual understanding of a future NSW charging network and plan the best possible outcomes for public fast charging in NSW.

Merit criteria: The merit criteria set out in [Table 7](#) of these guidelines.

Minister: Refers to the NSW Minister for Energy and Environment.

NEM: National Electricity Market.

NSW: The State of New South Wales.

Network: Unless stated otherwise, the electricity system operated by either a distribution network service provider or a transmission network service provider.

Department: The NSW Government agency which has the responsibility for the administration of the EV fast charging grants, which at the time of publishing of these guidelines is the Department of Climate Change, Energy, the Environment and Water.

Off-site: Taking place or situated away from a particular place or site.

On-site: Taking place or situated at a particular place or site.

Optimal zones: The key locations identified in the master plan that are required to support EV uptake across NSW, based on an analysis of the key features for siting public fast charging stations.

Original equipment manufacturer (OEM): A company that manufactures and/or imports equipment, such as vehicles or EVSE.

Passenger vehicle (PV): A vehicle designed primarily for the carriage of passengers, such as hatches, sedans and wagons.

Plug-in hybrid electric vehicle (PHEV): Vehicles that use both fossil fuel (petrol or diesel) and electricity to power both an internal combustion engine and electric motor. PHEVs have a fuel tank and an electric battery for energy storage. PHEVs can be recharged by plugging the vehicle into electric charging sources, and refuelled at conventional service stations.

Priority zones: A prioritised list of zones selected from the list of optimal zones for charging station development over the next 5–10 years as displayed in the NSW Electric vehicle public charging master plan.

Project: A project described in a bid for funding under the EV fast charging grants.

Pull through charging bay: A charging bay sized to accommodate a longer vehicle or a vehicle towing a trailer or caravan. Bay dimensions should accommodate an EV 5.3 metres in length connected to a caravan or boat trailer of 8 metres in length.

Remote regional zone: A priority zone identified as eligible for funding under the remote regional stream in [Appendix 4](#) of this document.

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

Smart chargers: Chargers that share data connections with the vehicle being charged and a charging operator. This data is hosted by a cloud-based application that helps monitor, manage and restrict the use of charging devices to manage energy consumption. Smart chargers can adjust the time of day that electric vehicles are charged and the rate of charging. By adopting smart chargers, vehicle owners can better manage their charging requirements, achieve cost savings and reduce the impact that electric vehicles have on the electricity grid.

Total project value (TPV): Means the total project cost that involves the capital costs and costs of services procured for the construction of a project, but excludes finance charges, land costs, mobilisation fees to the operations contractor and the costs payable to the distributor, national transmission company and/or a contractor for the distribution or transmission connection works.

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Electric Vehicle fast
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For more information

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