

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

Electric vehicle destination charging grants



Funding guidelines round 3

October 2024





Image by Destination NSW

Acknowledgement of Country

The Department Climate Change, Energy, the Environment and Water acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

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Image by Destination NSW

Introduction



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Introduction

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

In 2021, the NSW Government launched the [NSW Electric Vehicle Strategy](#) (the strategy) to make NSW the easiest place to buy and operate an electric vehicle (EV) in Australia.

The transport sector is currently the state's second largest source of CO₂ emissions and is predicted to become the state's leading source of emissions by 2035. It was responsible for 20% of all NSW emissions in 2021 and 88% of these emissions were from road transport¹. Half of the road transport emissions came from passenger vehicles. Reducing transport emissions is therefore crucial to meeting our net zero target.

The Electric Vehicle Council's (EVC) Consumer Attitudes Survey² (2021) found one of the biggest barriers to consumers purchasing plug-in EVs is range anxiety (battery charge). 69% of respondents regarded destination charging (EV chargers installed at locations such as hotels, restaurants and shopping centres where EV drivers typically spend longer periods of time than ultra-fast chargers along highways), as important to encourage the purchase a battery electric vehicle (BEV).

Under the strategy, the NSW Department of Climate Change, Energy, the Environment and Water ('the Department') has designed the EV destination charging grants (the grants). These grants are investing \$20 million to roll out widespread, public EV charging infrastructure at visitor destinations across regional NSW.

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

- overcome range anxiety and help to create a world-class EV charging network
- support destinations across regional NSW to be EV-ready

- support the growth of the NSW visitor economy and the ability to cater for an increasing number of EV drivers
- support the development of EV-friendly road trips across regional NSW.

Complementary to these grants, the NSW Government is delivering the EV fast charging grants. These grants will invest \$149 million to rollout fast charging infrastructure every 100km along major highways and every 5km in metro cities. The NSW Government's objectives of the grants are to:

- overcome range anxiety through the development of a broad, visible and accessible fast charging network across NSW
- ensure connectivity between metropolitan and regional areas
- future-proof the EV charging network beyond 2030
- co-fund private industry to build, own and operate the charging stations
- maximise grid support
- reduce emissions
- accelerate our transition to net zero.

Purpose

This document establishes the guidelines for the third funding round of the grants. The purpose of these guidelines is to provide rules and guidance to applicants intending to apply for co-funding to install and operate EV chargers in regional NSW and explain how this funding round differs from previous rounds.

Applicants should read these guidelines in conjunction with the [Frequently Asked Questions \(FAQ\)](#), and other supporting documentation provided on the [NSW Government website](#).

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

² <https://electricvehiclecouncil.com.au/wp-content/uploads/2021/10/2021-EVC-carsales-Consumer-attitudes-survey-web.pdf>

Key changes from previous funding rounds

Each funding round of the grants is unique and there are some significant changes to round 3 that differ from previous rounds of the EV destination charging grants.

The first 2 funding rounds of this program provided co-funding towards the purchase and installation of 7kW-22kW alternating current (AC) EV chargers at regional tourism sites. While there is great interest in attracting EV drivers to regional NSW, there are still challenges that may limit the ability of regional councils and tourism businesses to own and operate EV charging assets.

The third funding round is designed to overcome these challenges by co-funding private EV charge point operators (CPOs) to own and operate lower powered direct current (DC) public EV fast chargers at council and business-owned tourism sites across regional NSW, rather than owning and operating these assets themselves. This charging infrastructure will supplement the existing growing network of slower AC destination charge points and ultra-fast charging stations that enable EV travel across NSW.

Please read the below section carefully to familiarise yourself with these changes.

- Round 3 prioritises the installation of 24kW-100kW DC EV charging infrastructure along established [NSW road trip routes](#) across regional NSW.
- Grant funding will only be available to private CPOs looking to install and operate DC charging infrastructure at eligible sites that fall within an eligible zone. Eligible zones are along established road trip routes across regional NSW (refer to **Figure 2**).
- Councils and regional tourism businesses are ineligible to apply for round 3 but are encouraged to act as site-hosts for CPOs to install DC EV chargers at their site (via entering into a hosting or license agreement with a CPO and providing parking spaces). To register interest in becoming a site host, councils and regional tourism businesses can submit a [Site Host Expression of Interest \(EOI\)](#) form.
- There are 71 eligible zones where applicants can apply to install EV chargers.
- Grant applications will undergo both eligibility and merit assessment.



Image by Destination NSW



Image by DCCEW


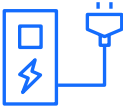

Round 3 grants snapshot

Round 3 grants snapshot

Table 1 Round 3 grants snapshot

 <p>\$12,000,000 (ex GST)</p> <p>Total funding available this funding round</p>	 <p>\$4,000,000 (ex GST)</p> <p>Maximum NSW Government contribution per applicant</p>	 <p>12 months</p> <p>Maximum installation timeframe after finalisation of funding agreement</p>
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Sites

		
<p>Maximum number of sites per application</p>	<p>Minimum number of charging plugs/bays required per site</p>	<p>Maximum NSW Government contribution per site</p>
<p>There is no limit on the number of sites proposed in an application provided the overall request for co-funding does not exceed \$4,000,000 per applicant.</p> <p>A site is defined as a unique address with specific longitude and latitude coordinates.</p> <p>A maximum of 2 sites can be awarded per applicant in each eligible zone.</p>	<p>2 parking bays to service 2 x DC plugs</p> <p>1 x AC plug for redundancy</p> <p>(AC charger redundancy is not required for sites applying for more than 2 DC plugs or if a site has an existing AC 7kW-22kW charger)</p>	<p>Green Zones</p> <p>Up to 80% of total site project costs capped at \$100,000 (ex GST) per site.</p> <p>Blue Zones</p> <p>Up to 80% of total site project costs, capped at \$200,000 (ex GST) per site.</p>

Eligibility



Eligible grant applicants
Charge Point Operators (CPOs)



Eligible areas
71 eligible zones as per the [destination charging map](#)



Eligible site host locations
Site host must meet the criteria listed in **Table 4**.



Eligible EV charger size
DC charging plugs each able to provide a power output of 24kW-100kW

7kW-22kW AC redundancy



Eligible plug types
Combined Charging System (CCS2) DC

Type 2 AC



Image by DCCEE/Good Chat



Image by DCCEE/Good Chat

Timeframes

Timeframes

Intended timeframes for submission, assessment, and project delivery will follow the schedule in Figure 1. The NSW Government may exercise discretion to amend these timeframes if required.

Figure 1 Timeframes for submission, assessment, and project delivery

	<ul style="list-style-type: none">• Grants open• Applications submitted	3 months
	<ul style="list-style-type: none">• Eligibility and merit assessment	2 months
	<ul style="list-style-type: none">• NSW Government approval• Notification of assessment outcomes• Funding agreement signed• Announcement	3 months
	<ul style="list-style-type: none">• Charging site installation and milestone payments• All charging sites evidenced as operational• All requirements as outlined in the funding agreement are met	12 months
	<ul style="list-style-type: none">• Project acquittal and final milestone payments	6 months



Image by Destination NSW

Eligibility criteria

Applicant requirements

To be eligible for co-funding, applicants must:

- be a charge point operator that is either:
 - an entity incorporated under the *Corporations Act 2001 (Cth)*
 - a state-owned corporation or subsidiary of an Australian state or territory owned corporation
- provide a current ABN for their organisation and any other partner organisations in the application
- hold the following insurances:
 - \$20 million public liability
 - Workers' compensation.

Applications will be assessed against the **eligibility and merit criteria** listed on page 23. All applicants will be assessed on their capacity to build, own, and operate a network of public DC charging assets.

Regional tourism businesses and councils are encouraged to apply to host charging stations at their site(s) by completing a [Site Host EOI form](#).

Eligible zones

NSW Government offers a range of funding programs that support the development of a comprehensive network of AC and DC EV public charging infrastructure across NSW. The term 'eligible zones', 'priority zones', and 'optimal zones' have been used in the Electric vehicle fast charging grants, Electric vehicle kerbside charging grants and Electric vehicle destination charging grants programs to identify key areas across the State that require the installation of EV charging infrastructure.



Image by Destination NSW

For this funding round, eligible zones are areas where 24kW-100kW DC chargers are required to fill EV charging gaps along established NSW road trip routes. These routes are managed and promoted by Destination NSW and feature as existing tourism products on the NSW Government's official tourism website, [Visit NSW](#). The grants intend to support the transition of these NSW road trip routes to become EV-friendly and support tourism travel in regional NSW. 71 eligible zones have been identified along road trip routes where additional lower-powered DC chargers are required to support EV tourism in regional NSW. These can be seen in **Figure 2** and the [round 3 eligible zones online map](#).

Two funding tiers (green and blue zones) have been established that consider existing EV charging infrastructure, network constraints, traffic flow, EV uptake and charger utilisation projections (**Table 3**). The difference between the green and blue eligible zone funding caps reflects potential complexities and challenges that may exist in identified blue zones based on these considerations.

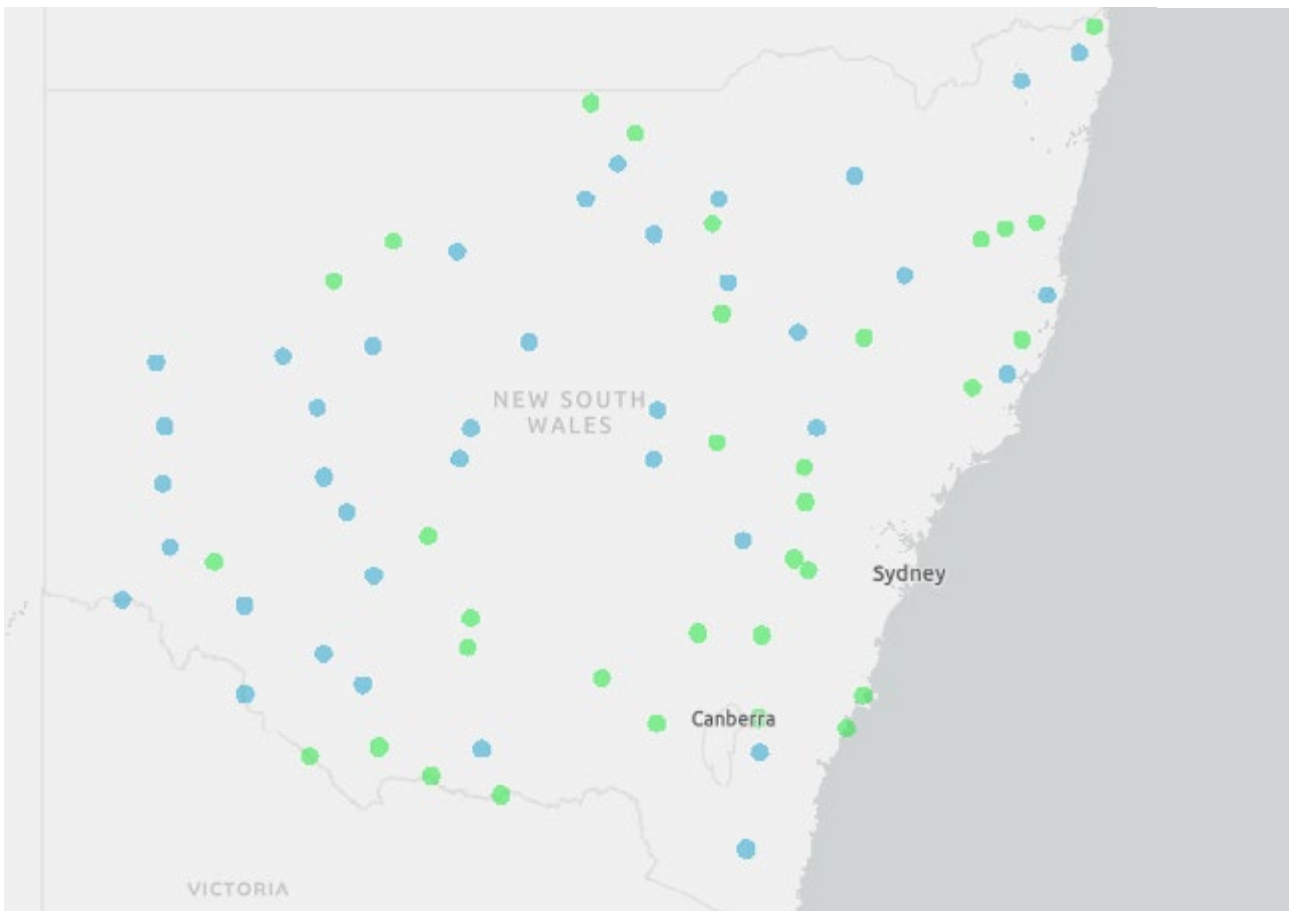
Applicants are encouraged to apply for multiple sites across all eligible zones and the NSW Government reserves the right to award funding to multiple applicants within each eligible zone.

However, the NSW Government will not approve funding at more than 2 sites per applicant within a given zone to ensure an equitable spread of chargers and operators across all zones.

Table 3 Round 3 eligible zones

	Green zones	Blue zones
Number of eligible locations	33	38
Co-funding available per site	Up to 80% of total project costs (capped at \$100,000 ex GST per site).	Up to 80% of total project costs (capped at \$200,000 ex GST per site).

Figure 2 Round 3 eligible zones map



To view eligible zones in more detail refer to the [destination charging map](#).

Site requirements

There is no limit to the number of sites proposed in an application. However, through the assessment process, the NSW Government will cap any funding awarded to successful applicants at a maximum of \$4 million (ex GST).

Applicants must commit to installing and commissioning all sites within 12-months of executing their funding agreement with the NSW Government.

Proposed charging sites must meet all eligibility requirements listed in Table 4 below.



Image by DCCEEW

Table 4 Site eligibility requirements

Requirement type	Site eligibility requirements
Location*	Site is located within a Green Zone , or Blue Zone
Access	<ul style="list-style-type: none"> • Parking spaces and EV chargers are available to the public for a minimum of 10 hours per day, 7 days per week • No additional fees for site access (e.g. paid parking) • Installed in a parking location that allows for safe public access
Site letter of support	To be eligible for co-funding, applicants must provide a letter of support from each site host where proposed EV chargers are to be installed.
Accessibility	Applications must demonstrate how access for people with disability has been considered at each proposed location, including the height and access to use screens and the usability of digital and physical infrastructure for people with various types of disabilities.

* Please note that grant funding will not be eligible for site addresses already approved for NSW Government funding under previous rounds of the EV destination charging grants or under previous rounds of the EV fast charging grants approved prior to this grant's application closing date. Approved sites that have been removed from funding agreements by the NSW Government may be considered.

EV charging site hosts

It is common practice for CPOs to own and operate EV charging equipment without owning the land where those chargers are installed. CPOs typically work with landowners (private businesses or councils) on a commercial arrangement to host EV chargers at sites they own or manage.

The NSW Government has compiled a database of sites that may be interested in hosting DC charging infrastructure across regional NSW. This growing database helps CPOs identify potential site hosts that may be willing to support a grant application within this funding round. CPOs can choose to use this list or identify site hosts outside of this process. The responsibility for determining the suitability of a site from this list to host chargers under this funding round sits within the grant applicant, as does the securing of a letter of support and any subsequent lease negotiations.

The NSW Government provides no guarantee that any site listed:

- will agree to an applicant's request to host an EV charger on their site
- has been identified or verified as a suitable site
- remains contactable by potential CPOs.

To request this list, CPOs may email the program team at electric.vehicles@environment.nsw.gov.au. The program team will assess the request to check the CPO has an active grant application in the SmartyGrants application portal and is a bona-fide organisation seeking to carry out business in relation to this grant funding round. If the request is successful, a secure link containing the site host list will be shared with the CPO accordingly.

The NSW Government reserves the right to reject grant applications from any applicant who is found to have used this list inappropriately or for the purpose of spamming or unnecessarily targeting site hosts. The determination of the appropriate use of this list will be at the NSW Government's discretion.

Letters of support

Applicants are required to submit a [letter of support](#) using the NSW Government template from each site host within their grant funding application.

Letters of support must include the same site addresses as those submitted in the grant application and must confirm that proposed sites:

- agree to the number of proposed plugs/parking bays for that site
- agree to support all necessary charger installation activities including any required site capacity upgrades within the designated 12-month window following funding agreement execution
- will not be impacted by any scheduled site re-development in the next 5 years that would impact the charger installation or make charger usage inaccessible for longer than a 30-day period
- will have parking and EV charging available to the public for at least 10 hours a day, 7 days per week
- agree that relevant staff will be trained in the method of communicating/reporting issues and reaching customer support.



Image by DCCEEW/Tad Souden

EV charger technical requirements

To be eligible for co-funding, all EV chargers must meet the technical requirements listed in Table 5 below. Applicants must propose a minimum of 2 plugs supporting a minimum of 2 parking bays per site.

Table 5 EV charger technical requirements

Requirement type	EV charger technical requirements
Hardware	<p>NSW Government co-funding will be available for a minimum of 2 bays serviced by:</p> <ul style="list-style-type: none"> ● 2 x DC charging plugs, with each plug able to provide a power output of 24kW-100 kW. <ul style="list-style-type: none"> – This can be achieved through a variety of charger configurations and sizes as suited to the average dwell time and available power capacity at each site. <p><i>Grant applicants are allowed to propose higher capacity DC chargers at each site, provided that the NSW Government funding will be capped at the amounts set out in these funding guidelines and that installation is still completed within 12-months.</i></p> <ul style="list-style-type: none"> ● 1 x AC charging plug with a maximum 22kW power output for site redundancy. <ul style="list-style-type: none"> – Applicants must propose where this charger will be located to supplement the 2 x DC charging plug and 2 bay minimum requirement. – AC charger redundancy is not required for sites applying for more than 2 DC plugs or if a site has an existing AC 7kW-22kW charger. ● CCS2 for DC chargers. ● Type 2 socket outlet (untethered cable) for AC charger. ● Minimum of Open Charge Point Protocol (OCPP) 1.6 and / or OCPP 2.0 communications capability, over at least one of ethernet, WiFi or 4G network. ● Rated IP54 or higher for ingress protection. ● Rated IK08 or higher for impact protection.
Load Management	<ul style="list-style-type: none"> ● Include charging units that can be dynamically managed. ● AC charging plugs may utilise load management functionality to reduce available power base on connection capacity and utilisation of the DC chargers.
Software	<ul style="list-style-type: none"> ● Can remotely manage the EV charger. ● Is available and supported within Australia. ● Customer facing app or interface available on Android and Apple iOS operating systems for users. ● Compatible with OCPP 1.6 and/or OCPP 2.0. ● Can publicly show prospective users the availability status of the EV charger. ● Can publicly show prospective users the availability status of the EV charger via the EV Council's Charge at Large app.
Pricing and payment options	<ul style="list-style-type: none"> ● DC charger(s) must provide an option for contactless payment that supports credit and debit card transactions that does not require a payee's mobile or internet signal. This requirement is optional for chargers installed for AC redundancy or existing chargers at eligible sites. ● Sites must clearly display pricing without the payee requiring mobile or internet signal to access the pricing. Pricing may be comprised of elements including: <ul style="list-style-type: none"> – cents per kWh – cents per minute – cents per session.

Operational requirements

To be eligible for co-funding, applications must meet the operational requirements listed in Table 6 below.

Table 6 Operational requirements

Requirement type	Operational requirements
Ownership, operation, and maintenance	<p>Outline a clear model for the ongoing ownership, operation and maintenance of each EV charger which outlines:</p> <ul style="list-style-type: none"> • installation and maintenance will be conducted in accordance with <i>AS/NZS 3000:2018 Electrical Installations</i> • a maintenance plan with a commitment to maintaining chargers in a serviceable condition for a minimum of 5 years from the date of installation • responsibility and resourcing for ongoing customer support and maintenance • methods of payment collection • any other ancillary inclusions that will be provided at the charger (e.g. advertising, signage etc.).
Renewable energy	<p>All chargers must source renewable electricity for 100% of electricity used at all charging sites in perpetuity. Renewable energy sources must be one of the following:</p> <ul style="list-style-type: none"> • on-site renewable energy generators • off-site renewable energy generators • surrender of green products that certify renewable electricity generation (e.g., large-scale generation certificates) • a combination of the above.
Instructional signage	<p>Sites must also include instructional signage on how to use the EV chargers. Signage must:</p> <ul style="list-style-type: none"> • be clearly visible to the user at the charging site or accessible via a QR code displayed on the EV charger • include customer service contact details of the EV charger operator.



Image by DCCEE/Good Chat

Table 6 Operational requirements (continued)

Requirement type	Operational requirements
Customer service	A clear plan showing how staff at the proposed locations will be trained in charger operation, how EV drivers will have access to customer support and the method of communicating and reporting issues, particularly for sites that are unmanned during operating hours. Each grant recipient must maintain a support service line that is accessible 24/7.
Location	Location and operational details of each EV charger must be published on the following online public platforms: <ul style="list-style-type: none"> • Google Maps • Plugshare • EV Council’s Charge at Large app³.
Branding	Adhere to the NSW Funding Acknowledgement Guidelines including clearly displaying a ‘Co-funded by the NSW Government’ decal sticker on all co-funded EV chargers. Grant applicants can also submit designs for vinyl decal wraps to be installed on their proposed charger(s) that incorporate the NSW Government branding in the design. Any third-party branding or advertising must not conceal the NSW Government branding.
Uptime	Ensure each charging location 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 will require successful grantees to report uptime and charger availability through a third-party service provider, such as the EV Council’s Charge at Large app.

EV-only signage and pavement marking

It is at the site host and applicant’s discretion whether to install EV only parking signage and pavement markings or not.

Whilst the installation of EV only signage isn’t a requirement to receive NSW Government funding in this round, if an applicant and site host wish to include it, they are encouraged to follow the approved NSW regulatory parking signage and pavement markings shown in **Appendix 4**.

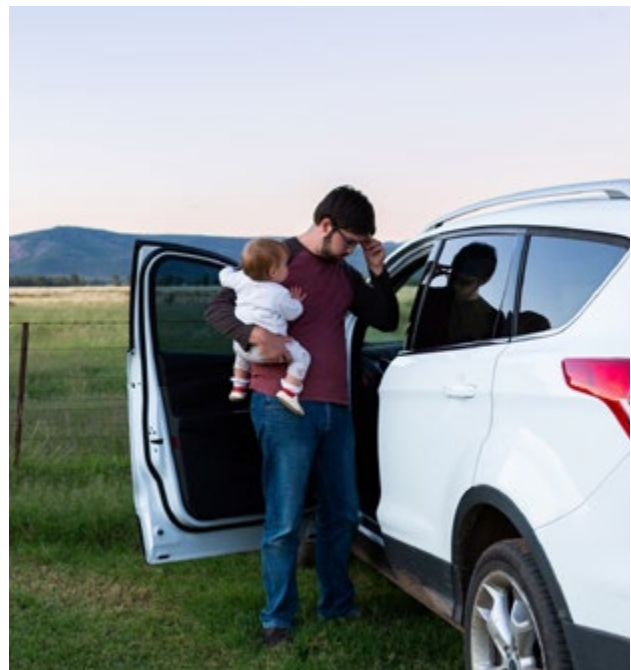


Image by DCCEEW

³ Applicants must agree to sign-up to use the EV Council’s Charge at Large app as a means for providing location information and usage data outlined in Table 12: Reporting requirements.



Image by Destination NSW

Merit criteria

Merit criteria

Applications that meet the eligibility criteria will be competitively assessed against a suite of merit criteria. NSW Government will score each site and application according to the criteria set out in Table 7.

The decision to select applications for merit assessment and award funding, which as a combination of applications represent the best alignment with the program objectives, is at the discretion of NSW Government. After merit assessment, the NSW Government may consider any materials submitted, presentations or representations made during the assessment process to decide whether to award funding.

Table 7 Merit criteria

Merit criterion	Required information
Strategy and vision	<ul style="list-style-type: none"> • An overview of the applicant’s corporate strategy regarding EV charging and operating a DC charging network. • The rationale for the total number of sites in the application. • The rationale for the proposed location of chargers across different zones in the application.
Previous experience	<ul style="list-style-type: none"> • An overview of similar projects, including whether similar timeframes and budget expectations were realised.⁴ • The use of hardware and software solutions that have a proven track record, provide high reliability and create a positive user experience.
Project delivery plan	<ul style="list-style-type: none"> • An overview of how each proposed site will be managed and delivered on time, including but not limited to: <ul style="list-style-type: none"> – expected timeframes for projects to become operational – the readiness of projects to commence construction – how all charging units will be dynamically managed, demonstrating efficient energy use and load management – the ability for the site(s) to deliver energy to drivers at rated capacity of proposed chargers – identification of roles and responsibilities including profiles of key project team members at each proposed site – identification of key project delivery risks and how these will be managed – rationale for the charger types, capacities (kW) and configuration proposed at each site.
Maintenance and customer service plan	<ul style="list-style-type: none"> • An overview of ongoing ownership, operation and maintenance at each site, including but not limited to: <ul style="list-style-type: none"> – responsibility and resourcing for timely customer support and maintenance at each proposed site – how a commitment to maintaining chargers in a serviceable condition for a minimum of 5 years from the date of installation has been considered – maintenance schedules and expected timeframes for reactive maintenance, including how you will meet the minimum uptime requirement – how chargers will be decommissioned or replaced at their end of life

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

Table 7 Merit criteria (continued)

Merit criterion	Required information
Financial plan	<ul style="list-style-type: none"> ● A breakdown of the total installation cost estimates per site including (where available and applicable): <ul style="list-style-type: none"> – EV charger hardware and associated components – civil and electrical works – electricity supply authority connection fees (if required) – planning approval (if required) – installation of NSW Government approved regulatory parking signage and pavement marking (if required). ● annual operational and maintenance cost estimates including (where available and applicable): <ul style="list-style-type: none"> – electricity – hardware and software maintenance – customer service – site license agreement and/or ongoing parking space leasing. ● revenue forecasts for multiple charger usage scenarios (i.e. low, medium and high) including: <ul style="list-style-type: none"> – number of charge sessions per day, expected dwell times, expected kWh delivered per charge session – user costs, methods of payment, and how proposed fees reflect appropriate market pricing for charger power output and dwell time – rationale for any assumptions made – payback periods with and without NSW Government co-funding.
Tourism merit and amenities	<ul style="list-style-type: none"> ● Demonstrate how each proposed site meets a tourism category outlined in Appendix 2 and/or is listed in the Australian Tourism Data Warehouse. ● Demonstrate how the EV chargers located at the proposed site will support the regional NSW visitor economy. ● Demonstrate the length of time the EV chargers will be made available at each proposed site within a 24-hour period and how this relates to the operational business hours of each site. ● Demonstrate the strengths and features of each proposed site such as whether a site: <ul style="list-style-type: none"> – is co-located with local amenities or attractions – includes restrooms – is safe and has suitable public lighting during all hours of operation.



Image by Lismore City Council

Funding

Funding caps

Co-funding amounts and caps for eligible charger installations in **green zones** and **blue zones** are shown in Table 8 below. There is no limit to the total number of sites that applicants can apply for within an application. However, through the assessment process, the NSW Government will cap any funding awarded to successful applicants at \$4 million ex GST, and may award funding to a maximum of 2 sites within each eligible zone per application.

Table 8 Eligible zone co-funding amounts

Green Zones	Blue Zones
Up to 80% co-funding available per site (capped at \$100,000 ex GST per site)	Up to 80% co-funding available per site (capped at \$200,000 ex GST per site)

Eligible expenditure and exclusions

Funding must only be used for eligible expenditure activities related to the installation of EV chargers as outlined in **Table 9**. 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, eligible expenditure is defined by the following principles:

- Expenditure related directly to the construction of the approved EV charging project sites.
- Non-cash contributions (in-kind contributions) are not preferred and should not be included in the budget. Applicants or grant recipients will be provided the opportunity to request approval for inclusion of in-kind expenditure in the project budget. They must be able to 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 charged at cost, with no added profit, unless the recipient can prove to the Department that the transaction has been handled fairly and independently. 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.
- Expenditure will need to be proven by grant recipients before milestone payments are made (with the exception of milestone one, see **Table 10**).

Table 9 Eligible expenditure

Cost type	Description	Eligible for co-funding
Equipment	EV charger hardware	Yes
	Associated components required to connect to an electrical supply (e.g. electricity meters, residual-current device (RCD) protection)	Yes
	Equipment required to connect charging stations to the internet (e.g. data cabling, modems)	Yes
Installation	Civil and electrical works required for installation and connection to an electrical supply (e.g. civil and/or electrical design, electrical cabling, crash protection)	Yes
	Submetering, upgrades to existing electrical infrastructure and provision of new circuits	Yes
	Electricity supply authority connection fees	Yes
	Energy Management Systems (EMS)	Yes
	Line marking, bollards, wheel stops and lighting	Yes
	Installation of regulatory parking signage and pavement markings (applicants are encouraged to follow the NSW Government regulatory parking signage and pavement marketings in Appendix 4)	Yes
	EV chargers proposed in locations outside of eligible zones	No
	EV chargers installed at proposed sites prior to grant application submission	No
On-site renewables and battery storage	On-site renewable energy generators and battery storage solutions	Yes
Administrative	Planning and approval fees (where applicable)	Yes
	Grant application costs	No
	Feasibility studies, business case development	No
Software and services	Subscription for EV charger software for each approved EV charger	No
Ongoing costs	Internet/data costs	No
	Energy costs	No
	Maintenance costs	No

Milestone payments

There will be 3 milestones across each approved site within an application. The final grant value and milestone payments will be detailed in each funding agreement.

Indicative milestones are shown below in Table 10.

Table 10 Indicative milestone payments

Milestone	Funding payment description	Evidence required	Nominal funding percentage
1	Milestone payment to be requested and paid upon signing of the funding agreement with one invoice for all sites approved within an application.	Signing of funding agreement, acceptance of project documentation and approval of proposed project sites.	20%
2	<p>Milestone payment to be requested and paid once approved charging site is operational and open to the public.</p> <p>Documentation must be submitted and accepted by the Department demonstrating the completed site meets requirements outlined in these guidelines and the funding agreement.</p> <p>Evidence of each site completed must be submitted for the NSW Government's review and approval within 8 weeks of a site being operational.</p> <p>Milestone payment can be invoiced per site or for a proportion of total completed sites.</p>	<p>Evidence for each site completed to include, but not limited to:</p> <ul style="list-style-type: none"> • Evidence of successful site commissioning • Landowner's consent • Electricity Supply Authority grid connection approval • Electricity Supply Authority facilities access agreement (if required) • Planning approval (if required) • Council traffic committee approval (if required) • Online Certificate Compliance Electrical Work (CCEW) • Evidence of the relevant charging sites being fully operational and open to the public, in a form and substance satisfactory to the Department • Evidence of the location details of each EV charger on Google Maps, Plugshare and the EV Council's Charge at Large app • Evidence of approved NSW Government branding on the relevant EV chargers • Costs incurred per eligible expenditure outlined in these guidelines. 	75%

Table 10 Indicative milestone payments

Milestone	Funding payment description	Evidence required	Nominal funding percentage
3	<p>Milestone payment to be requested and paid once approved charging site is operational and open to the public for 6 months.</p> <p>Documentation must be submitted and accepted by the Department demonstrating the site meets requirements outlined in these guidelines and the funding agreement.</p> <p>Milestone payment can be invoiced per site or for a proportion of total completed sites.</p>	<p>Evidence for each site completed to include, but not limited to:</p> <ul style="list-style-type: none"> • Details of energy usage • Data on the usage of each EV charger • Data on maintenance and uptime • Financial acquittal including closing financial statement for project signed by Chief Finance Officer. 	5%

Total project value

If the total project value (TPV) of any proposed charging project site changes during the project timeframe, the Department 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,
- if an approved site(s) is withdrawn, the NSW Government may assess costs expended to date and may consider off-setting a proportion of paid co-funding against other sites outlined in the Funding Agreement.

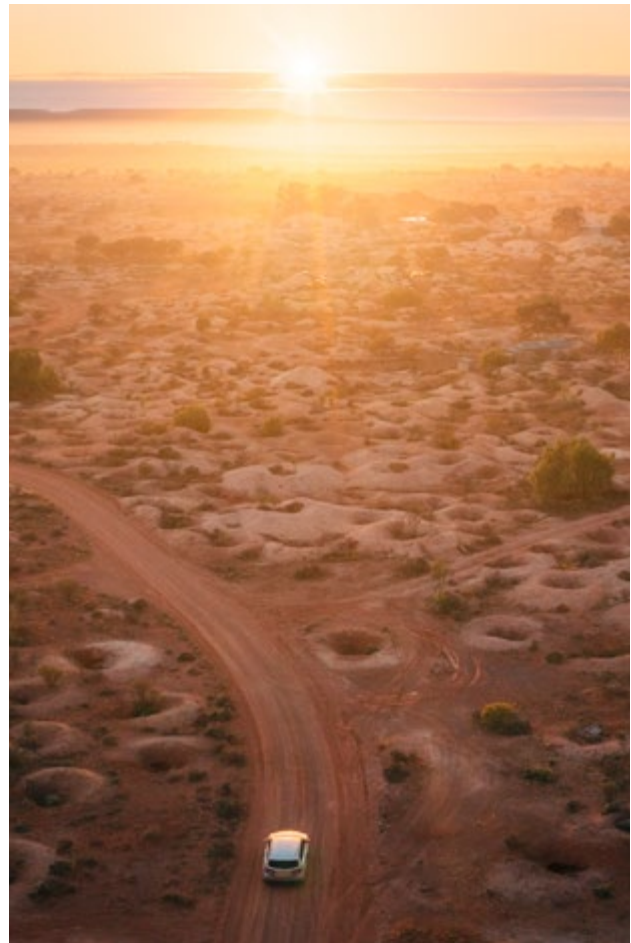


Image by Destination NSW

Case study: CPO site selection and milestone payments

An application was submitted by an individual CPO and approved for 10 sites across a combination of eligible green and blue zones. An example of the co-funding approved, and milestone payment allocations, can be found in Table 11 below.

Table 11 Case study example- CPO site selection and milestone payments

Site #	Eligible zone type	Eligible zone name	TPV of site	Co-funding requested (80% of TPV)	Co-funding approved	Milestone 1 (20%)	Milestone 2 (75%)	Milestone 3 (5%)
1	Green	Rylstone	\$180,000	\$144,000	\$100,000 (capped)	\$20,000	\$75,000	\$5,000
2	Green	Rylstone	\$90,000	\$72,000	\$72,000	\$14,400	\$54,000	\$3,600
3	Green	Hillston	\$200,000	\$160,000	\$100,000 (capped)	\$20,000	\$75,000	\$5,000
4	Green	Mungo	\$90,000	\$72,000	\$72,000	\$14,400	\$54,000	\$3,600
5	Green	Lightning Ridge	\$200,000	\$160,000	\$100,000 (capped)	\$20,000	\$75,000	\$5,000
6	Blue	Captains Flat	\$300,000	\$240,000	\$200,000 (capped)	\$40,000	\$150,000	\$10,000
7	Blue	Wentworth	\$175,000	\$140,000	\$140,000	\$28,000	\$105,000	\$7,000
8	Blue	Wentworth	\$200,000	\$160,000	\$160,000	\$32,000	\$120,000	\$8,000
9	Blue	Nimbin	\$300,000	\$240,000	\$200,000 (capped)	\$40,000	\$150,000	\$10,000
10	Blue	Noona	\$200,000	\$160,000	\$160,000	\$32,000	\$120,000	\$8,000
Total			\$1,935,000	\$1,548,000	\$1,304,000	\$260,800	\$978,000	\$65,200

A maximum of 2 sites were approved for this application in the eligible green zone of Rylstone

A maximum of 2 sites were approved for this application in the eligible blue zone of Wentworth



Image by Destination NSW

Case study (continued)

Once the funding agreement was signed and agreed to by the NSW Government and applicant and the relevant documentation was accepted, the applicant invoiced the Department for Milestone 1 for all 10 sites (\$260,800 total co-funding) with one invoice.

Five months following project commencement, 4 sites out of the proposed 10 sites had been installed and were sufficiently operational. Required evidence for each site completed was submitted and accepted by the Department. The applicant then invoiced the Department for Milestone 2 total co-funding respective of the 4 sites completed (\$354,000 total co-funding for sites 1, 2, 7 and 8).

The remaining 6 sites were completed periodically across the following 6 months. Evidence was submitted to the Department within 8 weeks of each site being completed. Upon the Department's acceptance of requirements outlined in the funding agreement, Milestone 2 was invoiced for the remaining sites completed (\$624,000 co-funding for sites 3,4,5, 6, 9 and 10).

After 6 months of each site being operational, required evidence was submitted and accepted by the Department so that Milestone 3 could be invoiced for each site respectively.

Reporting and data sharing requirements

Successful applicants are required to attend periodic meetings with the program team and submit periodic status reports over the 12-month installation window to track project status and mitigate delivery risks.

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

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

Project reporting requirements are provided in Table 12 below.

Publicity

Successful applicants may be approached by the NSW Government to participate in joint media opportunities or 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.



Image by Destination NSW

Table 12 Reporting requirements

Reporting element	Required information
Renewable energy	Evidence of: <ul style="list-style-type: none"> ● energy sourced from onsite renewable resources equivalent to electricity delivered by all EV chargers; or ● surrender of any green products that certify renewable electricity generation (e.g. large-scale generation certificates); ● GreenPower purchased equivalent to electricity delivered by all EV chargers.
Maintenance costs and events	<ul style="list-style-type: none"> ● Copies of maintenance records ● Evidence that 50% of applicant’s total co-funded chargers have a minimum availability or uptime of 98% at each site, via the EV Council’s Charge at Large app.
Usage data ⁵	Data including: <ul style="list-style-type: none"> ● charger availability or status ● number of charging sessions per day, week, or month ● length of each charging session ● electricity consumed (kWh) per charging session ● other data that may be beneficial in assessing the usage of the EV charger.
Additional program information (as requested by the NSW Government)	Insights into: <ul style="list-style-type: none"> ● community sentiment on EV charging ● EV driver behaviour (including postcodes of unique users, where this data is collected) ● commercial viability of EV chargers including utilisation rates ● effectiveness of different ownership / operation models ● appropriateness of government subsidy ● real-world experience of the NSW planning pathways for EV charging approvals and installation ● effectiveness of minimum operational and maintenance requirements ● market factors influencing uptake of EVs and usage of infrastructure ● other items that may help to assess the grant’s impact.
Australian Tourism Data Warehouse	Evidence that all installed sites and EV charger details are listed on the Australian Tourism Data Warehouse .

⁵ Data provided to the NSW Government by the EVC through the Charge at Large app will be kept in accordance with the [Privacy and Personal Information Protection Act 1998](#).



Image by DCCEEW/Melanie Garrick

Applying for the grants

How to apply

Round 3 application open and close dates can be found on the [EV destination charging](#) website.

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

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

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

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

To be successful, applicants must complete the entire online application which will then be assessed by the NSW Government.

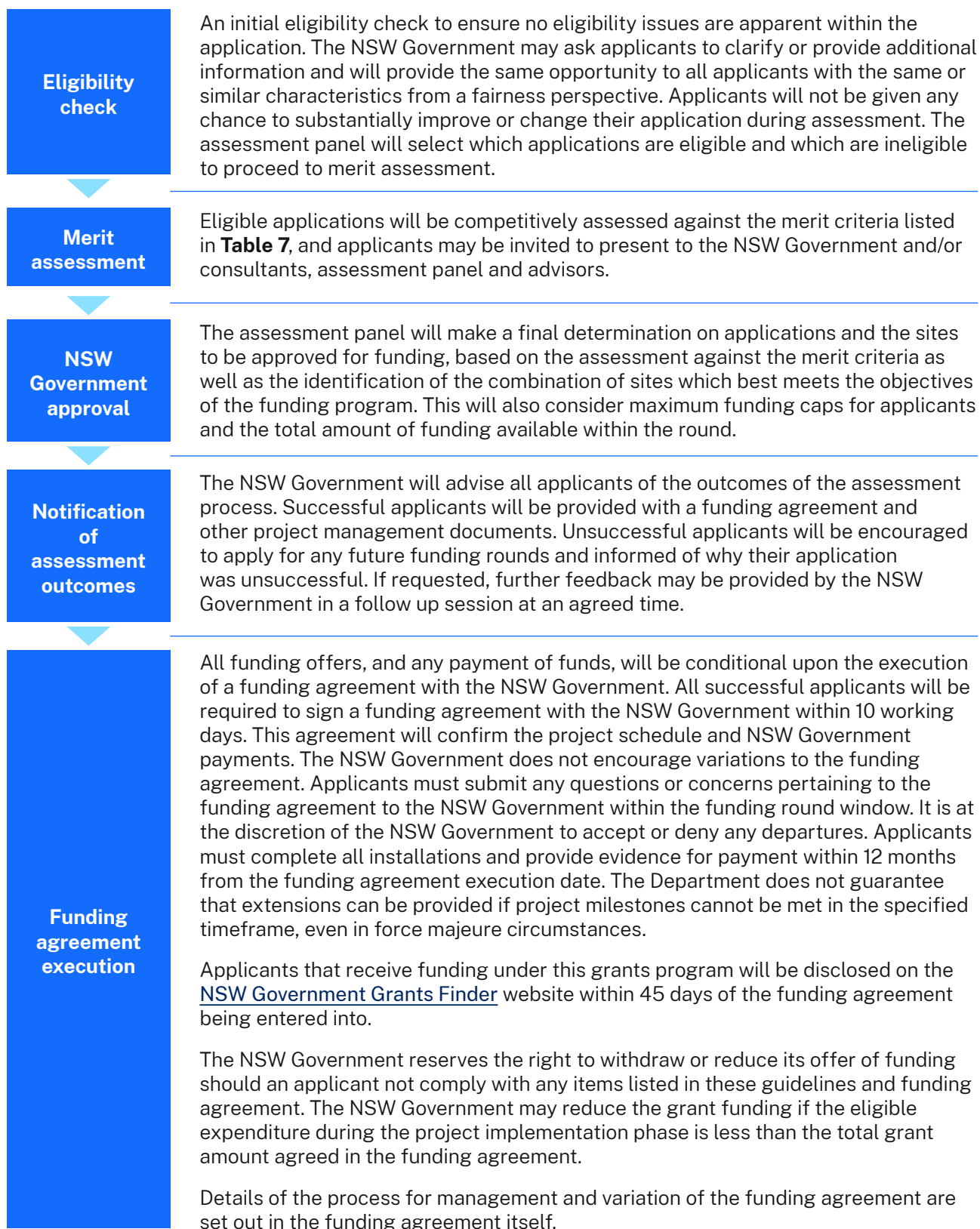
The NSW Government reserves the right to consider or not consider applications which have not been lodged or completed in full through the SmartyGrants system at the time of lodgement. The NSW Government will only accept late applications where it would not compromise the competitiveness and integrity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



Image by DCCEEW

Assessment and approval process

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



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, in accordance with 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 \(2024\)](#).

Support

Applicants may seek clarifications on any aspect of the program by writing to destination.charging@environment.nsw.gov.au. Any questions deemed to be public and relating to all applications will be published on to the program's [Frequently Asked Questions webpage](#), with registered applicants being notified. The NSW Government will not publish details of the applicant organisation that asked the question.

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



Image by DCCEEW

Further information

How we handle your confidential information

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

- the Minister or Minister's Office
- the NSW Ombudsman and Audit Office of NSW
- NSW Government staff or advisers
- where authorised or required by law to be disclosed.

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

How the applicant must handle confidential information

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

Late submissions

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

The NSW Government, at its absolute discretion, may accept late applications if it does not affect any material fairness.

Suspension and cancellation

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

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

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

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

Amendments to guidelines

The NSW Government reserves all rights to amend these guidelines (including total funding amount, milestone payments and timeframes for the grants) and the assessment process described within these guidelines. Amended guidelines will be published on the NSW Government destination charging grants website.

Complaints

Complaints concerning round 3 should be emailed to the program team at destination.charging@environment.nsw.gov.au. Complaints will be reviewed by the NSW Government in the first instance. If the NSW Government cannot resolve the complaint within 30 business days of receiving a complaint, the NSW Government will provide details of a nominated complaints and review officer from the NSW Government, who will advise the next steps. If the complaint is still not resolved satisfactorily, the NSW Ombudsman can be engaged for external review of the administrative actions of the NSW Government.

Conflicts of interest

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

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

Round evaluation

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



Image by Destination NSW



Image by Destination NSW

Appendix 1: Eligible zones

Eligible zones in NSW have been determined by analysing EV charging infrastructure gaps to support tourism travel along established NSW road trip routes. This funding round will target the installation of DC EV chargers in the 71 eligible zones where charging gaps exist. The analysis may be reviewed and modified for subsequent funding rounds to ensure program objectives are achieved.

Green zones

Eligible zone	LGA (s)	Eligible zone	LGA (s)
Woolomombi	Armidale	Gloucester	Mid-Coast
Ebor	Armidale, Bellingen, Clarence Valley	Rylstone	Mid- Western
Mungo	Balranald, Wentworth	Capertee	Mid-Western, Lithgow
Dorrigo	Bellingen	Barham	Murray River
Tocumwal	Berrigan	Darlington Point	Murrumbidgee, Carrathool, Griffith, Leeton
Louth	Bourke	Pilliga	Narrabri, Walgett
Goodoga	Brewarrina	Jenolan	Oberon, Lithgow
Hillston	Carrathool	Oberon	Oberon
Tilpa	Central Darling, Cobar	Byabarra	Port Macquarie-Hastings
Warrumbungle	Coonamble, Gilgandra, Warrumbungle	Bungendore	Queanbeyan-Pelerang
Wellington	Dubbo	Huskisson	Shoalhaven
Deniliquin	Edward River, Murray River	Ulladulla	Shoalhaven
Corowa	Federation	Tumut	Snowy Valleys
Griffith	Griffith	Murwillumbah	Tweed
Boorowa	Hilltops	Crookwell	Upper Lachlan
Junee	Junee	Lightning Ridge	Walgett
Quirindi	Liverpool Plains		

Blue zones









Eligible zone	LGA (s)	Eligible zone	LGA (s)
Bidura Station	Balranald	Nimbin	Lismore, Kyogle, Tweed
Blayney	Blayney, Cabonne	Premer	Liverpool Plains, Gunnedah, Warrumbungle
Hermidale	Bogan	Wingham	Mid-coast
Gunderbooka rest area	Bourke	Bylong	Mid-Western, Upper Hunter
Ivanhoe	Central Darling	Tooleybuc	Murray River
MacCullochs Rest Area	Central Darling	Narromine	Narromine
Menindee	Central Darling	Peak Hill	Parkes, Narromine
Mossgiel	Central Darling, Carrathool	Captains Flat	Queanbeyan-Pelerang, Snowy Monaro
Springdale-Cultowa Road	Central Darling, Cobar	Little Topar	Unincorporated NSW
Gilgunnia	Cobar	Nimmitabel	Snowy Monaro
Mount hope	Cobar	Bendemeer	Tamworth
Noona	Cobar	Burren Junction	Walgett, Narrabri
Boooroban	Edward River, Hay	Combogolong	Walgett, Coonamble
Oaklands	Federation	Cumborah	Walgett
Bingara	Gwydir	Brewarrina / Walgett Shire Limit	Walgett, Brewarrina
Booligal	Hay	Pooncarie road	Wentworth, Central Darling, Unincorporated NSW
Ravensworth Rest Area	Hay	Pooncarie-Top Hut intersection	Wentworth
Kempsey	Kyogle, Clarence Valley, Tenterfield	Wentworth	Wentworth
Tabulam	Kyogle	Baradine	Warrumbungle



Image by DCCEEW/Good Chat

Appendix 2: Eligible tourism destination categories

Tourism categories are based on the [Australian Tourism Data Warehouse \(ATDW\)](#) product listings. Applicants must demonstrate how all proposed sites in their grant application support the regional NSW visitor economy and how they fall under one of these categories. All proposed sites must have physical, permanent premises that visitors will travel to with the necessary parking infrastructure to support visitors EV charger usage.

 <p>Information</p>	 <p>Journey route venues*</p>	 <p>Food and Drink</p>	 <p>Transport service venues</p>
<p>Cruise terminals and airports</p> <p>Visitor information centres</p>	<p>Day trips, great walks, itineraries, trails</p>	<p>Bars</p> <p>Breweries and distilleries</p> <p>Cooking schools, lessons, workshops venues</p> <p>Produce venues</p> <p>Restaurant and cafe</p> <p>Wineries</p>	<p>Air services</p> <p>Bus services</p> <p>Coach services</p> <p>Ferry services</p> <p>Train services</p> <p>Tram services</p> <p>Transfers</p>
 <p>Accommodation</p>	 <p>Hire service venues*</p>	 <p>Event venues*</p>	 <p>Tour venues*</p>
<p>Apartments</p> <p>Backpackers and hostels</p> <p>Bed and breakfasts</p> <p>Caravan, camping and holiday parks</p> <p>Cottages</p> <p>Farmstays</p> <p>Holiday houses</p> <p>Hotels, motels, resorts</p> <p>Retreat and lodge</p>	<p>Bicycles</p> <p>Boats</p> <p>Campervans and motorhomes</p> <p>Cars</p> <p>Equipment</p> <p>Four wheel drives</p> <p>Houseboats</p> <p>Minibuses and coaches</p> <p>Motorcycles</p> <p>Yachts</p>	<p>Exhibitions and shows</p> <p>Festivals and celebrations</p> <p>Food and wine</p> <p>Markets</p> <p>Sporting events</p> <p>Business events</p> <p>Classes, lessons, workshops and talks</p> <p>Community events</p> <p>Concerts and performances</p>	<p>Adventure and outdoors tours</p> <p>Air, helicopter and balloon tours</p> <p>Cruises, sailing and water tours</p> <p>Cultural and theme tours</p> <p>Food and wine tours</p> <p>Nature and wildlife</p> <p>Nightlife tours</p> <p>Shopping tours</p> <p>Sightseeing tours</p> <p>Sports tours</p> <p>Walking and biking tours</p>

* Proposed site in this category must have parking facilities to support visitor EV charger usage while engaging in related tourism activities.



Attractions

Agriculture	Natural attractions
Mining and industry	Observatories and planetariums
Amusement and theme parks	Parks and gardens
Entertainment venues	Shopping and markets
Galleries	Spas and retreats
Museums and collections	Sports and recreation Facilities
Historical sites and heritage locations	Zoos
Landmarks and buildings	Sanctuaries
National parks	Aquariums and wildlife parks



General Services

Accommodation booking service	Park pass provider
Bank	Pet care service
Bus stop	Pharmacy
Child care service	Playground
Cinema	Private car parking
Council public car park	Public telephone
Dentist	Public toilet
Electric vehicle charging point	Public transport station
Foreign exchange	Service station
Fuel stop	Supermarket
General tourism services	Taxi rank
Hospital	Train station
Rest area	Tram stop
Medical centre	Transit centre
Motor mechanic	Wedding services



Image by DCCEEW

Appendix 3: Glossary

ABN: Australian Business Number.

Accessibility: Refers to EV charger site access for drivers with a disability.

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

Application: An application for co-funding from the Department's EV destination charging grants.

ATDW: Australia Tourism Data Warehouse.

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

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

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

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

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

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

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

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

Department: The Department responsible for the administration of the EV destination charging grants, which at the time of publishing of these guidelines is the Department of Climate Change, Energy, the Environment and Water.

Destination: A publicly or privately owned location that supports the NSW visitor economy.

Electric vehicle (EV): For the purpose of these guidelines, electric vehicle refers to battery electric vehicle (BEV) and fuel cell electric vehicle (FCEV).

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.

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

Eligible zone: The 71 key areas identified in the EV destination charging grants round 3 guidelines that require EV charging infrastructure to support established NSW road trip routes across the state.

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

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 co-funding a successful applicant may receive from the NSW Government.

Grants: The NSW Government's EV destination charging grants.

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

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

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

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

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 for EV electric motors.

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

Minister: Refers to the relevant minister that has responsibilities to implement the NSW Electric Vehicle Strategy.

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.

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

OEM: Original equipment manufacturer, in reference to either a vehicle manufacturer or the manufacturer of an EV charger.

Project: The proposed EV charger installation project at a given site, as described in a round 3 grant application submission under the EV destination charging grants.

Publicly available: An EV charger that is available for any EV driver to access for the purpose of charging their EV within the designated site operating hours.

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

Site: The unique address, with specific longitude and latitude coordinates, at which an eligible applicant proposes to install a grant funded EV charger.

Terms and conditions: The requirements set out in these guidelines acting as a contract between the Department and applicants for the grants.

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.

Visitor economy: The direct and indirect contributions to the economy resulting from a person (a visitor) travelling outside their normal place of residence.

You: The applicant as a representative of an organisation participating under the grants.



Image by DCCEEW



Image by DCCEE/Leo-Pol Letronnier

Appendix 4: Approved NSW regulatory parking signage and pavement markings

Sign	Name	Sign No.	Size (mm)
	Parking (1P-10P) Times (various) Mon-Fri Electric Vehicles Only (left, right or repeater) (example only)	r5-1-10n	225 x 450
	Parking (1P-10P) Times (various) Mon-Fri Sat-Sun Electric Vehicles Only (left, right or repeater) (example only)	r5-1-11n	225 x 600
	Parking (1P-10P) Times (various) Mon-Fri Electric Vehicles Only While Charging (left, right or repeater) (example only)	r5-1-12n	225 x 550
	Parking (1P-10P) Times (various) Mon-Fri Sat-Sun Electric Vehicles Only While Charging (left, right or repeater) (example only)	r5-1-13n	225 x 650
	Parking (1P-10P) (meter) Times (various) Mon-Fri Electric Vehicles Only While Charging (left, right or repeater) (example only)	r5-1-14n	225 x 600
	Parking (1P-10P) (meter) Times (various) Mon-Fri Sat-Sun Electric Vehicles Only While Charging (left, right or repeater) (example only)	r5-1-15n	225 x 700
	No Parking (symbolic) Electric Vehicles (symbolic) Excepted While Charging (left, right & repeater)	r5-40-1n	225 x 450
	No Parking (symbolic) Electric Vehicles (symbolic) Excepted (left, right & repeater)	r5-40-2n	225 x 450

Sign	Name	Sign No.	Size (mm)
	Electric Vehicle Pavement Marking	<u>Electric Vehicle Pavement Marking</u>	N/A
	G7-6-1-2n - Electric Vehicle Charging Station Sticker/Plate	<u>G7-6-1-2n</u>	300 x 300
	G7-4-1-1n - Electric Vehicle Charging Station Intersection Direction Sign (Left or Right)	<u>G7-4-1-1n</u>	600 x 900 1150 x 1725
	G7-5-1-1n - Electric Vehicle Charging Station Fingerboard Direction Sign (Left or Right)	<u>G7-5-1-1n</u>	180 x 280 400 x 600
	G7-6-1-1n - Electric Vehicle Charging Station Advance Direction Sign (Left or Right)	<u>G7-6-1-1n</u>	600 x 900 1100 x 1650

The sign and pavement marking designs included in this Appendix are current at the time of publishing and are subject to change. Before installing any signs or pavement markings, applicants are advised to check [here](#) for most up to date information.

Electric vehicle
destination
charging grants



For more information

energy.nsw.gov.au/EVdestinationgrants

destination.charging@environment.nsw.gov.au