

NSW Office of Energy and
Climate Change

Drive electric NSW EV fast charging grants



Funding guidelines – Round 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 EVs is range anxiety, with 92 per cent of respondents saying convenient fast public recharging would be the biggest encouragement to purchase a battery electric vehicles (BEV). More than 2 thirds of respondents listed providing the provision of public charging infrastructure as an important role for government.

The NSW Office of Energy and Climate Change ('the Office') 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.

Purpose

The guidelines provide rules and guidance to applicants seeking funding to build charging infrastructure through round 2 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: www.energy.nsw.gov.au/business-and-industry/programs-grants-and-schemes/electric-vehicles/electric-vehicle-fast-2

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 both availability of charging infrastructure and visibility of charging stations and ensuring 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

Including placement of fast charging infrastructure at distances no greater than 5 km along commuter corridors in Greater Sydney and no greater than 100 km across all major highways across NSW, creating EV Super Highways across the state.



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 One

There are some significant changes to the funding conditions that differ from Round One. Please read the below section carefully.

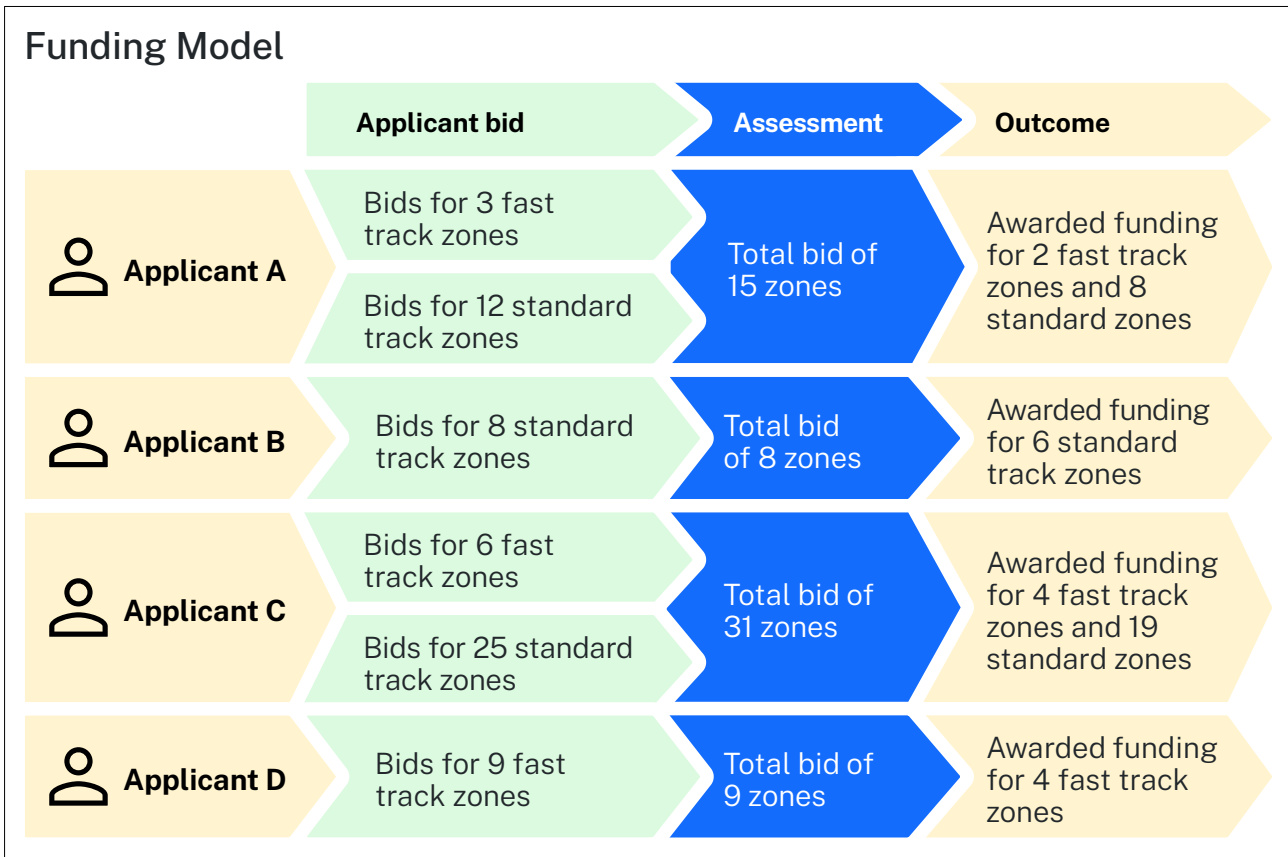
- There is now a single stage application and assessment process, as opposed to 2-stage. The funding round will be open for applications for a total of 14 weeks, followed by a 7 week assessment period.
- There are no longer Blue and Green zones. All zones listed in this document are eligible for co-funding.
- An additional 25 zones have been added to the priority zones, resulting in a total of 275 zones across the state eligible for co-funding. 73 of these zones were funded during Round One, with 202 eligible zones remaining.
- Applicants can put forward their preferred plug types at any of the sites they bid for. Although applicants only need to put forward of the FCAI listed plug types, they will have to justify the reason for this response if selecting only one. Sites that have a diversity of plug types will be seen as more meritorious during assessment.
- There are 2 funding streams: A Standard Stream and a Fast-Track Stream. The Standard Stream has the same funding conditions as Round One, which are:
 - Up to \$490,000 in co-funding per station on average across all Standard Stream sites
 - No more than 50% government co-funding of total construction costs
 - Each site requires a minimum of 4 charging bays; 2 that can be serviced by a 350 kW charger and 2 that can be serviced by a 175kW charger
 - Must have a minimum connection to site of 500 kVA (or an alternative connection size where evidence can be provided that 500kVA cannot be achieved)
 - Stations must be built within 24 months
 - There are 180 eligible zones.
- Fast-Track Streams are targeting new stations in metropolitan Sydney and require an expedited construction timeframe. This stream will include:
 - Up to \$900,000 in co-funding per station on average across all Fast-Track Stream sites
 - No more than 70% government co-funding of total construction costs
 - Each site requires a minimum of 8 charging bays; 2 that can be serviced by a 350 kW charger and 6 that can be serviced by a 175 kW charger
 - Must have a minimum connection to site of 750 kVA (or evidence provided that 750 kVA cannot be achieved)
 - Stations must be built within 18 months
 - There are 22 eligible zones.



- All applicants must apply for funding in a single application form. The form, like Round One, allows for multiple sites to be entered. The location of each site will determine whether the site is eligible for the Fast-Track or Standard funding streams.
- Bids will be assessed in 2 parts; Standard Stream sites and Fast Track sites. The same merit criterion apply to both streams and only the most meritorious site/s will be awarded co-funding in any zone. If stations are bid into the same zone, they will be assessed competitively alongside overall merit assessment.
- The maximum co-funding bid size is now capped at \$30 million per applicant.
- Round 2 will co-fund up to \$80 million in eligible EV charging projects.
- The NSW Government will provide a set contribution to applicants per site for the installation of way-finding signage on major roads and highways (where required).
- Applicants that apply for co-funding and pass the eligibility stage will be provided the opportunity to briefly present their application to the assessment panel.
- Applicants may choose which plugs to install per site, as long as it is one of the types listed in the FCAI standard.



EV fast charging grants snapshot



Funding round timeline



See page 15 for more information.

Funding round two



See page 11 for more information.



Funding model

Round 2 Funding

The total NSW Government funding allocated for this round is AUD\$80 million, which may be increased or decreased at the discretion of the NSW Government. \$18 million of this round will be dedicated to the development of 'fast-track' zones as detailed below.

Note: round one of the EV fast charging grants had a 2-stage competitive bid process. The Office reviewed and assessed this process and have streamlined it to a single stage competitive bid process with a longer application timeframe of 14 weeks.

Single stage competitive bid

The grants provide co-funding for eligible applicants to build, own and operate EV charging stations across NSW.

The online application has 3 key parts:

- an eligibility section
- a detailed bid application to provide project site and budget details
- responses to the merit criteria.

To be successful, applicants must complete the entire online application, which will then be assessed by an independent panel of industry experts. Successful applicants will enter into a funding agreement based on the NSW Government's terms and conditions. Failure to maintain agreed targets or performance levels may result in grant payments being withheld.



Funding rounds are the mechanism that will be used by the Office for the grants.

Multiple funding rounds are intended to occur between 2021 to 2024, however this may change at the discretion of the NSW Government.

Two funding streams

In June 2022, the NSW Government announced a further \$18 million towards EV fast charging grants to expedite the rollout of EV stations. The NSW Government is committed to ensuring households in areas with limited off-street parking live no more than 5 km from an ultra-fast charger.

The additional funds will increase the government co-contribution for larger charging stations to be built in shorter timeframes when located in high density urban areas.

The additional funds will be used to fund larger charging stations with a reduced construction timeframe. The government co-contribution cap for these stations will be increased from 50% to 70%. Stations that are eligible for this additional funding are referred to as fast-track zones throughout this document.

Benefits from building larger EV fast charging stations with reduced construction timeframes include:

- supporting and servicing a rapid increase in uptake of EVs, allowing more people to benefit from their cheaper running costs and a cleaner, quieter and more sustainable transport network
- greater demand for EVs as a result in charging confidence
- enabling EV purchase confidence for residents living in high-density metropolitan areas and in suburbs with limited off-street parking
- greater social acceptance of EV's as public charger visibility increases
- improved perception of NSW as a progressive leader in EV's, clean technology and a modern economy.



Round 2 of the NSW EV fast charging grants will manage these additional funds by requesting applicants propose stations in the different streams but within a single competitive bid application.

	Standard stream	Fast track stream
Total grants available	\$62 million	\$18 million
Maximum % NSW government contribution per station	50%	70%
Maximum NSW Government \$ contribution on average for stations *within the stream*	\$490,000	\$900,000
Eligible zones	180 zones – see appendix 4	22 zones – see appendix 4
Minimum number of charging bays per station	4	8
Construction timeframe from signing of funding agreement	24 months	18 months

Table 1 Funding streams overview

Standard stream

Standard stream zones have the same funding rules and conditions as all zones in Round One. Stations must have a minimum of 4 charging bays, a minimum connection of 500kVA to site and must be proposed in one of the eligible 180 zones as listed in Appendix 4.

As a minimum requirement, charging stations within the standard stream must be **50% privately funded** by the applicant or their partners (financiers, organisations or local governments). Applicants can bid up to a maximum of \$490,000 in co-funding per site on average (across all Standard zones) and must source renewable energy to cover the electricity usage of all charging stations.

All applicants must commit to having all standard charging stations within their bid operational **within 2 years** of the execution of a funding agreement with the NSW Government.

Fast-track stream

Charging stations can also be proposed in defined 'fast-track' zones located in high density urban areas.

The \$18 million allocated to this stream allows for fast-track sites to receive an increased government co-contribution up to 70%. This requires:

- the minimum number of charging bays to be increased from 4 to 8 bays
- all charging stations to be, at a minimum, **30% privately funded** by the applicant or their partners (other financiers, organisations or local governments) on average across all stations proposed in the fast-track stream

- a commitment to having all fast-track charging stations operational **within 18 months** of the execution of a funding agreement with the NSW Government.

Round 2 aims to fund a total of 22 fast-track charging stations. Fast-track stations can only be proposed in defined zones located in the Greater Sydney metropolitan area. These are high density urban areas where residents have limited access to off-street parking.

All fast-track zones have also been analysed to review major roads, infrastructure (both civil and electrical, including shopping centres, hospitals and sub-stations) and vehicle registrations. This analysis has highlighted preferred areas or "sub-zones" for applicants to consider proposing their fast-charging stations within. These are listed in Appendix 4.



Timeframes

Timeframes for submission and assessment of competitive bids will follow the schedule in Table 2. 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 Office reviews and confirms the eligibility requirements have been met. The Office 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.	7 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 2 Timeframes for assessment of bids

Funding caps and exclusions

Applicants may submit bids for co-funding up to a total of \$30 million per bid in Round 2.

- Funding is capped at 50% in the standard stream and must not exceed a maximum of \$490,000 for each charging station included in a bid in the standard stream on average.
- Funding is capped at 70% for stations within the fast-track stream and must not exceed a maximum of \$900,000 for each charging station included in a bid in the fast-track stream on average.

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 8: Indicative milestone payments).

If the total project value (TPV) changes during the project, the NSW Government will do either of the following:

- 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.

Examples of this are provided in the 2 boxes below.

Standard zone examples

Example 1: Applicant B has a TPV cost of AUD\$5,000,000 for sites in standard zones and has requested a contribution of 50% (AUD\$2,500,000) from the NSW Government. As the project draws to a close, the realised TPV is AUD\$4,600,000. The NSW Government will adjust the final milestone payment so the total funding does not exceed AUD\$2,300,000 overall (50% of the total cost).

Example 2: Applicant C has a TPV cost of AUD\$10,000,000 for sites in standard zones and has requested a contribution of 30% (AUD\$3,000,000) from the NSW Government. As the project continues, the TPV increases to AUD\$11,000,000. The NSW Government funding contribution will not be adjusted to meet 30% of the new TPV and will remain at AUD\$3,000,000.

Fast-track zone examples

Example 3: Applicant D has a TPV cost of AUD\$7,000,000 for sites in fast-track zones and has requested a contribution of 70% (AUD\$4,900,000) from the NSW Government. As the project draws to a close, the realised TPV is AUD\$6,500,000. The NSW Government will adjust the final milestone payment so the total funding does not exceed AUD\$4,550,000 overall (70% of the total cost).

Example 4: Applicant E has a TPV cost of AUD\$4,000,000 for sites in fast-track zones and has requested a contribution of 60% (AUD\$2,400,000) from the NSW Government. As the project continues, the TPV increases to AUD\$5,000,000. The NSW Government funding contribution will not be adjusted to meet 60% of the new TPV and will remain at AUD\$2,400,000.

Allocation of grant funds across multiple charging stations

Applicants are required to prepare and submit a budget for each charging station included within their bid. An agreed budget will form part of the funding agreement with the NSW Government. Funding must be used only for eligible expenditure, as set out in Appendix 2.

The online application form will separate standard and fast-track streams and will apply the following rules for allocating grant funds within a single competitive bid application.

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 \$490,000 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 (i.e. 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 Office and is not negotiable. Please see the example of a funding allocation for stations within the standard stream in a bid in Table 3 below.

No.	Charging Station site location	Site type	Total Project Value (TPV)	Co-funding request (\$)	Co-funding request (%)
1	Greater Sydney	Standard	\$1,000,000	\$200,000	20%
2	Greater Sydney	Standard	\$800,000	\$300,000	37.5%
3	Greater Sydney	Standard	\$850,000	\$400,000	47%
4	Greater Sydney	Standard	\$900,000	\$300,000	33%
5	SE NSW	Standard	\$950,000	\$700,000	74%
6	Central Coast	Standard	\$1,000,000	\$500,000	50%
Total			\$5,500,000	\$2,400,000	44%

Table 3 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 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 \$400,000 which is beneath the maximum average of \$490,000 for each standard charging station.

The \$5.5 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) and/or state road signage for the 2 regional sites.

Capital cost for renewable energy generators 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 / 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.

Contribution towards state road signage for regional stations in standard zones

The NSW Government co-funding contribution for regional stations may include a fixed additional amount per station towards road signposting for regional stations located close to the state road network. This will be discussed further with successful applicants.

State roads are generally classified as motorways, highways and other major thoroughfares used by large volumes of traffic. Eligibility for funds towards state road signage will be determined by the location of the charging station.

Applicants will not be required to include funding for state signage in their bid. The NSW Government will include the funding amounts above in addition to all successful bids in regional zones.

Successful applicants will be briefed on detailed signage requirements after round closure.



Fast-track stream requirements

Fast track and standard 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 \$900,000 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 (i.e., 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 Office and is not negotiable. Please see the example of a funding allocation for fast-track sites within a bid in Table 4 below.

No.	Charging Station site location	Site type	Total Project Value (TPV)	Co-funding request (\$)	Co-funding request (%)
1	Greater Sydney	Fast	\$1,500,000	\$920,000	61.3%
2	Greater Sydney	Fast	\$1,300,000	\$860,000	66.2%
	TOTAL		\$2,800,000	\$1,780,000	65%

Table 4 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 \$890,000 which is beneath the maximum average of \$900,000 for each fast-track charging station.

The \$2.8 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 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.

Overall bid

The 2 above examples of standard and fast track 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 standard stations and fast track stations have been completed the application will summarise it all into an overall bid. A bid can contain stations from both streams, but those stations must meet the thresholds within each related stream. The example below is a compliant bid.

No.	Charging Station site location	Stream type	Total Project Value (TPV)	Co-funding request (\$)	Co-funding request (%)
1	Greater Sydney	Fast	\$1,500,000	\$920,000	61.3%
2	Greater Sydney	Fast	\$1,300,000	\$860,000	66.2%
3	Greater Sydney	Standard	\$1,000,000	\$200,000	20%
4	Greater Sydney	Standard	\$800,000	\$300,000	37.5%
5	Greater Sydney	Standard	\$850,000	\$400,000	47%
6	Greater Sydney	Standard	\$900,000	\$300,000	33%
7	SE NSW	Standard	\$950,000	\$700,000	74%
8	Central Coast	Standard	\$1,000,000	\$500,000	50%
	Total		\$8,300,000	\$4,180,000	50.4%

Table 5 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 within the standard stream is \$400,000 and 44%. The average cost per station for the stations in the fast-track stream is \$890,000 and 65%. This makes the example a compliant bid as all thresholds are met.

For reference, the following thresholds need to be met:

- Threshold One: The total co-funding request of all standard stream sites (SS-TPV) must be less than 50% of the total construction cost
- Threshold 2: The total co-funding request for all standard stream sites (SS-TPV) must be less than \$490,000 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 \$900,000 per site *on average*



Assessment of charging stations in bids

An applicant's bid may include one or more charging stations within either or both of the standard or fast-track 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. For bids that include multiple charging stations, the Office reserves the right to select which charging stations are selected for co-funding. There is no guarantee that all charging stations in a bid will be successful.

All *fast-track* priority zones have a list of preferred areas or "sub-zones" for applicants to consider building fast-track charging stations within. When assessment of fast charging sites occurs, preference will be given to fast-track stations that are situated within the identified sub-zones listed in Appendix 4. Sub-zones were selected based on major roads, infrastructure, accessibility and other features.

All stations will also be assessed on the merit criterion listed in this document. Funding can be sought and dispersed across multiple stations within one bid. 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, the NSW Government will revise the requested grant funding amounts.

Supporting regional and metropolitan NSW through optimal zones

The Electric Vehicle Fast Charging Master Plan (the Master Plan) identifies optimal zones that are ideal for charging stations across metropolitan and regional NSW. The NSW Government expects to fund approximately 275 charging stations across 380 optimal zones identified in the Master Plan.

In the first funding round, 86 stations were funded across 73 priority zones. The zones funded in round one are now removed from the list, leaving 202 priority zones eligible for funding in round 2. Of these, 22 have been identified as fast-track stream zones and the remaining 180 are standard stream zones.

Fast track zones only occur in a sub-set of metropolitan Greater Sydney, as they are targeting areas of high urban density where residents have limited access to off-street parking.

Information on the Master Plan can be found at Appendix 3 and the Master Plan map can be accessed online at nswmaps.evenergi.com.

The lists of 202 standard and fast-track stream optimal zones that are eligible in round 2 can be found at Appendix 4.



Optimal zones were identified by analysing a range of technical, social, and economic considerations. A range of data was analysed to ensure development of charging infrastructure in these zones will offer a viable fast charging network for NSW. Some of the data analysed included:

- Transport routes (major, regional and tourist) for NSW
- Population density
- Through traffic analysis including freight routes
- Predicted EV uptake volumes and current EV owner numbers
- Percentage of EV owner stopovers, for example, at a tourist attraction
- Optimal placement to ensure EV fast charging is available every 100 kms of driving and no more than 5 km in metropolitan areas.

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 will take into account both standard and fast track stations proposed across an applicant's entire competitive bid. The minimum requirements for placement of charging stations is listed in Table 6 below.

For bids that contain multiple charging stations, greater merit will 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 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
7-12	2	1
13-18	3	1
19-24	4	2
25+	5	2

Table 6 Minimum charging station requirements within a single bid

The Master Plan proposes optimal zones in all 8 geographic regions described in Table 7 below. The NSW Government is looking to fund only one charging station per priority zone in round 2. If multiple applicants propose charging stations within the same

zone, the competitive assessment process will allow the Office to determine which applicant will be successful within that zone. In some cases, there may be a compelling reason for the Office to fund multiple stations within one zone at its discretion.

Geographic Region	Number of available standard stream zones	Number of available fast track stream zones
Greater Sydney	94	22
Central Coast	5	0
Newcastle	10	0
Wollongong	8	0
South-East NSW	21	0
South-West NSW	8	0
North-East NSW	16	0
North-West NSW	18	0

Table 7 Priority zones that are available for inclusion in round 2 bids



Indicative 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 will need to be operational within one year of the execution of a funding agreement with the NSW Government, whereas standard sites will have 2 years to be operational.

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 8 Indicative milestone payments





Application process

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.

Applicants must provide:

- Applicant and partner organisation details
- Funding proposal and accountant declaration
- Charging station project design, including:
 - project plan, milestones and budget
 - location and available site details
 - number of charging bays and available technical details
 - a fully developed business case and approvals status.
- Detailed responses to the merit criteria listed in Table 10.

More guidance on what is needed in the application is found:

- Appendix 1. Application requirements guide
- Appendix 2. Eligible Expenditure
- Applicants can also refer to the application checklist.

Eligible sites will 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.

Eligibility	Eligibility requirements
<p>Eligibility Criterion A: Minimum applicant requirements</p>	<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 (public liability, workers compensation, etc) • 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) and – 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). • 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 2 applications.

Table 9 Eligibility criterion

Eligibility	Eligibility requirements
<p>Eligibility Criterion B: Eligible charging infrastructure projects</p>	<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, will not be eligible • meet the following minimum requirements: <ul style="list-style-type: none"> – For standard 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 stream fast charging stations within 2 years of executing the funding agreement with the NSW Government • includes redundancy in the system (e.g., an additional 22 kW AC plug) • that charging units can be dynamically managed • has a minimum connection of 500 kVA to site (where applicable), or • evidence where a proposed station connection capacity of 500 kVA is not possible (including evidence for rationale behind reduced connection size), and the proposed new total site connection capacity. – 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

Table 9 Eligibility criterion (continued)

Eligibility	Eligibility requirements
	<ul style="list-style-type: none"> • 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 750kVA to site (which may be met through either grid connection or via a combination of grid connection and battery storage). • include at least one plug type at each Fast Charging Station which are in accordance with the Federal Chamber of Automotive Industries (FCAI) technical statements and/or codes of practice • be either: <ul style="list-style-type: none"> – located within an optimal zone identified in the NSW Fast Charging Master Plan, and further detailed in Appendix 4 <p>or</p> <ul style="list-style-type: none"> – can demonstrate an alternative proposed charging station within NSW that meets the NSW Government’s objectives listed on page 2. <ul style="list-style-type: none"> • 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).

Table 9 Eligibility criterion (continued)

Eligibility	Eligibility requirements
<p>Eligibility Criterion C: Payment interoperability and public accessibility</p>	<p>To be eligible your project must also:</p> <ul style="list-style-type: none"> • include commonly accepted payment options that can be reasonably expected by EV drivers, such as EFTPOS or using a bank card. Payment options must not be restricted by any form of business-related prioritisation, such as memberships, subscriptions or smart phone applications • provide the option to pay for EV Charging using an Opal Digital Card by ensuring the payment terminal provided at the EV charging site is: <ul style="list-style-type: none"> – a certified EMV terminal functioning in unattended mode – configured with a merchant ID that is used only for EV charging (i.e not used for any other services). • show that charging bays for use by people with a disability will be provided, to the degree necessary, to give equitable access for charging • ensure these parking bays be clearly marked and easy to find • show that charging stations can be accessed daily with minimum hours of availability set 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 Office.

Table 9 Eligibility criterion (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 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, customer support and other relevant costs.

Table 10 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, for both standard and fast track sites • 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 • can be accessed easily and is available for access 24 hours a day.

Table 10 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 – the plug types that will be available at the proposed sites, with justification – amenities that are included in the design to enhance the consumer experience and ensure a safe consumer experience during all hours of operation – how many hours a day the charging station will be accessible to the public – the convenience of access to the charging station – whether the stations will have land available for charging Heavy Vehicles, and if so, the space available of each charging bay in square metres – 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. • 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.

Table 10 Merit criteria (continued)

Merit	Merit criteria and guidance
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 • no connection investigations have occurred. <p>You can find out more information about your local DNSP's network connection process on their website:</p> <ul style="list-style-type: none"> • Ausgrid: www.ausgrid.com.au/Connections • Endeavour Energy: www.endeavourenergy.com.au/connections • Essential Energy: www.essentialenergy.com.au/connections

Table 10 Merit criteria (continued)

Merit	Merit criteria and guidance
Merit criterion E: Renewable energy and battery storage	<p>Bids can display additional merit with charging sites that have renewable energy and/or battery storage systems included. 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 • the use of GreenPower for purchasing LGCs, or the annual compliance process for the surrendering of LGCs • applicants that can demonstrate they are 100% renewable across their organisation/s. <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 • the proximity of the battery storage system to the charging station.

Table 10 Merit criteria (continued)

Merit	Merit criteria and guidance
<p>Merit criterion F: Applicant capabilities and capacity</p>	<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 – infrastructure maintenance and 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.
<p>Merit criterion G: Support jobs and economic growth</p>	<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, e.g. 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 10 Merit criteria (continued)

Submitting a bid

- a. All applicants must use the Office's nominated online Grant Management System (GMS), SmartyGrants, to submit a bid and all relevant documentation. The GMS can be accessed at www.electricvehicles.smartygrants.com.au. 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 Office 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 and/or multiple *fast-track* 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, at www.energy.nsw.gov.au/business-and-industry/programs-grants-and-schemes/electric-vehicles/electric-vehicle-fast-charging
- h. The Office 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 Office 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 Office and/or the Office'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 Office, 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.

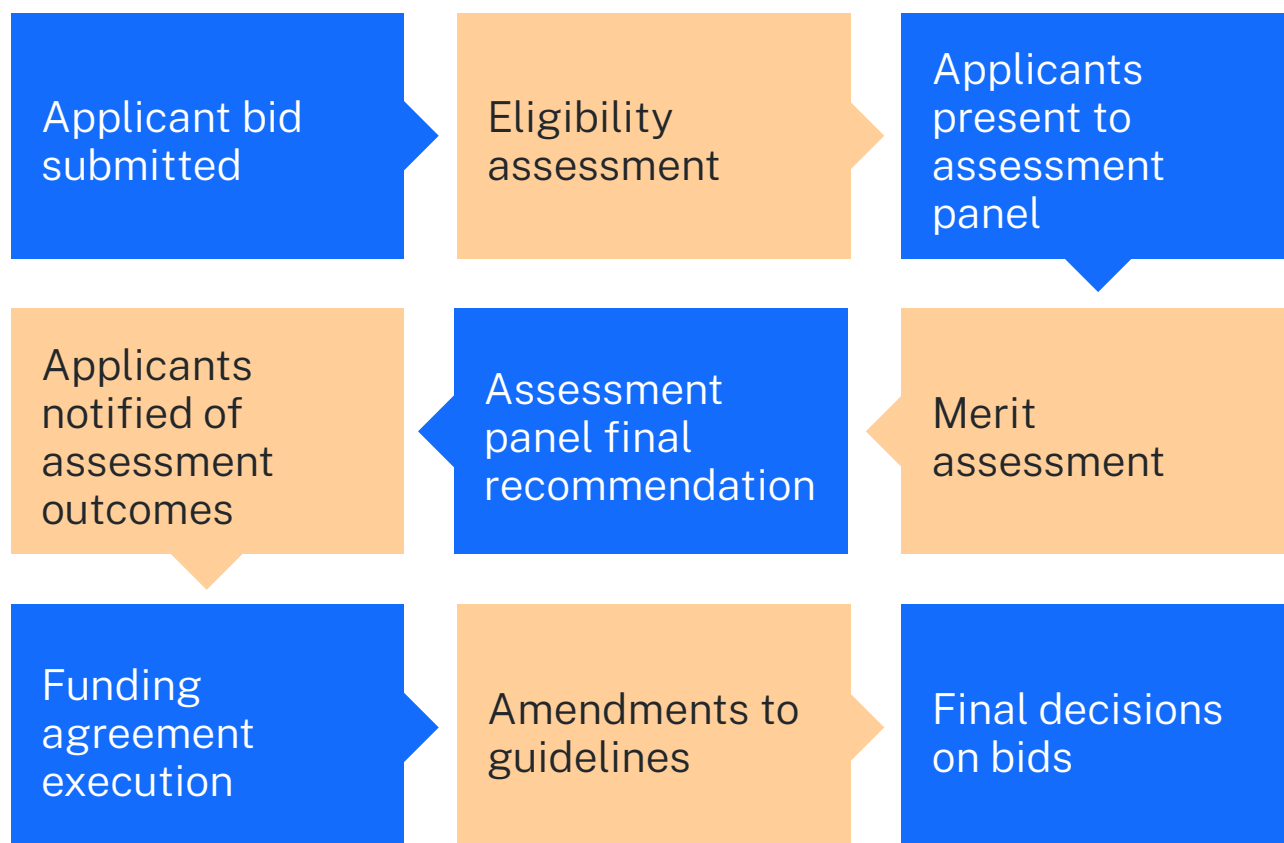


Figure 1 Stages of the assessment process

Eligibility assessment: Is an initial eligibility check to ensure no major eligibility issues are apparent within the bid. The Office 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 are eligible and which are ineligible.

Applicants present to assessment panel: All applicants deemed to have eligible bids will be given the opportunity to present to the assessment panel ahead of the merit assessment. The presentation can be for a maximum of 30 minutes with an additional 15 minutes for any clarifying questions. Program representatives, the assessment panel and external probity advisors will attend this presentation. This opportunity is optional and is at the discretion of the applicant as to whether they would like to present or not.

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 Office 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 Office 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 executives within the Office for approval. The bids approved by the Office will be deemed successful. Any eligible bids not approved by the Office will be considered unsuccessful.

Applicants notified of assessment outcomes: The Office 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 Office 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 Office 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 Office reserves all rights to amend these guidelines and the bidding and assessment processes described herein.

Final decisions on bids: The Office has discretion to reject, refuse or cease to assess a bid at any time if the Office is of the view the bid is unlikely to be successful, or if significant conflicts of interest are identified. The Office'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

The Office is in consultation with a probity advisory firm throughout the delivery of the program. The program will also be guided by 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 bids in order of merit against the identified assessment criteria
- maintain accountability and transparency of the process, assessing all bids 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.

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



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 Office 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 Office 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 Office 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 Office 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 Office will continue or cancel the round within a reasonable timeframe. If the Office 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 Energy website.

Disqualification of applicants

The Office reserves the right to disqualify applicants from participating in rounds for an identified period. This can be done if the Office 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 Office may consider whether the applicant has:

- breached any part of these guidelines
- breached a direction given by the Office 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 Office 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 Office can determine whether to respond to the clarification. Where the Office chooses to respond, it may respond by written notice to all organisations registered on the GMS (together with an anonymized copy of the request itself).</p>
Receipt of bid	Applicants will be notified when their bid has been successfully submitted.
Eligibility: request for more information	The Office 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.
Applicant presentation	Applicants may choose to present their bid (once deemed eligible) to the assessment panel. This will consist of a 30 minute presentation and 15 minutes for the panel to ask any clarifying questions. This is an optional meeting at the discretion of the applicant.
Assessment outcome	<p>Following the final decision of the assessment panel and NSW Government approval of successful and unsuccessful bids, the Office 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 Office in a follow up session at an agreed time.</p>
Funding agreement execution	The Office will proceed to negotiate funding agreements with successful applicants.

Table 11 Engagement process

Applicants may seek clarifications on any aspect of the program by writing to electric.vehicles@environment.nsw.gov.au

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

If the Office 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 Office 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 Fast Charging Master Plan](#)
- [the NSW Site Host Prospectus](#)
- pre-round briefing session which will be recorded and available on the Energy webpage: www.energy.nsw.gov.au/business-and-industry/programs-grants-and-schemes/electric-vehicles/electric-vehicle-fast-charging

For other queries, applicants can email the Office via

electric.vehicles@environment.nsw.gov.au

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 Office 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 Office 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 Office will provide applicants with a funding agreement. Applicants are encouraged to review and understand the funding agreement in detail.

The Office 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 Office 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 Office under the EV fast charging grants are subject to the execution of a funding agreement with the Office. All funding offers must be kept confidential until the execution of a funding agreement by both parties and the Office 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 Office's prior consent. The Office 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 (knowledge sharing objectives) 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 Office.

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

Complaints

Complaints concerning the Round should be emailed to

electric.vehicles@environment.nsw.gov.au

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

Conflicts of interest

The Office will administer its conflict of interest procedures, including procedures for all staff involved to declare their interests. All advisers engaged by the Office, 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 Office's conflict of interest procedure.

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

Round evaluation

The Office 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 Office 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 Office, 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 (public liability, workers compensation, etc). • 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 Office. • How the proposed data sharing systems could be used in interoperability protocols in the future. • Timeline for knowledge sharing activities and sharing with the Office, 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 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 electric vehicle service equipment (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. • 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 – the public visibility of any renewable energy generator co-located with charging infrastructure

Eligibility & Merit criteria	Required information
<p>Eligibility criterion B: Eligible charging infrastructure projects (continued)</p>	<ul style="list-style-type: none"> • 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. <p>If available, applicants should provide the following attachments:</p> <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 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. • 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.

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. • The plug types that will be available at the proposed sites, with justification. • 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, public accessibility per day, and accessibility to heavy vehicles. • The anticipated hardware to be used in the construction of chargers and their warranty conditions.

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. <p>If available, applicants must attach the following:</p> <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
Merit criterion F: Applicant capabilities and capacity	<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: <ul style="list-style-type: none"> • Their project planning and management skills and capabilities • Their financial management skills and capabilities • Their technical and engineering experience in charging infrastructure or other major electrical infrastructure projects • Their 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"> • Their experience in charging network coordination, or coordination of other network based customer services • Their capacity for delivering charging network maintenance • Their capacity and experience in offering customer support services. <ul style="list-style-type: none"> • 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.
<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 Office for decision. The Office'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 Office 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 Office
- 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 Office 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 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 Office. 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

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

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

Ineligible expenditure

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

- 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/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

- expenditure on the acquisition of land for 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 Office 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 Office 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 Fast 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 road map 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) based on technical, social and economic considerations
- 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 map is a regularly updated online mapping tool available to the public. It has been designed to help policy makers, 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.

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.

A detailed methodology and scientific quantitative analysis was used to determine optimal and priority zones. The data analysed included:

- projections of electric vehicle adoption in NSW
- traffic movements
- tourism
- vehicle ownership
- vehicle use types (e.g. private vs taxi)
- vehicle performance
- local points of interest
- available substation capacities
- business
- population
- 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.

The Master Plan can be accessed at www.energy.nsw.gov.au/business-and-industry/programs-grants-and-schemes/electric-vehicles/Fast-charging-master-plan



Appendix 4. NSW priority zones

The priority zones identified by the Master Plan are key to the first and second round of the grants. Applicants are required to select charging station locations that fall within a priority zone. This appendix lists all priority zones identified by the Master Plan that are eligible for funding in round 2.

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.

The Master Plan map can be accessed at: www.energy.nsw.gov.au/business-and-industry/programs-grants-and-schemes/electric-vehicles/Fast-charging-master-plan

Priority zones

Priority zones in regional and metropolitan areas have been identified based on the multi-criteria described in Appendix 3. These priority zones are a filtered list of the optimal zones. In regional areas, priorities are assigned to major towns and journey enablement zones separately. Journey enablement zones have been created between major towns and centres to ensure there are sufficient charging options to allow travel across NSW.

Funded priority zones

Round one of the grants funded 86 stations across 73 priority zones. These priority zones are no longer available for funding in round 2.

Adamstown	Bondi Junction	Euston	Narooma
Albury	Bonnet Bay	Forbes	Narrabri
Alexandria	Brighton-le-sands	Glen Innes	Nelson Bay
Alison	Bucketty	Glenmore Park	Orange
Armidale	Cabramatta	Goulburn	Parkes
Artarmon	Campbelltown	Griffith	Port Macquarie
Auburn	Caringbah	Gundagai	Punchbowl
Ballina	Carlingford	Hay	Queanbeyan
Bargo	Casula	Jerilderie	Redfern
Bateau Bay	Chatswood	Jindabyne	Richmond
Batemans Bay	Coffs Harbour	Katoomba	Singleton
Bathurst	Coniston	Kings Langley	Tamworth
Baulkham Hills	Constitution Hill	Kingscliff	Taree
Beaumont Hills	Coolongolook	Lane Cove	Tenterfield
Bega	Cooma	Manly	Ulladulla
Birmingham	Dubbo	Maroubra	Wagga Wagga
Gardens	Eastwood	Molong	Yass
Blacktown	Emu Heights	Mount Druitt	
Blackwall	Engadine	Muswellbrook	

Metropolitan priority zones

The metropolitan priority zones are shown in the following images (Figure 24, Figure 25, Figure 26 and Figure 27).

Fast track stream zones

Fast track stream zones only occur in a sub-set of the Greater Sydney metropolitan priority zones as they are located in areas of high urban density where residents have limited access to off-street parking. The lists separate metropolitan priority zones that have been identified as *standard stream* or *fast-track stream* zones for round 2.

Fast track sites also have ideal “sub-zones” which are areas that have been identified as being “highly recommended” for a charging station. These sub-zones are indicative and while applicants aren’t obliged to site their stations within them, it is preferred and stations proposed outside these sub-zones should come with a rationale. These sub-zones were identified by doing an analysis on features such as major roads, major infrastructure (such as shopping centres and hospitals), electrical infrastructure and accessibility and are highlighted in the specified fast-track maps.



Sydney metropolitan fast track zones

The maps below show each of the ‘fast track’ zones, with ideal sub-zones highlighted in orange. These sub-zones are highly recommended for the placement of charging stations and take into account major roads, electrical infrastructure and accessibility within that zone. Applicants do not have to site stations within these sub-zones, however a justification should be provided if siting stations outside of these. Please note, there are no identified sub-zones for the suburbs of Darlinghurst and Mosman.

Fast Track suburb: **Arncliffe**



Figure 2 Arncliffe

Fast Track suburb: **Bondi**

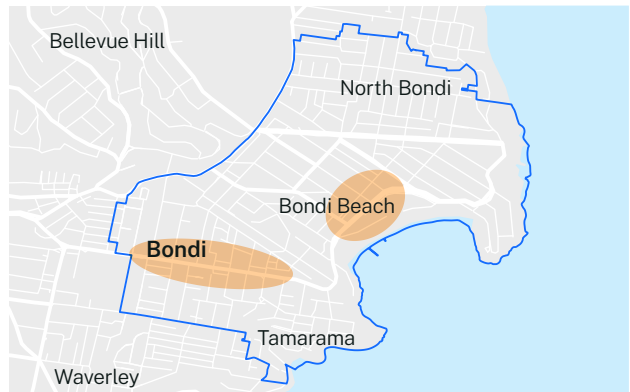


Figure 4 Bondi

Fast Track suburb: **Ashfield**



Figure 3 Ashfield

Fast Track suburb: **Cromer**



Figure 5 Cromer

Fast Track suburb: **Beverley Park**

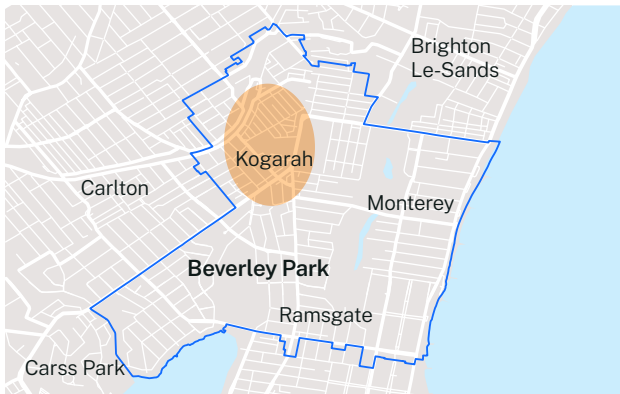


Figure 6 Beverley Park

Fast Track suburb: **Crows Nest**



Figure 9 Crows Nest

Fast Track suburb: **Darlinghurst**

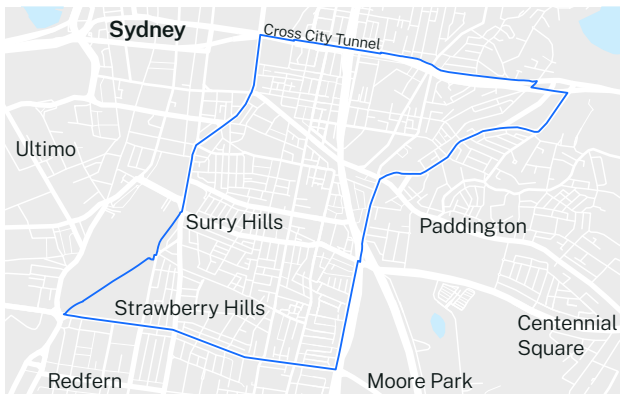


Figure 7 Darlinghurst

Fast Track suburb: **Enmore**

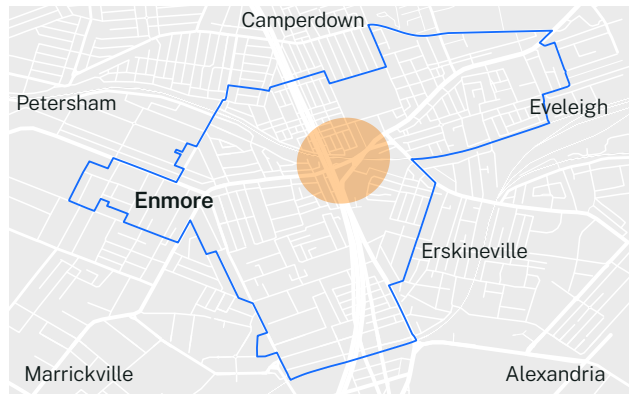


Figure 10 Enmore

Fast Track suburb: **Drummoyne**



Figure 8 Drummoyne

Fast Track suburb: **Epping**

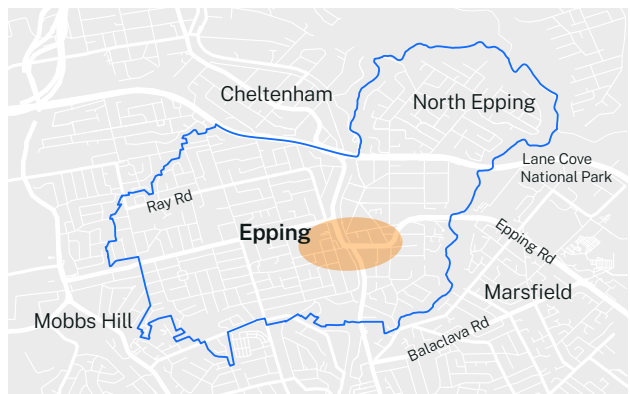


Figure 11 Epping

Fast Track suburb: **Eastlakes**



Figure 12 Eastlakes

Fast Track suburb: **Fairfield**

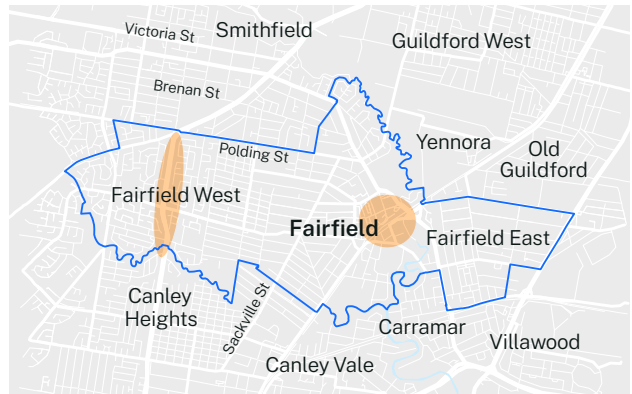


Figure 15 Fairfield

Fast Track suburb: **Harris Park**

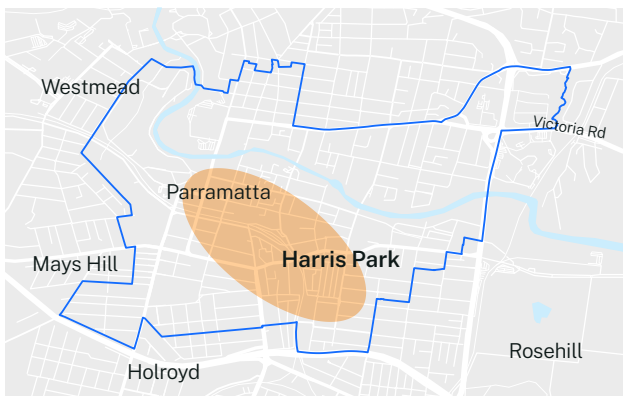


Figure 13 Harris park

Fast Track suburb: **Leichhardt**



Figure 16 Leichhardt

Fast Track suburb: **Homebush**

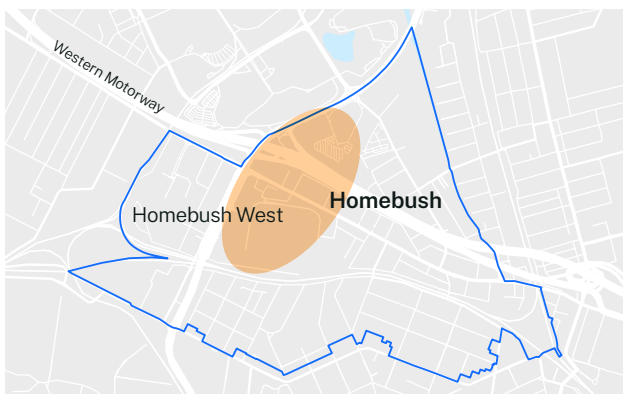


Figure 14 Homebush

Fast Track suburb: **Marrickville**

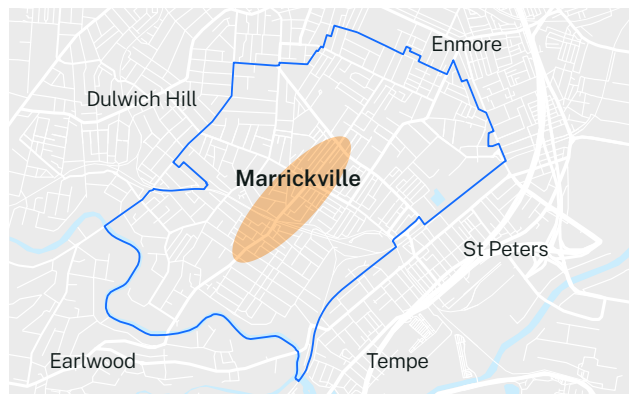


Figure 17 Marrickville

Fast Track suburb: **Lakemba**



Figure 18 Lakemba

Fast Track suburb: **Merrylands**

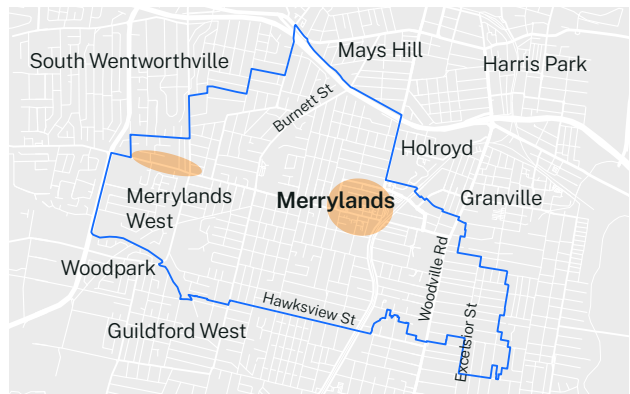


Figure 21 Merrylands

Fast Track suburb: **Mosman**



Figure 19 Mosman

Fast Track suburb: **Strathfield**



Figure 22 Strathfield

Fast Track suburb: **North Sydney**

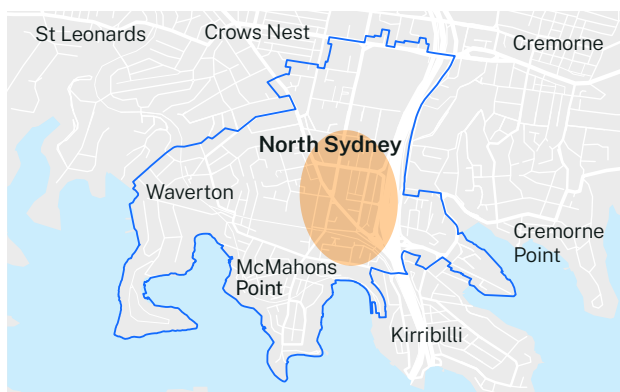


Figure 20 North Sydney

Fast Track suburb: **Waterloo**



Figure 23 Waterloo

Greater Sydney priority zones

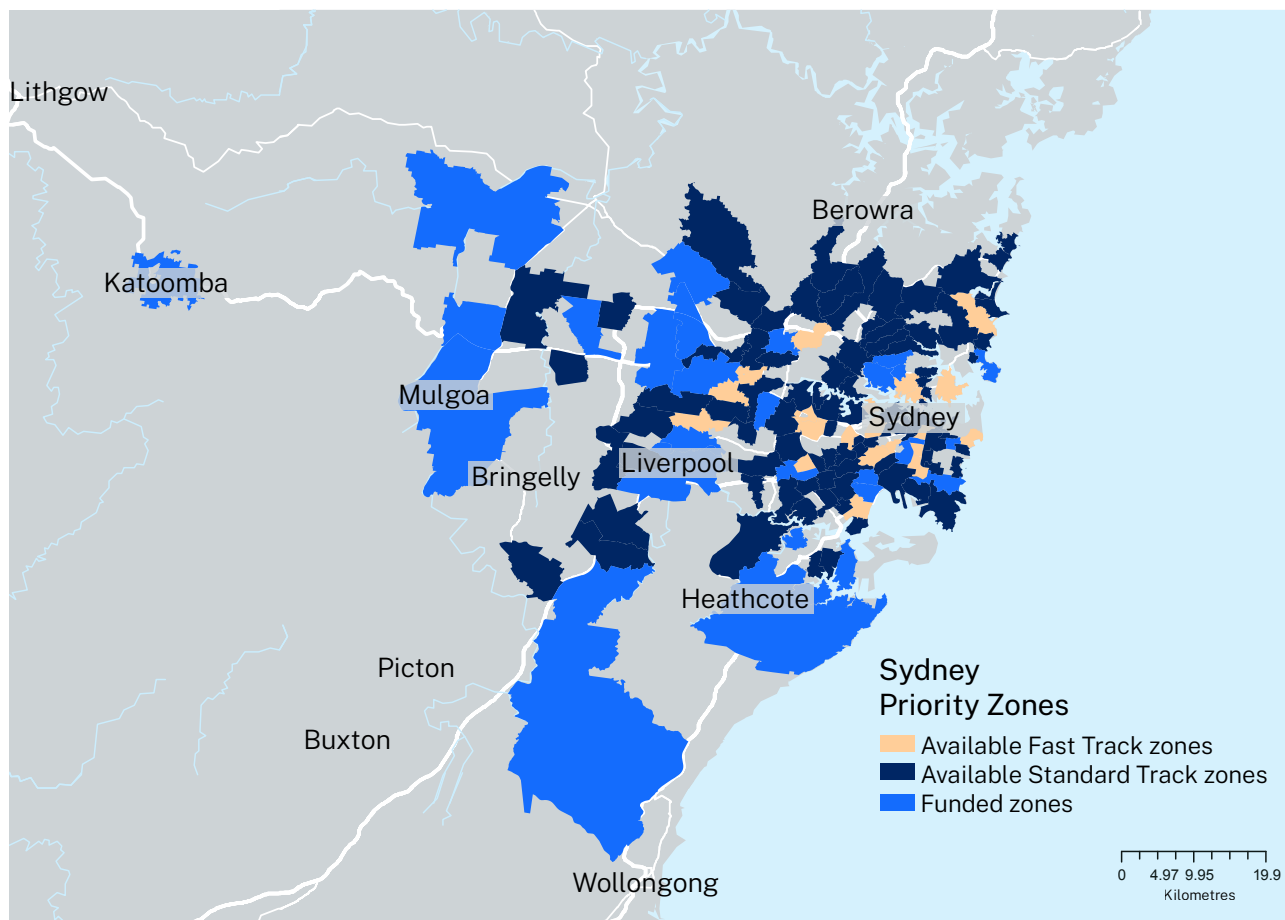


Figure 24 Greater Sydney zones

Funded zones

Alexandria
 Artarmon
 Auburn
 Baulkham Hills
 Beaumont Hills
 Blacktown
 Bondi Junction
 Bonnet Bay
 Brighton-le-sands
 Cabramatta
 Campbelltown
 Caringbah
 Carlingford
 Casula

Chatswood
 Constitution Hill
 Eastwood
 Emu Heights
 Engadine
 Glenmore Park
 Katoomba
 Kings Langley
 Lane Cove
 Manly
 Maroubra
 Mount Druitt
 Punchbowl
 Redfern
 Richmond

Available Fast Track zones

Arncliffe
 Ashfield
 Beverley Park
 Bondi
 Cromer
 Crows Nest
 Darlinghurst
 Drummoyne
 Eastlakes
 Enmore
 Epping
 Fairfield
 Harris Park

Homebush
 Lakemba
 Leichhardt
 Marrickville
 Merrylands
 Mosman
 North Sydney
 Strathfield
 Waterloo

Available Standard Track zones

Abbotsbury	Bronte	Erskine Park	West Pennant Hills
Abbotsford	Burwood	Forest Lodge	Woollahra
Alfords Point	Caddens	Homebush Bay	Annangrove
Allambie	Cammeray	Hurstville	Arndell Park
Allawah	Campsie	Kensington	Bankstown
Annandale	Carnes Hill	Kingsgrove	Belrose
St Peters	Castle Cove	Kirribilli	Blenheim Road
Ashbury	Castle Hill	Kurraba Point	Bow Bowling
Ashcroft	Chester Hill	Lewisham	Currans Hill
Asquith	Chifley	Lugarno	Dolls Point
Balmain	Chippendale	Mascot	Dulwich Hill
Banksmeadow	Chullora	Miranda	East Lindfield
Bardia	Clemton Park	Mona Vale	Fairlight
Bardwell Park	Colebee	Moore Park	Forestville
Belmore	Collaroy	Normanhurst	Gordon
Berala	Concord West	North Parramatta	Guildford
Beverly Hills	Coogee	North Turramurra	Gymea
Blaxcell	Curl Curl	Old Toongabbie	Mortdale
Boronia Park	Daceyville	Pennant Hills	Newport
Breakfast Point	Darling Point	Pymont	Northbridge
Broadway	Denistone East	Rozelle	Northmead
	Dundas	Smithfield	Parramatta
	East Killara	St Ives	Revesby
	Elanora Heights	Summer Hill	
	Elizabeth Bay	Sydney	

Central Coast NSW priority zones

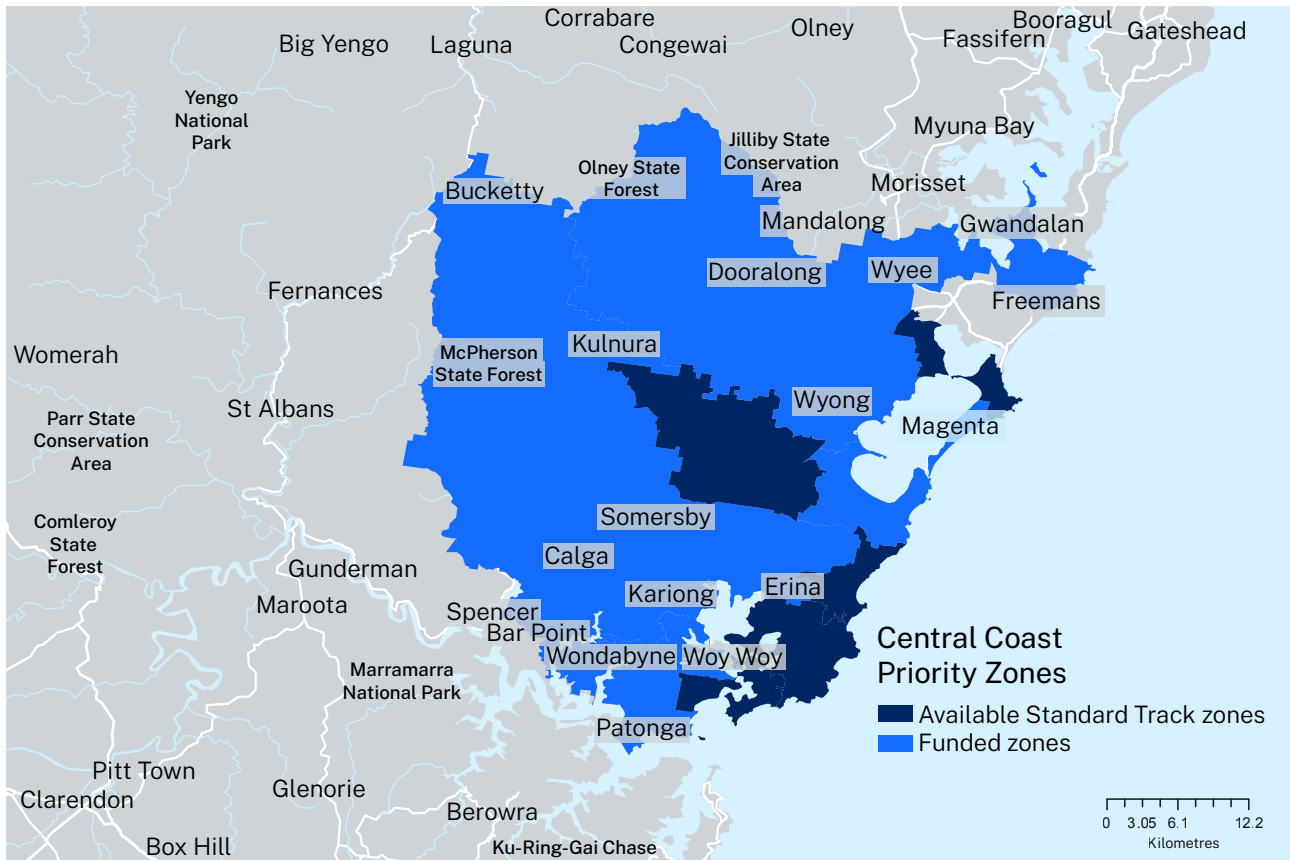


Figure 25 Central Coast zones

Funded zones

Alison
 Bateau Bay
 Blackwall
 Bucketty

Available Standard Track zones

Avoca Beach
 Booker Bay
 Canton Beach
 Erina Heights
 Fountaindale

Newcastle NSW priority zones

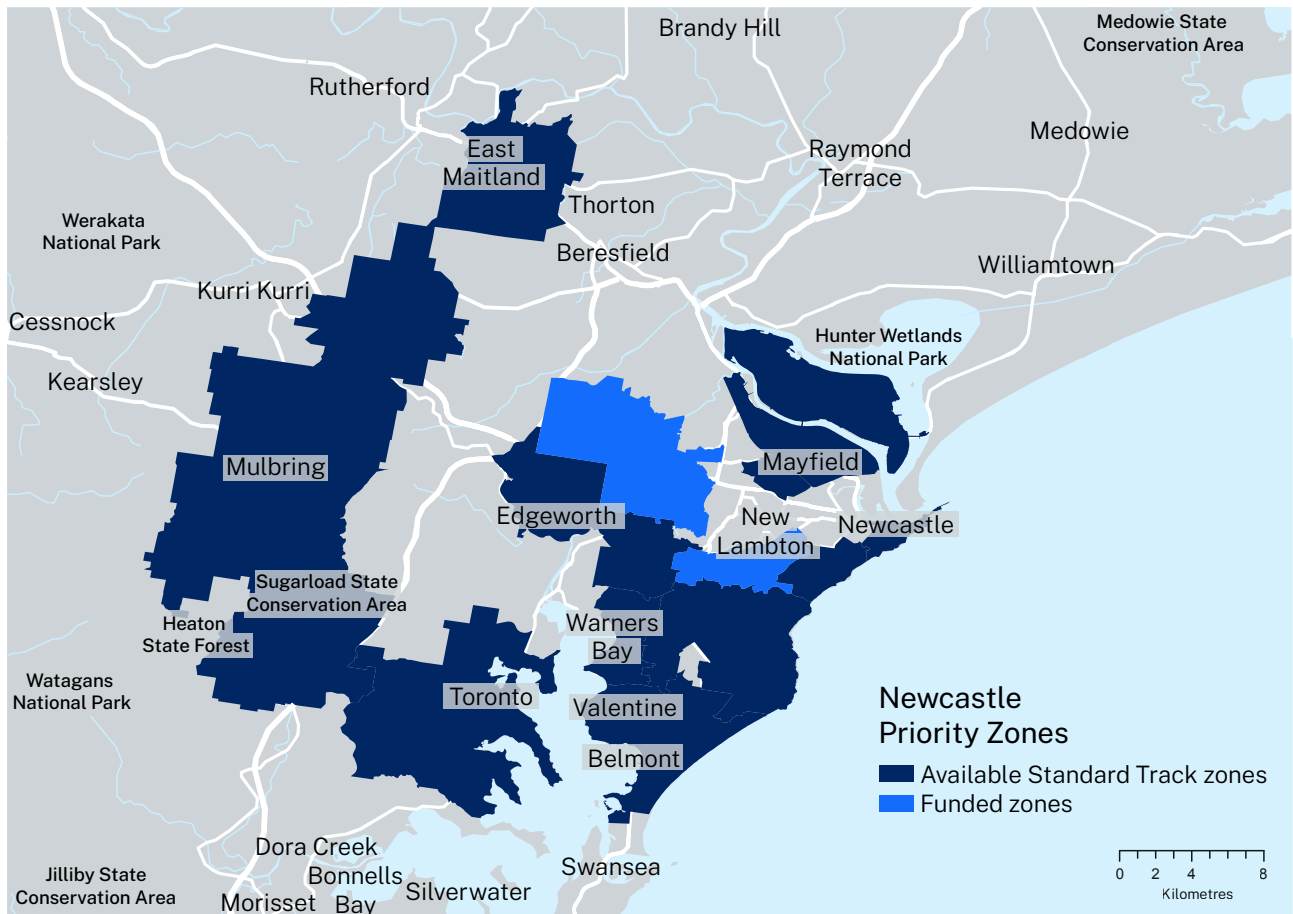


Figure 26 Newcastle zones

Funded zones

Adamstown
Birmingham Gardens

Available Standard Track zones

Arcadia Vale
Ashtonfield
Bar Beach
Belmont
Bennetts Green
Cameron Park
Eleebana
Georgetown
Kooragang
Merewether

Wollongong NSW priority zones

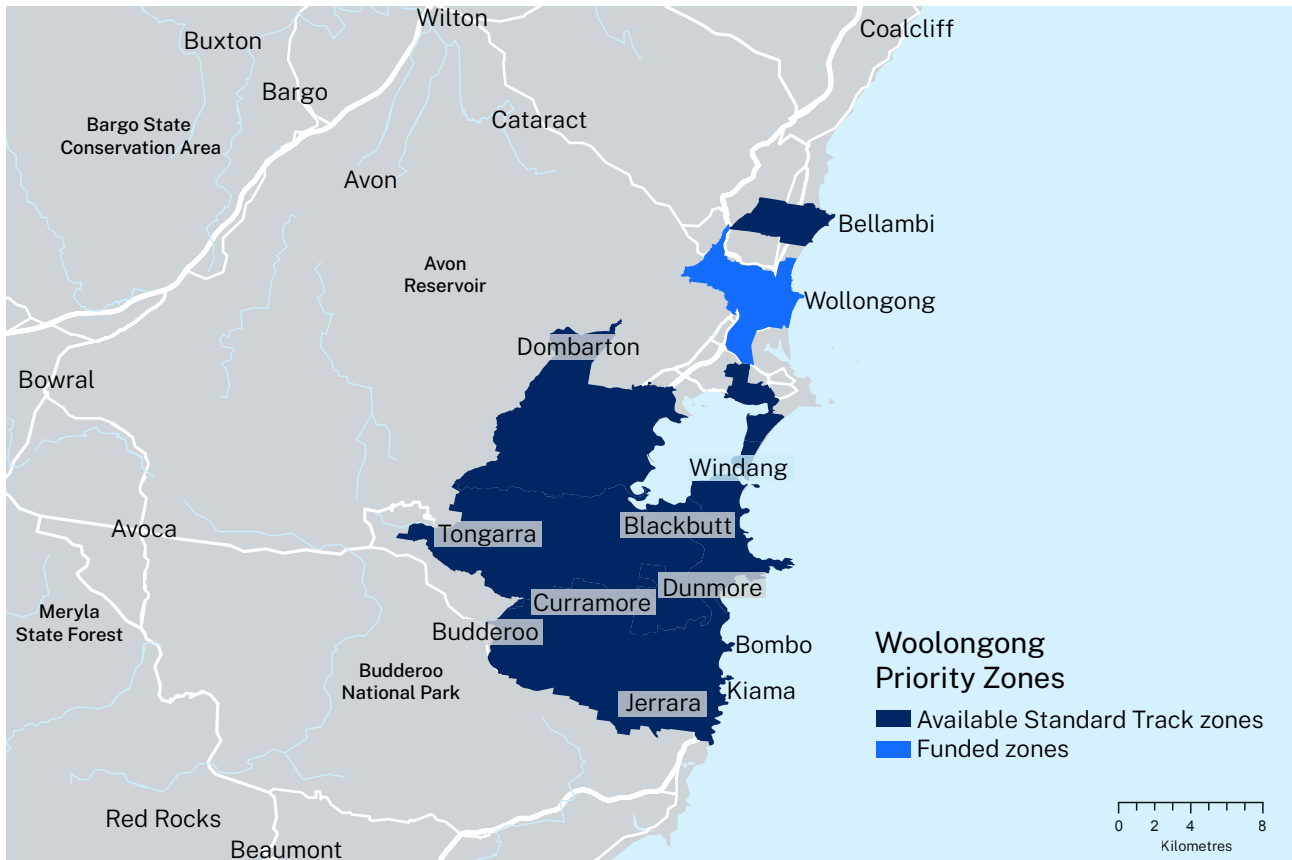


Figure 27 Wollongong zones

Funded zones

Coniston

Available Standard Track zones

Albion Park
 Avondale
 Barrack Heights
 Bellambi
 Blackbutt
 Bombo
 Cringila
 Kemblawarra

Regional priority zones

The regional priority zones are shown in the images below (Figure 28, Figure 29, Figure 30 and Figure 31). 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. All regional priority zones are *standard site zones*.

South East NSW priority zones

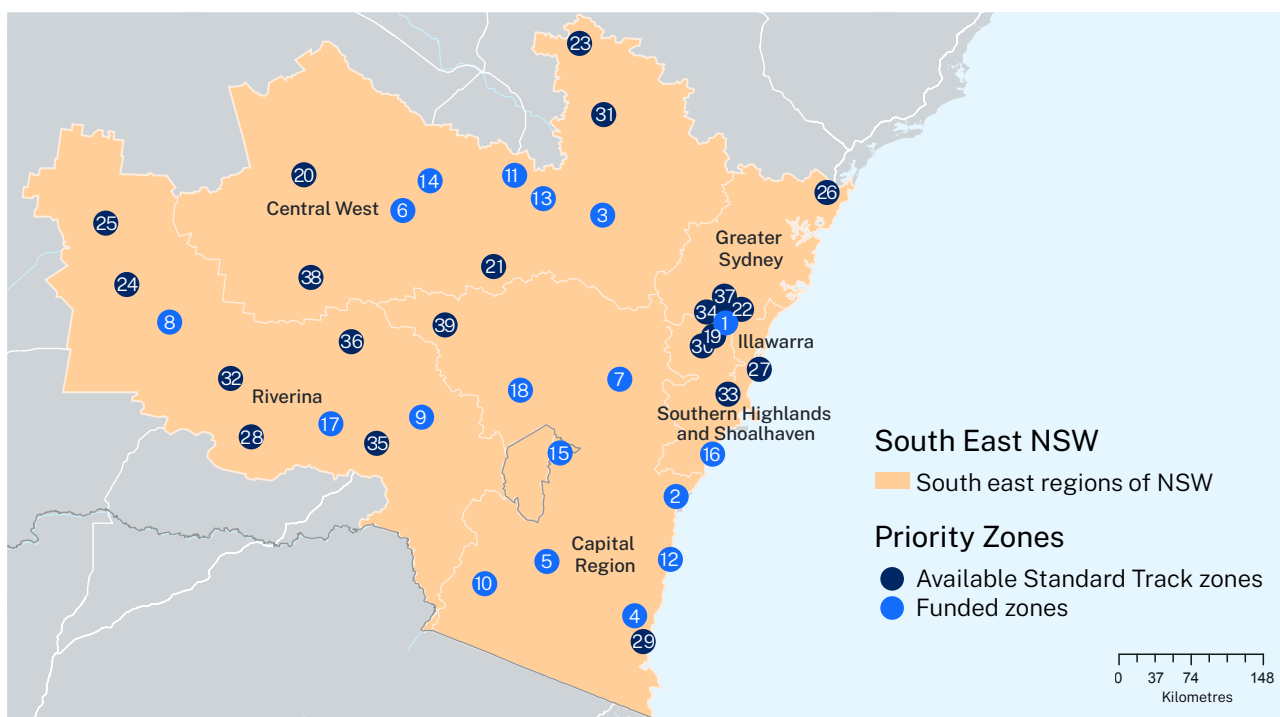


Figure 28 South East NSW zones

Funded zones

- Bargo (1)
- Batemans Bay (2)
- Bathurst (3)
- Bega (4)
- Cooma (5)
- Forbes (6)
- Goulburn (7)
- Griffith (8)
- Gundagai (9)
- Jindabyne (10)
- Molong (11)
- Narooma (12)
- Orange (13)

- Parkes (14)
- Queanbeyan (15)
- Ulladulla (16)
- Wagga Wagga (17)
- Yass (18)

Available Standard Track zones

- Colo Vale (19)
- Condobolin (20)
- Cowra (21)
- Douglas Park (22)
- Dunedoo (23)
- Goolgowi (24)

- Hillston (25)
- Jilliby (26)
- Kiama (27)
- Lockhart (28)
- Merimbula (29)
- Mittagong-Bowral (30)
- Mudgee (31)
- Narrandera (32)
- Nowra (33)
- Picton (34)
- Tarcutta (35)
- Temora (36)
- The Oaks (37)
- West Wyalong (38)
- Young (39)

South West NSW priority zones

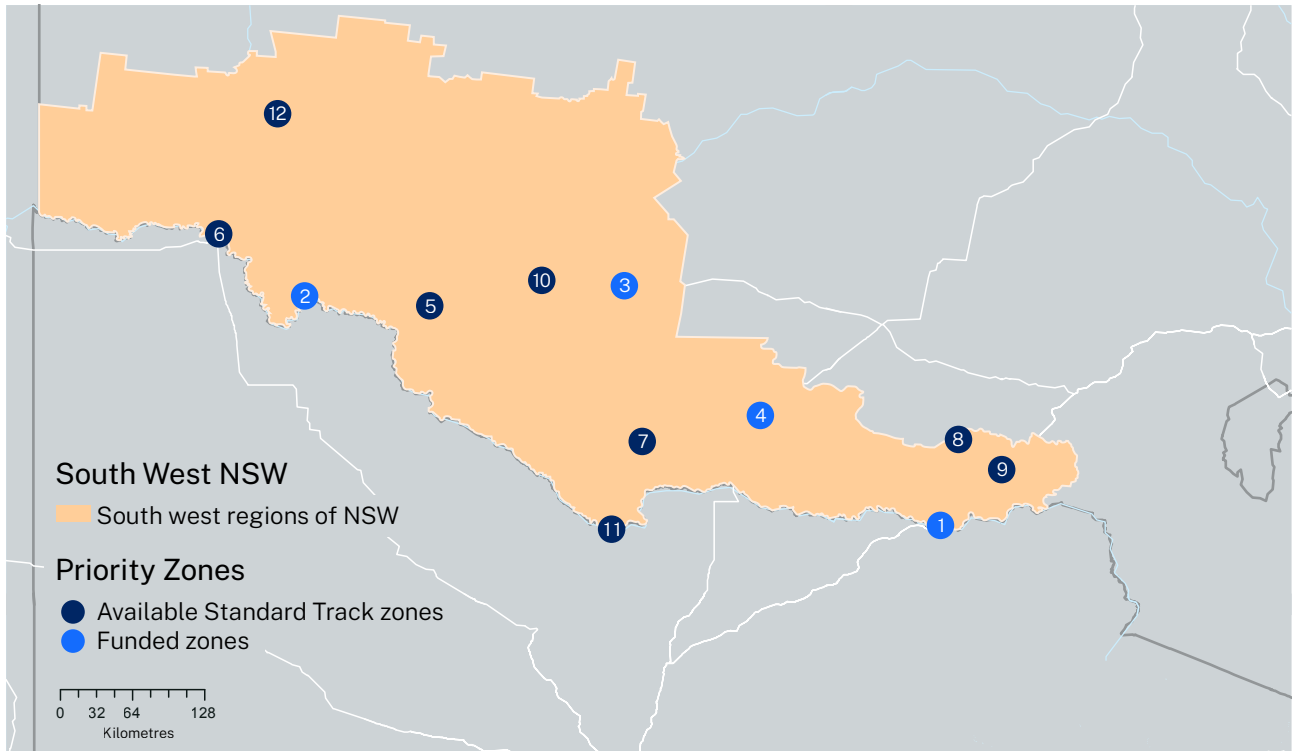


Figure 29 South West NSW zones

Funded zones

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

Available Standard Track zones

- Balranald (5)
- Buronga (6)
- Deniliquin (7)
- Henty (8)
- Holbrook (9)
- Maude (10)
- Moama (11)
- Pooncarie (12)

North East NSW priority zones

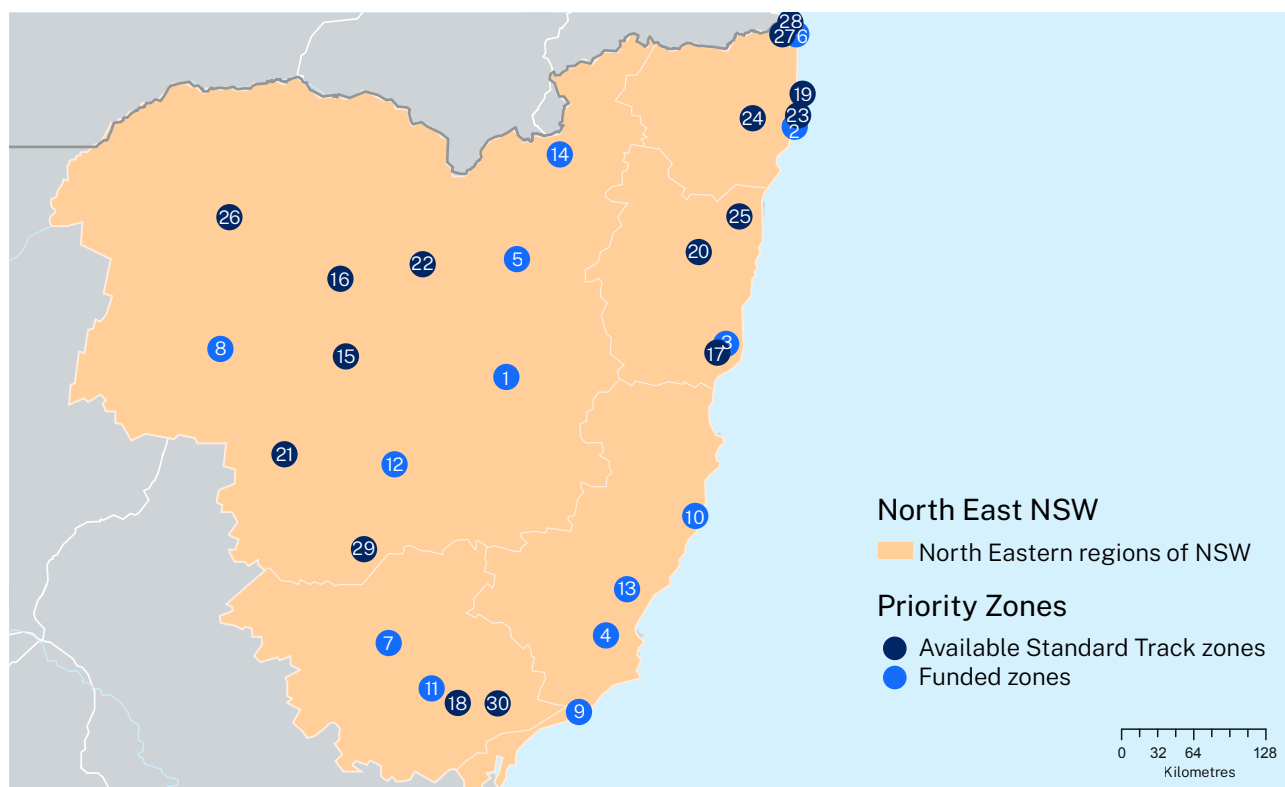


Figure 30 North East NSW zones

Funded zones

- Armidale (1)
- Ballina (2)
- Coffs Harbour (3)
- Coolongolook (4)
- Glen Innes (5)
- Kingscliff (6)
- Muswellbrook (7)
- Narrabri (8)
- Nelson Bay (9)
- Port Macquarie (10)
- Singleton (11)
- Tamworth (12)
- Taree (13)
- Tenterfield (14)

Available Standard Track zones

- Barraba (15)
- Bingara (16)
- Boambee (17)
- Branxton (18)
- Byron Bay (19)
- Grafton (20)
- Gunnedah (21)
- Inverell (22)
- Lennox Head (23)
- Lismore (24)
- Macleay (25)
- Moree (26)
- Terranora (27)
- Tweed Heads (28)
- Willow Tree (29)
- Woodville (30)

North West NSW priority zones

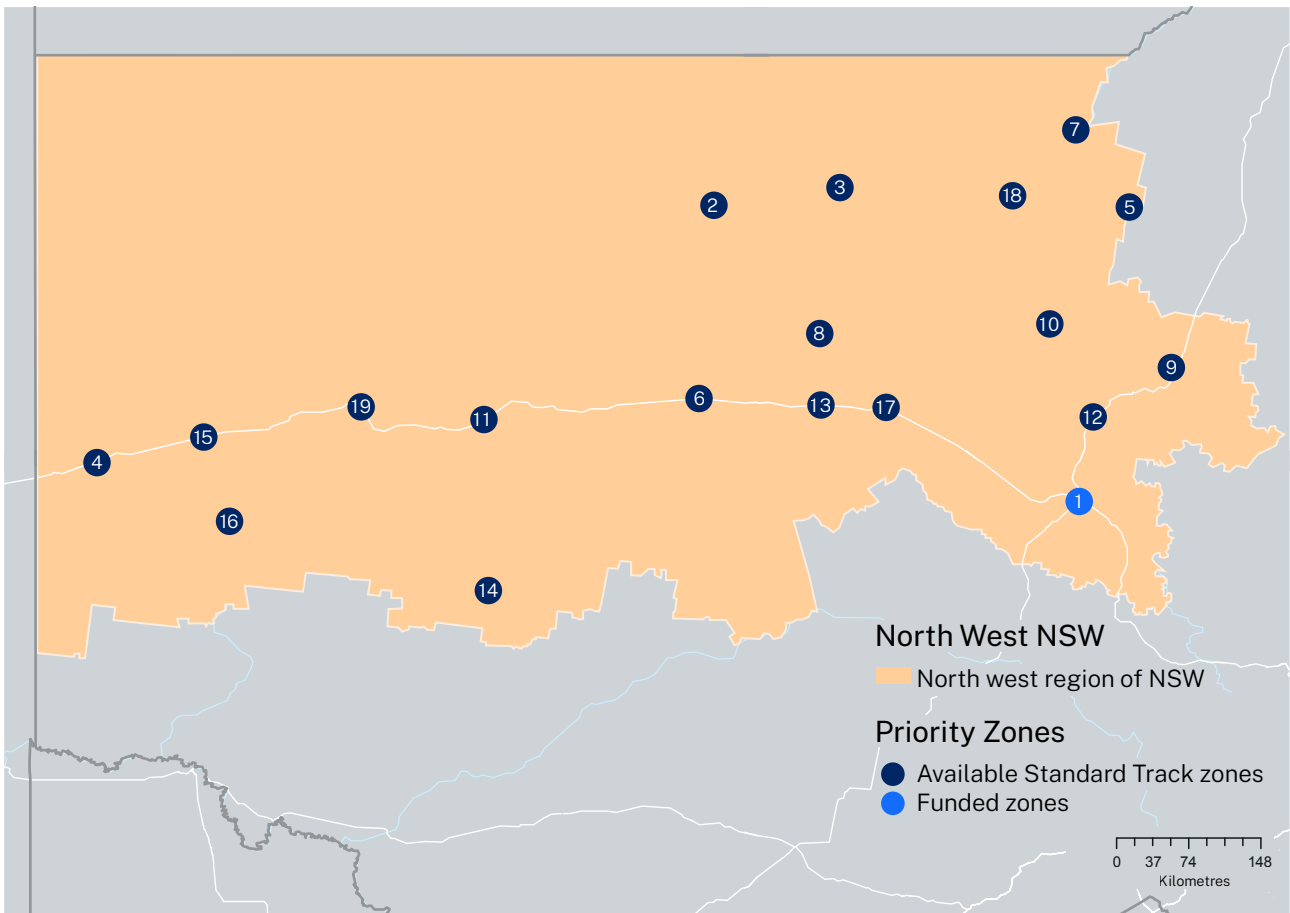


Figure 31 North West NSW zones

Funded zones

Dubbo (1)

Available Standard Track zones

Bourke (2)
 Brewarrina (3)
 Broken Hill (4)
 Burren junction (5)
 Cobar (6)
 Collarenebri (7)
 Coolabah (8)
 Coonabarabran (9)

Coonamble (10)
 Emmdale (11)
 Gilgandra (12)
 Hermidale (13)
 Ivanhoe (14)
 Little Topar (15)
 Menindee (16)
 Nyngan (17)
 Walgett (18)
 Wilcannia (19)

Appendix 5. Charging technology

The grants are designed to advance the rollout of fast and ultra-fast DC charging in NSW. This section covers:

- the expected minimum performance standards for additional charging bays beyond the mandated charging bays specified in the eligibility criteria
- an overview of the current and future charging technology that should be considered by applicants
- components of a charging system.

Minimum performance standards for charging bays

The ability to charge quickly and reliably in DC is a key feature to BEV uptake in NSW. While most trips that drivers undertake fall well below the range of a BEV, there are a number of situations where DC charging is vital to minimise the time spent charging, such as interregional travel and commercial use. Fast DC charging is an important value proposition for drivers and operators who require minimal stopping time. As at August 2021, there were only just over 180 DC chargers in NSW.

Charging bays proposed for charging stations are expected to be higher capacity EVSE level 3 chargers as outlined in the eligibility section of these guidelines. Level 3 chargers range from 50 kW–350 kW and use DC charging. Charging bays are expected to be equipped with FCAI recommended DC charging types, which is either CHAdeMO or CCS Type 2.

While it is common for fast chargers to offer charging services below the rated capacity of the EVSE through software and hardware curtailment, it is expected that the minimum performance to be offered by any charging bay funded in this round is no less than 22.5 kW. It is also expected that at least 2 ultra-fast charging bays at a charging station will be available to offer charging services at 175 kW or above concurrently.

Overview of current and future technology

Future proofing the public fast charging infrastructure in NSW is an important factor when considering appropriate charging network design. Different charging technologies and capacities assist in building an ideal network across the state.

Ultra-fast EVSE level 3 chargers capable of delivering 350 kW of power are already in the market. This is already more power than all currently available BEVs in the Australian market can handle, due to their onboard maximum charge rates. As the supply chain for this technology matures, installation costs are expected to come down. High powered chargers of this nature will enable BEVs to take long distance trips with shorter stops, especially for vehicles with larger batteries.

Additionally, there are 350 kW ‘dual-port’ chargers able to concurrently charge 2 EVs at 175 kW each.

Several factors are helping charging technology and installation mature in NSW. Falling hardware costs, the progress of the ‘experience curve’ of installation industries and coordination with energy distribution networks are just some of the contributing factors. Falling costs will remove barriers to the rollout of infrastructure, accelerating improvements to the NSW network.

The impact of future technologies is a significant and fundamental consideration when determining the design of fast public charging infrastructure. If charging network operators and other decision makers in NSW are not aware of trends in vehicle technology and charger technology, charging networks risk underperforming and failing to effectively facilitate travel throughout the state.

At the time of writing, the majority of existing BEVs in Australia have a maximum charging speed at or below 100 kW, which is well below the capacity of the ultra-fast 350 kW chargers. However, this is moving rapidly to a new

baseline normal of 200 kW or beyond. Australia currently receives new BEV models later than other right-hand-drive markets, where a growing number of new generation BEVs are available with 200+ kW maximum charging speeds. As charging technology advances, the charging speeds of various models are expected to increase into the future.

Applicants to the electric fast-charging grant are encouraged to plan for upgrades to their charging stations in the future as more advanced technology becomes available at more affordable price points and the charging speeds of BEVs increase.



Components of an EV charging system

Key components of the typical EV charging system are presented below.

Electricity supply (for EVSE level 3)

The energy supply system takes high voltage (HV) AC from the grid, converts it to the desired voltage, converts the current to DC and distributes it to the charging stations. This system can be augmented with onsite battery storage and solar PV generation.

Electric Vehicle Supply Equipment (EVSE)

The core of every charging station is the EVSE, consisting of an external charger with

user interface, a cable and plug. EVSE can be classified by the way that they deliver power to the vehicle, either AC or DC, and are commonly called AC Chargers or DC Chargers.

AC Chargers are relatively slow with low power.

DC Chargers bypass the onboard charger and can deliver much higher power. Most cars will have a limit to the power that they accept, with the current top model BEVs able to handle DC charging at about 250 kW. New models are set to increase this capability continuously. Fast DC chargers often resemble petrol bowsers that contain AC/DC converters and cooling systems.

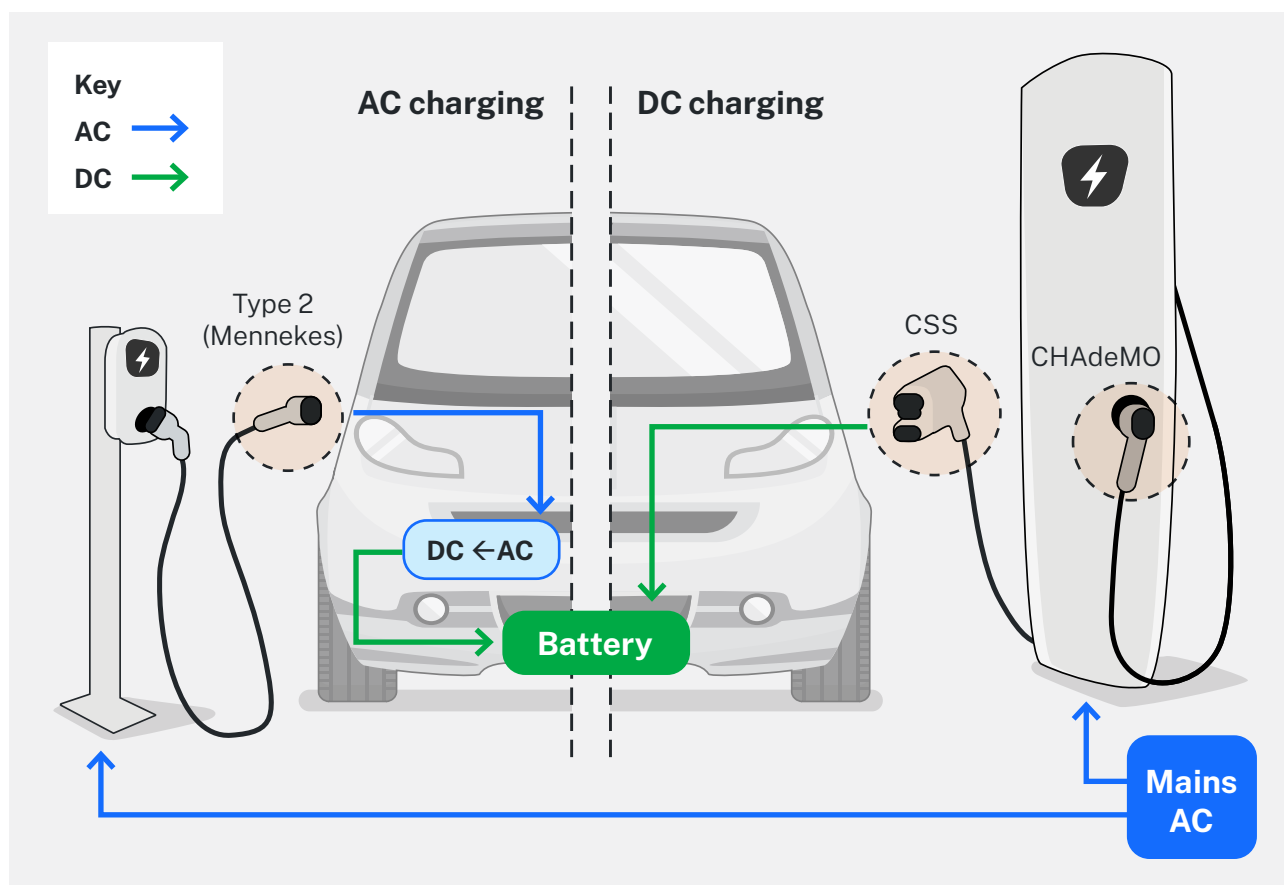


Figure 32 Components of Electric Vehicle Supply Equipment

Connectors and plugs

The connector for AC charging is either fixed to the EVSE or detachable (usually carried in the BEV). The Type 2 plug has become the standard AC plug used in Australia.

The connector for DC charging is always attached to the EVSE. There are 2 types of DC plugs in use in Australia, the CHAdeMO or CCS Type 2. Globally, the CCS plug type is gaining a market lead, however, many DC

EVSE are installed with one of each plug type. This is not required within the fast-charging grants, however it is expected that at least one CHAdeMO plug is provided per charging station.

Tesla uses a proprietary plug for some legacy models based on the Type 2 design that carries both AC and DC power. Tesla has fit out its Supercharger network with both current Type 2 DC plug and the proprietary plug.

Plug Type 2 (Mennekes)



Level 1 and Level 2 AC:

- Vehicle-charger communications
- Single-phase charging up to 14.5 kW
- 3-phase charging up to 43.5 kW
- Compatible with CCS vehicle socket
- Theft-proof locking pin

Plug Combined Charging System (CCS)



Level 3 DC:

- Deliver high power, over 50 kW
- Uses Power Line Communication (PLC) – the standard grid communication system

Plug “Charge de Move” (CHAdeMO)



Level 3 DC:

- Deliver high power, over 50 kW
- Uses CAN (Controller Area Network) – the ‘standard’ in-vehicle communication protocol

Energy management system

A charging system may comprise multiple EVSE with an energy management system that performs the following tasks:

- Integrate vehicle charging with other loads
- Prioritise vehicle charging sessions over one another
- Limit total power consumption across the charging station or at an individual EVSE
- Data collection/analysis
- Maximise consumption of on-site solar and battery storage.

Connectivity

Many EVSE are networked and compatible with the Open Charge Point Protocol (OCPP). This allows the charger operator to perform the following tasks:

- User authentication via access card or cloud
- Report and aggregate usage data
- Manage time of use controls
- Update firmware
- Monitor charger status (occupied or available)
- Monitor charger performance
- Handle billing for commercial chargers.



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 before the electricity meter and is not connected to the grid.

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 Office 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 9 on page 28 to page 31 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 flagged to receive an increase in the government's co-contribution in round 2. These zones have special conditions and funding caps detailed in these guidelines.

Funding agreement: An agreement between the Office 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 Office, 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 Table 7 on page 24.

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 Office conditional to a funding agreement. It affirms the knowledge and data sharing activities required of funding recipients.

kW (kilowatt): Refers to 1000 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 Fast-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 10 on page 32 to page 37 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.

Office: 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 NSW Office of Energy and Climate Change.

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 Fast-Charging Master Plan.

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

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.

Standard site zones: Any site located in priority zones that have all the same timeframes and funding rules as occurred in round one of the EV fast charging grants, with standard processes and funding caps as detailed in these guidelines.

Total cost of ownership (TCO): The whole of life cost of a vehicle. There are several inputs into a TCO calculation, such as purchase price, fuel costs, maintenance and taxes.

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.

Drive electric NSW
EV Fast Charging Grants
Funding Guidelines



For more information

www.energysaver.nsw.gov.au/EVfastcharging

electric.vehicles@environment.nsw.gov.au