

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

# NSW EV fast charging grants round 4



Funding guidelines

December 2025



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## Acknowledgment of Country



Department of Climate Change, Energy, the Environment and Water acknowledges the traditional custodians of the land and pays respect to Elders past, present and future.

We recognise Australian Aboriginal and Torres Strait Islander peoples' unique cultural and spiritual relationships to place and their rich contribution to society.

Artist and designer Nikita Ridgeway from Aboriginal design agency – Boss Lady Creative Designs, created the People and Community symbol

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**NSW EV fast charging grants round 4**

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# Introduction



# 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 NSW Department of Climate Change, Energy, the Environment and Water ('the department') has designed the EV (electric vehicles) 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.

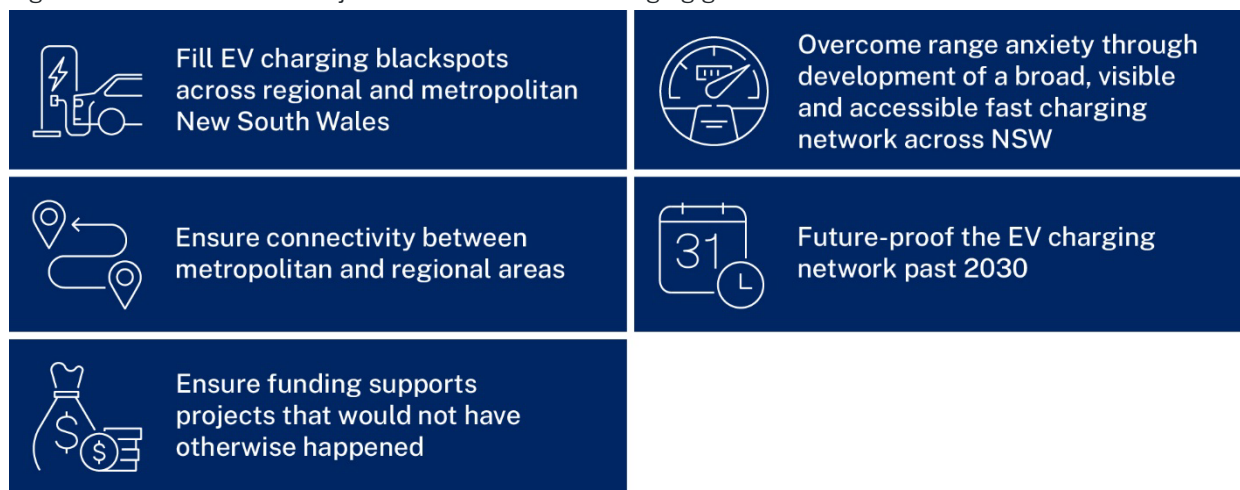
The EV fast charging grants (the grants) support Charge Point Operators (CPOs) to build, own and operate fast charging stations across New South Wales, assisting with the transition to battery electric vehicles and lowering emissions across the state.

To date the grants have successfully run 3 funding rounds with \$76 million in co-funding contracted across 184 fast charging stations. In round 4, 31 postcodes in metropolitan New South Wales and 73 zones in regional New South Wales are eligible for funding.

## Purpose and program objectives

The guidelines provide rules and guidance to applicants seeking funding to build charging infrastructure through round 4 of the EV fast charging grant. Applicants should read these guidelines in conjunction with the round 4 funding agreement and frequently asked questions page provided on the [program website](#).

Figure 1: NSW Government objectives for the EV fast charging grants





## Round 4 grants snapshot

Table 1: Round 4 grants snapshot

Description	Round 4
Total funding available	\$39 million
Maximum government contribution per applicant	\$20 million
Maximum installation timeframe after finalisation of funding agreement	24 months

Table 2: Round 4 technical requirements and funding

Area	EV charger minimum requirements	Maximum co-funding per charging station	Additional funding available per charging station
<b>Metropolitan</b>	4 bays Minimum of 2 x 240 kW (+/-20%) DC chargers A minimum 400 kVA connection	Up to 40% of total charging station project cost capped at \$300,000 (ex GST) per charging station	Pull-through bays = \$20,000 Additional bays beyond minimum = \$10,000 per bay (capped at 6 additional bays)
<b>Regional</b>	3 bays Minimum of 2 x 175 kW (+/- 20%) DC chargers A minimum 276 kVA connection	Up to 50% of total charging station project cost capped at \$550,000 (ex GST) per charging station	Pull-through bays = \$20,000 Additional bays beyond minimum = \$10,000 per bay (capped at 6 additional bays)
<b>Remote</b>	3 bays Minimum of 2 x 150 kW (+/- 20%) DC chargers A minimum 276 kVA connection	Up to 90% of total charging station project cost capped at \$700,000 (ex GST) per charging station	Pull-through bays = \$20,000 Additional bays beyond minimum = \$10,000 per bay (capped at 6 additional bays) Operational expenditure (OPEX) support = up to \$90,000

Note: Additional funding is considered separate to the funding caps per individual charging station.

The eligible zones for each stream are discussed further in the eligibility criteria section and listed in [Appendix 1: Eligible zones](#).

## Key changes from round 3

Round 4 introduces changes from previous rounds of the EV fast charging program. The key changes are outlined below.

- Simplified funding streams: 3 funding streams with reduced station specifications and adjusted co-funding amounts.
- OPEX support: funding to support 3 years of operational expenditure at charging stations in the remote stream.
- Revised metropolitan zones: 31 blackspot zones available for funding under the metropolitan stream.
- Revised milestone payment structure: milestones will be paid on a per site basis.
- Additional funding options:
  - \$20,000 for pull-through bays
  - \$10,000 for additional bays beyond the minimum required specification (capped at 6 additional bays).

Regional participation requirements: applicants must propose at least one regional or remote charging station for every metropolitan charging station.



Timeframes





# Timeframes

Timeframes for submission, assessment, and project delivery are set out in Table 3. The Department may amend these timeframes at its discretion.

Table 3: Timeframe from application stage to project acquittal

Stage	Description	Duration	Dates
<b>Application stage</b>	Applicants confirm their eligibility for the program and provide details on the charging stations they would like to propose in their application. This includes addressing the program's merit criteria.	20 weeks	December 2025 Closing: April 2026
<b>Assessment</b>	The department will first review and confirm that all applications meet the eligibility requirements. An assessment panel will then consider the merit of all eligible applications. The department will notify applicants of the outcomes once applications recommended for funded are approved.	14 weeks	July 2026
<b>Contracting</b>	The department will award contracts for funding through the signing of formal funding agreements, after which projects will commence.	6 weeks	September 2026
<b>Construction</b>	Successful applicants will construct co-funded charging stations. After 24 months, all charging stations must be installed, operational, and meet Milestone 2 deliverables.	Up to 24 months	September 2028
<b>Project acquittal</b>	The deadline for submitting all final reports and documentation, including operational and uptime data, to meet Milestone 3 requirements.	12 months	September 2029



## Eligibility criteria



# Eligibility criteria

Applicants must meet all eligibility requirements to be considered for co-funding.

Applications will be assessed against all round 4 eligibility and merit criteria. All applicants will be assessed on their capacity to build, own, and operate public DC charging assets.

## Applicant eligibility

Table 4: Applicant eligibility criteria

Requirement type	Criteria
<b>Legal status</b>	<p>Applicants must be either:</p> <ul style="list-style-type: none"> <li>• incorporated under the Corporations Act 2001; or</li> <li>• a state-owned corporation or subsidiary.</li> </ul>
<b>ABN</b>	Applicants must hold a current Australian Business Number.
<b>Insurances</b>	Applicants must have current public liability insurance (minimum of \$20 million coverage) and workers compensation insurance.
<b>Accountant declaration</b>	<p>Applicants must provide an accountant's declaration confirming financial capacity to support proposed project expenditure. The accountant declaration must be in the form stipulated in <a href="#">Appendix 2</a>.</p> <ul style="list-style-type: none"> <li>• As a minimum requirement, metropolitan charging stations must be 60% privately funded by the applicant or their partners (other financiers or organisations).</li> <li>• As a minimum requirement, regional charging stations must be 50% privately funded by the applicant or their partners (other financiers or organisations).</li> </ul> <p>As a minimum requirement, remote charging stations must be 10% privately funded by the applicant or their partners (other financiers or organisations).</p>

# Charging station eligibility

Table 5: Charging station eligibility

Requirement type	Criteria
<b>New construction</b>	Each proposed charging station must be a new development. Increasing the scale of, or re-developing, existing charging stations is not supported.
<b>Location</b>	Each charging station must be located within an eligible zone. Charging stations may also be proposed at a location proximal to an eligible zone and will be considered at the discretion of the department. Refer to <a href="#">Eligible zones</a> and <a href="#">Appendix 1: Eligible zones</a> for full details and definitions.
<b>Metropolitan stream technical requirements</b>	<p>Each charging station must feature:</p> <ul style="list-style-type: none"> <li>• a minimum of 2 DC EV chargers, each rated at a minimum of 240 kW (+/-20%)</li> <li>• a minimum of 4 dedicated EV charging bays including at least one accessible bay</li> </ul> <p>a minimum 400 kVA connection (which may be met through either grid connection or via a combination of grid connection and battery storage).</p>
<b>Regional stream technical requirements</b>	<p>Each charging station must feature:</p> <ul style="list-style-type: none"> <li>• a minimum of 2 DC EV chargers, with each rated at a minimum 175 kW (+/-20%)</li> <li>• a minimum of 3 dedicated EV charging bays including at least one Accessible Bay</li> </ul> <p>a minimum 276 kVA connection (which may be met through either grid connection or via a combination of grid connection and battery storage).</p>
<b>Remote stream technical requirements</b>	<p>Each charging station must feature:</p> <ul style="list-style-type: none"> <li>• a minimum of 2 DC EV chargers, with each rated at a minimum 150 kW (+/-20%)</li> <li>• a minimum of 3 dedicated EV charging bays including at least one Accessible Bay</li> </ul> <p>a minimum 276 kVa connection (which may be met through either grid connection or via a combination of grid connection and battery storage).</p>

Requirement type	Criteria
Connector types	All chargers must feature Combined Charging System (CCS) Type 2 connectors. Additional CHAdeMO (charge for moving) connectors can be installed if a rationale is provided.
Site investigation	Evidence of an initial connection inquiry lodged with the relevant Distributed Network Service Provider (DNSP) is mandatory for each proposed charging station.
Landowner support	A letter of support from the relevant landowner must be submitted for each charging station proposed. If the applicant can prove ownership of the land this requirement is waived. The letter of support must be charging station specific.
Accessibility	At least one accessible bay must be provided per charging station. The bay must meet AS/NZS 2890.6 Cl. 2.2.2 or AS/NZS 2890.6 Cl. 2.2.1, Cl.3.2 b) 11). Applicants must demonstrate that access for people with disability has been considered for each proposed charging station, including the height and access to use screens and the usability of digital and physical infrastructure for people with various types of disabilities.
Public access	Public access to charging bays must not be conditional on other fees from co-located businesses (e.g., parking fees). The charging infrastructure must be available for public use for at least 12 hours per day, 7 days a week.
Branding	Applicants agree that any funded charging stations will clearly display NSW Government co-funding acknowledgment and branding in line with the <a href="#">NSW Funding Acknowledgement Guidelines</a> .
Payment	All charging fees should be clearly displayed and visible without the payee requiring a mobile or internet signal. Payment must be possible via credit/debit card, with no requirement for a registration, membership, or app download. Payment must be possible without the user having mobile or internet signal.
Interoperability	Charging equipment and software must be Open Charge Point Protocol (OCPP) 2.0.1 capable.



## Operational requirements

This section defines the mandatory operational requirements for each proposed charging station.

Table 6: Charging station operational requirements

Requirement type	Criteria
<b>Renewable energy</b>	The project must source 100% renewable energy to cover the electricity consumption of all funded charging stations in perpetuity, from sources including on-site generation, GreenPower, or Large-scale Generation Certificates (LGCs).
<b>Uptime</b>	All charging stations must maintain a minimum uptime of 98% annually per plug for at least 50% of all plugs on-site. Uptime is the total number of hours a plug is available to the public, excluding time for planned or unplanned network outages.
<b>Charging station performance</b>	Energy management systems may be used to balance loads across the charging station. The overall capacity of the charging station cannot be curtailed through energy management systems of charger de-rating to fall below the approved connection capacity. Dynamic connection agreements are permitted where the reduction in capacity imposed by the DNSP is less than a 20% reduction.
<b>Reporting</b>	Successful applicants will be required to report charger usage and uptime through the Charge at Large app.
<b>Customer service</b>	A 24/7 customer support service must be maintained to assist users in real-time. The customer service must be accessible to those users with a disability (e.g. hearing impairment).



Eligible zones



# Eligible zones



Applicants are encouraged to apply for multiple charging stations across all eligible zones in New South Wales.

Applications must propose the installation of charging stations in eligible zones. These zones have been identified to address critical charging gaps along key NSW roads and highways, and to fill 'blackspots' in metropolitan areas where a lack of fast charging infrastructure is a known barrier to EV uptake.

The [NSW Government's Electric Vehicle public charging master plan](#) (the master plan) identifies the eligible zones for this round. You can view these zones in Figure 1 below, the round 4 layer of the master plan map, and in [Appendix 1: Eligible zones](#).

Applicants are encouraged to apply for multiple charging stations in an application and are required to submit an application featuring a mix of metropolitan and regional (or remote) charging stations. The department reserves the right to support multiple charging stations within each eligible zone.

## Proximity to a zone

The department may, at its absolute discretion, consider a proposed charging station that is located just outside a defined zone boundary. To be eligible for consideration, the application must provide specific justification that demonstrates:

- why a suitable charging station could not be secured within the eligible zone boundary
- how the proposed charging station serves the intent of the eligible zone
- how the proximal charging station aligns with the NSW Government objectives.

## Previously funded charging stations

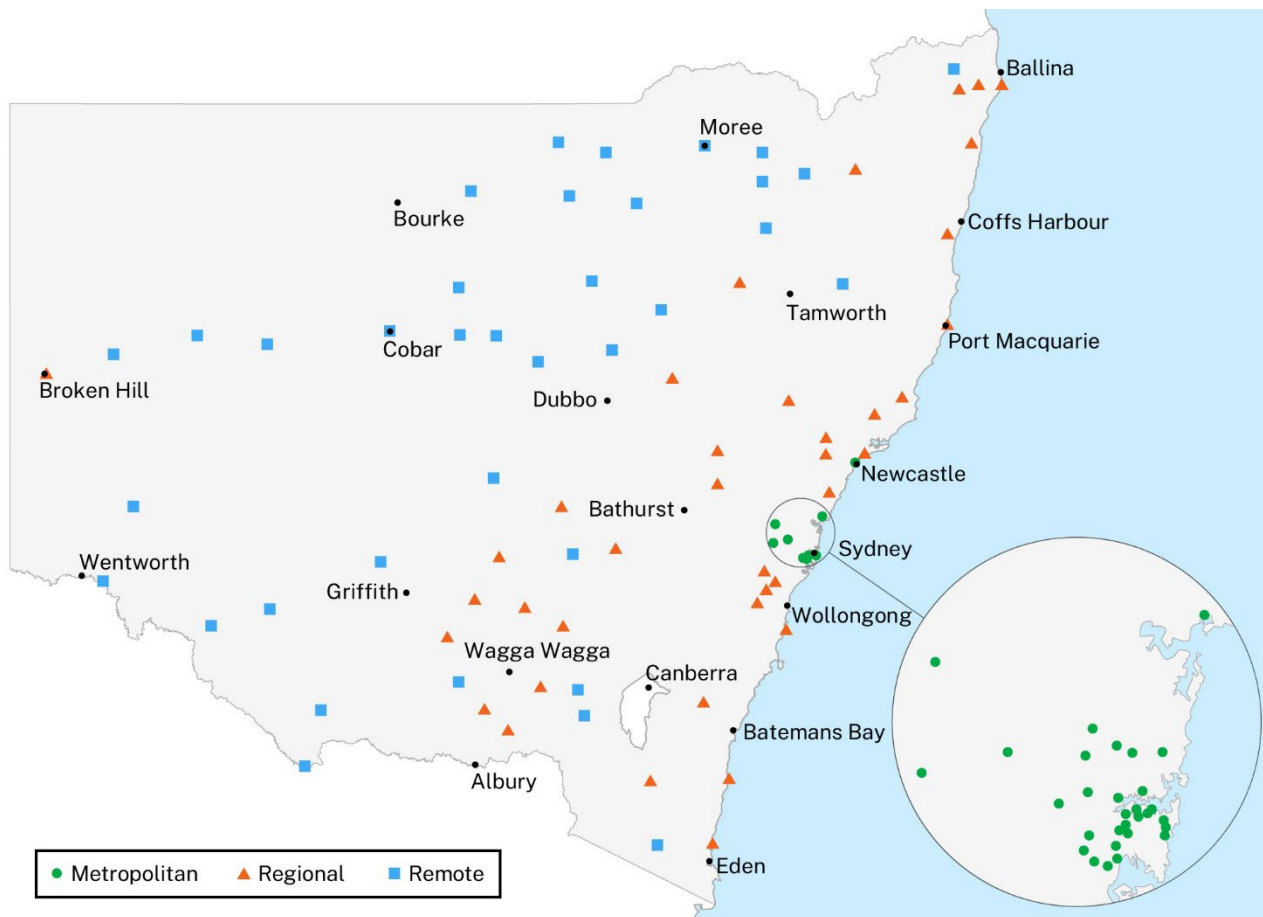
Grant funding is not available for charging stations at addresses that have already been approved for NSW Government funding under previous rounds of the EV destination charging or fast charging grants programs.

Projects from previous rounds that were unable to proceed due to power, landowner, or planning issues may be proposed and will be considered if a clear rationale is provided.

The base specifications and available funding for each stream can be found in the [Round 4 grants snapshot](#).

## Eligible zones

Figure 2: Round 4 eligible zones map



To view eligible zones in more detail, refer to the round 4 layer on the master plan [fast charging map](#).

## Regional participation requirements

**Applicants must propose at least one charging station in a regional or remote zone for every charging station proposed in a metropolitan zone.** An application may propose a charging stations in the regional or remote streams without any required metropolitan charging stations. The Grant Management System (GMS) will not permit applications that do not follow this ratio. The department in its absolute discretion may award funding across a mix of streams even if the approved stations do not achieve this ratio.

## EV charging site hosts

It is common practice for Charge Point Operators (CPOs) to own and operate EV charging equipment without owning the land or site where the charging infrastructure is installed. CPOs typically work with landowners (private businesses or councils) under commercial arrangements to host EV chargers at sites they own or manage.

## Eligible zones

The department has compiled a database of landowners that may be interested in hosting DC charging infrastructure across New South Wales. CPOs can use this list to identify potential site hosts that may be willing to support a grant application under this funding round.

The responsibility for determining the suitability of a site from this list to host chargers under this funding round sits with the grant applicant, as does the securing of a letter of support and managing contractual negotiations.

The department provides no guarantee that any site host listed:

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

To request this list, CPOs may email [evfc@environment.nsw.gov.au](mailto:evfc@environment.nsw.gov.au). The department will assess the request to check the CPO has an active grant application in the Grant Management System (GMS) and is a bona-fide organisation seeking to carry out business in relation to this grant funding round. If the request is successful, a secure link containing the site host list will be shared with the CPO accordingly.





Merit criteria



# Merit criteria

Applications that meet the eligibility criteria will be competitively assessed against a range of merit criteria. Some criteria are assessed against the applicant as an organisation, while others focus on the individual charging stations included in the application.

## Cost and value

This criterion assesses a project's cost-effectiveness and appropriate scale.

Table 7: Cost and value merit criteria

Criterion	Applicability	Requirement
<b>Project budget</b>	Applicant and charging station	A clear, detailed, and credible budget that demonstrates the project's financial commercial feasibility. This includes justifying all capital and operational costs (where applicable), as well as providing clear revenue and return on investment (ROI) expectations, and customer pricing information.
<b>Financial efficiency</b>	Charging station	An efficient ratio of cost-to-kW of charger capacity delivered.
<b>Funding requested</b>	Applicant	A lower ratio of requested grant funding to total project value, along with leveraging additional partnerships, cash, or in-kind contributions to help fund the project.
<b>Sizing rationale</b>	Charging station	A charging station size (number of bays and chargers) that is well-justified for each proposed location.

## User experience

This criterion assesses how well the proposed charging station serves strategic needs and provides a positive experience for drivers.

Table 8: User experience merit criteria

Criterion	Applicability	Criteria
<b>Location rationale</b>	Charging station	A strong rationale for the selected charging station, whether inside or outside a designated eligible zone, and how easily it is accessible from major roads.
<b>Charging station readiness</b>	Charging station	The level of landowner support or permission to develop the charging station.

Criterion	Applicability	Criteria
<b>Safety and security</b>	Charging station	A charging station design that includes good lighting, public visibility, a safe queuing experience, and security considerations.
<b>Convenience and amenity</b>	Charging station	<p>A charging station that is integrated with local amenities and designed for user convenience. This includes:</p> <ul style="list-style-type: none"> <li>• co-location with nearby amenities such as retail and food outlets, local attractions, and public restrooms</li> <li>• design features that enhance usability, such as pull-through bays where appropriate. Applicants must provide drawings to demonstrate that drivers can charge while towing a caravan or trailer without needing to uncouple, and that the configuration does not obstruct other users</li> </ul>

## Applicant capability

This criterion assesses the applicant's capacity to successfully deliver the project.

Table 9: Applicant merit criteria

Criterion	Applicability	Criteria
<b>Project plan</b>	Applicant	A detailed project plan, outlining key milestones and risks.
<b>Applicant experience</b>	Applicant	A demonstrated track record in delivering and managing similar projects. This should include evidence of successful experience with any charging stations supported by NSW Government, where relevant.
<b>Personnel</b>	Applicant	Access to qualified personnel and third-party contractors with relevant skills and experience.
<b>Financials</b>	Applicant	Demonstrated financial capacity to meet the project's total budget and manage cost overruns or project delays.

## Network readiness

This criterion assesses the feasibility of the network connection and each charging station's ability to integrate with the grid.

Table 10: Network readiness merit criteria

## Merit criteria

Criterion	Applicability	Criteria
<b>Connection status</b>	Charging station	The status of network connection approval for each charging station, with higher merit for projects further along in the process.
<b>Grid support</b>	Charging station	Projects that include on-site renewable energy and/or battery storage.
<b>Innovation</b>	Applicant	<p>A project that demonstrates an innovative approach to managing charging operations. This can include:</p> <ul style="list-style-type: none"> <li>• battery storage solutions</li> <li>• on-site renewable energy generators</li> <li>• dynamic charging station management via software</li> <li>• differentiated Time-of-Use (ToU) pricing.</li> </ul>





Funding





# Funding

Co-funding amounts and caps for eligible charging stations in the metropolitan, regional and remote streams are shown in Table 12 below. The total funding for this round is up to \$39 million and may be adjusted at the discretion of the department.

There is no limit on the number of charging stations that applicants can apply for within an application. However, through the assessment process, the department will cap any funding awarded to successful applicants at \$20 million ex GST.

Applicants must declare any other state, federal or local government funding or incentive received or sought for charging stations included in an application. The department may deem applications ineligible or reduce the co-funding amount offered to avoid duplication of public investment.

Table 11: Available funding caps and amount per stream

Stream	Maximum percentage of co-funding per charging station	Maximum co-funding amount per charging station
<b>Metropolitan</b>	Up to 40% of total charging station cost	\$300,000
<b>Regional</b>	Up to 50% of total charging station cost	\$550,000
<b>Remote</b>	Up to 90% of total charging station cost	\$700,000

## Additional funding

Additional funding is available to support the construction of pull-through bays, additional charging bays beyond the minimum, and operating expenditure for charging stations in remote areas. These additional payments are not counted toward the funding caps per charging station.

Applicants may receive additional funding as outlined in Table 12.

Table 12: Additional funding available per charging station

Additional funding	Amount	Applicable stream
<b>Pull-through bays</b>	One-off \$20,000 payment for each charging station that includes at least one pull-through bay. This payment is conditional on the charging station being completed within the 24-month build window and will be paid at the time Milestone 2 deliverables are met for the charging station.	Metropolitan Regional Remote

Additional funding	Amount	Applicable stream
<b>Additional bays</b>	\$10,000 per bay payment for each charging station with additional bays beyond the minimum requirement for the stream (capped at 6 additional bays per charging station). Additional charging bays must be serviced by an EV charging solution that meets the minimum requirements of the relevant funding stream. Payment for additional bays is conditional on the charging station being completed within the 24-month build window and will be paid at the time Milestone 2 deliverables are met for the charging station.	Metropolitan Regional Remote
<b>OPEX support</b>	One-off payment for each charging station (\$90,000 maximum), up to 3 times the proven annual operational expenditure. This payment is conditional on: <ul style="list-style-type: none"> <li>the charging station being completed within the 24-month build window</li> <li>submitting proof of one year's worth of eligible operational costs and will be paid at the time Milestone 3 deliverables are met for the charging station.</li> </ul>	Remote

## Eligible operational expenditure for the remote stream

To assist with the unique financial challenges of operating in remote areas, round 4 provides a one-off incentive payment to cover a portion of a charging station's operational costs (OPEX) over a three-year period. The payment will be calculated based on one year's worth of a charging station's proven eligible operational costs. Eligible costs include:

- scheduled and unscheduled maintenance (including damage caused by vandalism)
- site leasing and licensing fees (capped at \$5,000 per year)
- annual costs for non-energy related expenses, such as software and networking fees.

Electricity costs and demand charges are not considered eligible operational expenditure.

Grantees will submit actual operational expenditure and evidence at Milestone 3 for each eligible remote charging station. The department will verify these costs against submitted

invoices. Based on the evidence submitted, the department will retrospectively reimburse the first year's eligible operational expenditure and pay forward the remaining 2 years of operational expenses (calculated using first year eligible operating expenditure).

The capped NSW Government contribution is \$30,000 ex GST per year, totalling a maximum \$90,000 per charging station over the three-year period.

## Eligible expenditure and exclusions

Grant co-funding can only be used for eligible expenditure that is directly related to the construction of approved charging stations. The department's determination on the eligibility of any expenditure is final.

### General principles

The following principles apply to eligible expenditure:

- Expenditure must be directly related to the construction of the approved charging stations (except the OPEX payment in the remote stream) and may be subcontracted.
- In-kind (non-cash) contributions must be included in the budget and demonstrate that they satisfy the eligible expenditure sections of these guidelines.
- Expenditure for capital works carried out before the funding agreement is signed is only eligible with prior written approval from the department.
- Expenditure for works completed after the final project completion date specified in the funding agreement is ineligible.
- Opportunity costs are not considered eligible expenditure.
- Expenditure must be allocated only to resources and staff time related to the construction of the funded charging stations, not to general organisational operations.
- Related party transactions must be at cost with no mark-up, unless the applicant can prove the transaction was calculated on an arm's-length basis.
- Accounting principles must be followed, and expenditure must be traceable through an accounting system to meet reporting and audit requirements.
- Grant recipients must provide proof of costs before milestone payments are made, with the exception of milestone one.
- Grant funds spent outside of Australia must not exceed 10% of the total grant amount, except for the purchase of equipment or materials. Any other international expenditure requires prior written justification and approval from the department.
- Any costs not listed in Table 13 below are considered ineligible expenditure.

## Eligible expenditure

Table 13: Eligible and ineligible expenditure

Cost type	Description	Eligible
<b>Equipment and hardware</b>	This includes EV charger hardware and components like electricity meters and Residual Current Device (RCD) protection, as well as equipment for internet connections such as data cabling. On-site renewable energy generation and battery storage solutions.	Yes
<b>Installation and construction</b>	This covers civil and electrical works, submetering, upgrades to existing electrical infrastructure, new circuits, and electricity supply authority connection fees.  Costs for the installation of regulatory parking signage and pavement markings are also eligible.	Yes
<b>Labour expenditure</b>	This is the gross amount paid to an employee for work directly on the charging stations, including PAYG, superannuation, and payroll tax.	Yes
<b>Administrative expenses</b>	Administrative costs that are directly related to the project's development. This includes expenses for communications, travel, recruitment, and legal and accounting costs.	Yes
<b>Pre-project</b>	Purchase of land, costs for preparing the application, feasibility studies, and business case development.	No
<b>Timing based exclusions</b>	Expenditure for work completed before the funding agreement is signed is ineligible. Work carried out after the specified completion date is also ineligible.	No
<b>Operational expenditure (OPEX)</b>	Ongoing operational and administrative costs, including electricity charges for existing or co-funded charging stations, electricity demand charges, software subscriptions, maintenance, internet/data, and taxes.	No
<b>Finance and fees</b>	Interest on loans for new or pre-existing capital items is ineligible. Membership fees, donations, and other expenditures the department determines do not directly support the project's completion are also ineligible.	No
<b>Other costs</b>	Opportunity costs are not considered eligible expenditure. Foreign exchange associated costs are ineligible.	No

(Note: For the remote stream, operational costs (OPEX) are eligible for a one-off payment, which is a key exception to the general exclusion of OPEX from the program. Eligible operational costs are outlined here).

## Milestone payments

Funding will be distributed across 3 milestone payments per charging station. Milestone 1 will be paid upon execution of the funding agreement. Subsequent milestone payments will be made on a per station basis.

Table 14: Milestone deliverables and funding percentage

Milestone	Key deliverables/description	Funding percentage
<b>Milestone 1</b>	Payable upon execution of the funding agreement.	20% of total grant funding across all co-funded charging stations.
<b>Milestone 2</b>	<p>Payable on a per station basis.</p> <p>Commissioning checklist form completed and submitted through the GMS.</p> <p>All equipment installed and charging station is fully operational.</p> <p>Evidence of pull-through bays/additional bays.</p> <p>Evidence of project completion:</p> <ul style="list-style-type: none"> <li>• photographs of completed project</li> <li>• Certificate of Compliance for Electrical Work (CCEWs)</li> <li>• as built drawings</li> <li>• single Line Diagrams of electrical infrastructure</li> <li>• distribution network service provider (DNSP) connection agreements</li> <li>• evidence of compliant accessible bay</li> <li>• evidence of NSW Government branding requirements compliance</li> <li>• charging station listed on PlugShare and Charge at Large</li> <li>• Expenditure report detailing the expenses incurred for the construction of the charging station. This must be accompanied by supporting documentation, such as invoices and purchase orders.</li> </ul>	<p>65% of individual charging station co-funding</p> <p>Additional funding for pull-through bays or additional bays - if applicable.</p>



Milestone	Key deliverables/description	Funding percentage
<b>Milestone 3</b>	<p>The station/bays outlined in the funding agreement have been operational for 12 months.</p> <p>The charging station has reached the required level of uptime as required in these guidelines.</p> <p>Evidence and verification of proven OPEX costs (remote stream only).</p>	<p>15% of individual charging station co-funding</p> <p>Additional OPEX payment (remote stream only)</p>

## Variation process

Request for variations to the funding agreement will be assessed on a case-by-case basis under the terms of the funding agreement. Variation requests must be submitted through the department's Grant Management System (GMS) and must include a detailed justification along with supporting information.

Variations to the funding agreement relating to changes in site location are permitted within 12 months from the execution date of the funding agreement. The department may consider approving site location change variations beyond the initial 12-month period where such changes are necessary to support program objectives, ensure project continuity, or respond to unforeseen circumstances that impact project delivery.

The department may approve, reject, or approve with conditions any request for variation. A variation will only be binding once the funding agreement has been formally amended.

If a variation results in the total project value (TPV) decreasing from the amount originally approved, future milestone payments will be adjusted to reflect the original co-funding percentage requested. If the TPV increases, the department's co-funding contribution will not be increased and will remain at the original dollar value approved.

In circumstances where regional and remote charging stations are removed from the funding agreements, the department, in its absolute discretion, may reduce the co-funding to metropolitan charging stations to maintain the regional participation ratio requirements.

The process for variation of the funding agreement is set out in the funding agreement. A template is available to download on the [NSW fast charging website](#).

## Case study: CPO charging station selection and milestone payments

Table 15: Application A – Metropolitan charging station with pull-through bay

Project summary	
Location	Parramatta
Total Project Value (TPV)	\$800,000
Co-funding approved:	\$300,000 (capped at \$300,000)
Additional funding	Pull-through bay (+\$20,000)
How additional funding is applied in milestones	Additional funding for the pull-through bay is paid at the time Milestone 2 deliverables are met for the charging station.

Table 16: Application A - Milestone payment breakdown

Milestone	Payment amount	Description
Milestone 1 (20%)	\$60,000	20% of approved co-funding payable upon execution of the funding agreement.
Milestone 2 (65%)	\$195,000 + \$20,000	Paid upon commissioning and verification of pull-through bay.
Milestone 3 (15%)	\$45,000	Final payment after 12 months of operation.

Table 17: Application B – Remote charging station with additional bays and OPEX support

Project summary	
Location	Bombala
Total Project Value (TPV)	\$600,000
Co-funding approved:	\$540,000 (90%)
Additional funding	2 extra bays (+\$20,000) OPEX support: (+\$90,000)
How additional funding is applied in milestones	Additional funding for the 2 extra bays is paid at the time Milestone 2 deliverables are met for the charging station. Additional funding for OPEX support is paid at the time Milestone 3 deliverables are met for the charging station, including proof of one year's worth of eligible operational costs (\$30,000 x 3).

Table 18: Application B - Milestone payment breakdown

Milestone	Payment amount	Description
Milestone 1 (20%)	\$108,000	20% of approved co-funding payable upon execution of the funding agreement.
Milestone 2 (65%)	\$351,000 + \$20,000	Paid upon commissioning and verification of additional bays.
Milestone 3 (15%)	\$81,000 + \$90,000	Final payment after 12 months of operation and verification of proven OPEX costs.

## Reporting and data sharing requirements

As a condition of funding, successful applicants must agree to report on the development, usage and operational performance of approved charging stations. The goal of this reporting is to increase our understanding of the EV charging industry and the performance of charging technology in New South Wales.

- Bimonthly reporting: Grantees will be required to submit bimonthly progress reports through charging station development. Following construction, grantees are required to share operational and usage data for one year after the charging station becomes operational. The specific data items and reporting frequency are detailed in the funding agreement. Some key reporting and data sharing requirements for grantees are:

## Funding

- listing charging stations on public platforms such as PlugShare and the EV Council's Charge at Large app to ensure the public has access to real-time information on charger availability and status
- ensuring each charging station achieves a minimum monthly uptime of 98% for at least 50% of the plugs on-site. The funding agreement specifies how this data is to be reported and verified
- submitting a report 12 months after all Milestone 3 payments are made detailing the lessons learned, challenges to delivery and operational insights.

The full reporting requirements are set out in the round 4 funding agreement.

## Publicity

Successful applicants may be invited by the department to take part in joint media events or other promotional activities. All successful applicants are expected to be prepared to participate in a launch event or other media event if requested.

Applicants are required to maintain confidentiality regarding all funding offers until a funding agreement is executed and the department makes a public announcement. Any public communication about the project before the agreement is signed requires prior written consent from the department, which may withdraw the funding offer if this requirement is not met.

In line with the NSW Government's Grants Administration Guide (2024), information about successful applications will be published to the NSW Government's Grants and Funding Finder within 45 days of funding agreement execution. Information published will include, but is not limited to:

- grantee name
- grantee location and project location
- amount of funding awarded.



Applying for the  
grant





# Applying for the grant

To be considered for funding, applicants must submit their application through the department's Grant Management System (GMS) and address all assessment criteria.

## How to apply

Round 4 application open and close dates can be found on the [NSW fast charging website](#).

All applicants must use the NSW online Grant Management System (GMS), SmartyGrants, to apply. The GMS can be accessed through the EV fast charging grants website. Instructions for how to use the GMS will be provided immediately after logging into the platform.

To be successful, applicants must complete the entire online application addressing all eligibility and merit criteria.

## Assessment process

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

- inviting applicants to present their application to the department and/or its consultants, assessment panel and advisers
- requesting financial and accounting records
- commissioning or completing research, analysis, and modelling to support assessments
- contacting any relevant federal, state, territory, local or international government agency about the application
- requesting applicants to disclose any material reasonably required in respect of the eligibility criteria and merit criteria.

The department reserves the right to consider or not consider applications which have not been lodged or completed in full through the GMS at the time of lodgement. The department will only accept late applications where in the department's sole assessment, the acceptance it would not compromise the competitiveness and integrity of the assessment process. The department, at its absolute discretion, may accept late applications if it does not affect any material fairness. The department also has absolute discretion to accept or reject applications based on its analysis of an applicant's financial or operational capacity to deliver the project.

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

The department reserves the right to select which charging stations within an application receive funding. The department may, at its absolute discretion, adjust the co-funding amounts offered to a successful applicant on a per station basis.

## Assessment and approval process

The assessment and approval process is designed to be fair, competitive, and transparent. The process is carried out by an independent assessment panel and is overseen by the program's probity adviser.

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

**Table 19:** Assessment and approval process.

Assessment stage	Process description
<b>Application submission</b>	Applicants submit their proposals through the GMS. Applications must be complete and include all required information to be considered.
<b>Eligibility assessment</b>	An initial check ensures that all applications meet the minimum eligibility requirements. The department may seek clarification for minor issues but will not allow applicants to substantially edit or improve their proposals during this stage.
<b>Merit assessment</b>	Eligible applications and stations are competitively assessed and scored against the merit criteria outlined in the guidelines. The merit of individual stations is considered alongside the merit of the entire application.
<b>Assessment Panel Recommendation and department approval</b>	The assessment panel reviews the merit scoring and recommends applications for approval. This recommendation is then considered by the Decision Maker (Deputy Secretary, Climate Change, Energy and Sustainability, DCCEEW). The department's decision is final in all matters, including the number of stations funded and the grant amount.
<b>Applicant notification</b>	The department will inform all applicants of the outcome. Successful applicants will receive a funding agreement, while unsuccessful applicants will be provided with reasons for their outcome and may request further feedback.
<b>Funding agreement execution</b>	Successful applicants must sign a funding agreement with the department within 20 working days. This execution of this agreement marks the beginning of the project implementation phase.

## Governance and probity

The program adheres to the core values of integrity, trust, service, and accountability as established by the NSW Government Grants Administration Guide. An external probity advisor, O'Connor Marsden & Associates Pty Ltd (ABN 94 135 783 792), has been appointed to ensure the process is fair and equitable for all applicants. The probity adviser will monitor the conduct of the rounds and ensure they are delivered in line with the probity principles underpinning the delivery of these grants as described above, as well as the [NSW Government Grants Administration Guide \(2024\)](#).

The principles of governance and probity:

- impartiality and fairness: All applicants will have an equitable opportunity to access and respond to information.
- accountability and transparency: The process will be systematic and transparent, with all applications assessed against the merit criteria.
- confidentiality: All applicant information, including intellectual property and proprietary issues, will be kept confidential and secure.
- conflict of interest management: Conflicts of interest must be identified and managed as soon as they arise. All staff and advisers involved are required to declare their interests.

## Support

Applicants can seek clarifications on any aspect of the program by emailing the program team at [evfc@environment.nsw.gov.au](mailto:evfc@environment.nsw.gov.au).

If an applicant believes their request for clarification contains confidential information, they should notify the department. A determination will be made on whether the request is confidential before any response is issued to other applicants.

Answers to frequently asked questions, or questions that clarify the interpretations of these guidelines will be published on the program's [Frequently Asked Questions \(FAQ\) webpage](#), with registered applicants being notified.



Further  
information



# Further information

## How we handle your confidential information

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

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

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

## How the applicant must handle confidential information

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

## Suspension and cancellation

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

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

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

If a round is suspended, the department will continue or cancel the round within a reasonable timeframe. If the department is satisfied that a suspended round can continue and be conducted in a fair and orderly manner, the round will be continued. If a round is cancelled, it



may be rescheduled and the updated date(s) and application window will be published on the [NSW Government fast charging grants website](#).

## Complaints

Complaints concerning round 4 should be emailed to the program team at [evfc@environment.nsw.gov.au](mailto:evfc@environment.nsw.gov.au).

Complaints will be reviewed by the EV fast charging program team in the first instance. If the EV fast charging program team cannot resolve the complaint within 30 business days of receiving a complaint, they will provide details of a nominated complaints and review officer from the department, who will advise the next steps.

If the complaint is still not resolved satisfactorily, the NSW Ombudsman can be engaged for external review of the administrative actions of the department.

## Amendments to guidelines

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



# Appendices



# Appendix 1: Eligible zones

To be eligible for co-funding, applications must propose the installation of DC charging stations in eligible zones. These zones have been identified to fill fast charging gaps on major NSW roads and in metropolitan areas to help increase EV adoption.

The boundaries of metropolitan zones are defined by that area's postcode boundary. Postcodes may include additional suburbs not listed below. Regional and remote zones are identified on the master plan map. The lists in the guidelines should be used in tandem with [the online master plan map](#).

As defined in the [Eligible zones](#) section, the department may consider charging station located just outside these boundaries if a specific justification is provided.

Table 20: Eligible zones.

Metropolitan	Postcode(s)		Postcode(s)
Allambie Heights	2100	Drummoyne	2047
Annandale	2038	East Lindfield	2070
Arncliffe	2205	Elizabeth Bay	2011
Auburn	2144	Enmore	2042
Belmore	2192	Epping	2121
Beverley Park	2217	Gordon	2072
Beverly Hills	2209	Hurstville	2220
Blacktown	2148	Marrickville	2204
Bondi Junction	2022	Merewether	2291
Booker Bay	2257	Normanhurst	2076
Brighton-Le-Sands	2216	North Sydney	2060
Bronte	2024	Pymont	2009
Chippendale	2008	Richmond	2753
Concord West	2138	St Peters	2044
Coogee	2034	Western Sydney Aerotropolis	2555, 2556, 2745, 2557, 2178, 2748
Darlinghurst	2010		

Regional		
Ardlethan	Cowra	Lismore
Bargo	Douglas Park	Maclean
Bellingen	Dunedoo	Merimbula
Braidwood	Stroud	Muswellbrook
Branxton	Forbes	Narooma
Broken Hill	Glen Innes	Narrandera
Capertee/Rylstone	Gunnedah	Port Macquarie
Casino	Henty	Tarcutta
Cessnock	Holbrook	Temora
Colo Vale	Jilliby	The Oaks
Coolongolook	Kiama	West Wyalong
Cooma	Lennox Head	Williamtown
Cootamundra		

Remote		
Balranald	Coonamble	Maude
Barraba	Deniliquin	Moama
Bingara	Emmdale	Moree
Bombala	Gilgandra	Nevertire
Brewarrina	Goolgowi	Nyngan
Buronga	Grenfell	Pooncarie
Burren Junction	Hermidale	Talbingo
Cobar	Inverell	Tumut
Collarenebri	Kyogle	Walcha
Condobolin	Lightning Ridge	Walgett
Coolabah	Little Topar	Warialda
Coonabarabran	Lockhart	Wilcannia

# Appendix 2: Accountant declaration

## Drive electric NSW EV fast charging grants

### Accountant declaration

Role of person making declaration	Accountant or Chief Financial Officer (CFO)
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 [\[applicant name\]](#) has supplied to me, I consider that [\[applicant name\]](#) is able to fund its share of the total cost of the proposed project from the following source of funding - [\[insert source of funding\]](#).

☐ This opinion is based on the applicant's share being [\[insert amount\]](#) out of total proposed project expenditure of [\[insert amount\]](#).

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

Signature .....

Signed on this \_\_\_\_ day \_\_\_\_ of 20\_\_



## Appendix 3: Glossary

**Accessible bay:** Accessible bays must adhere to the requirements set out in AS/NZS 2890.6. Specifically, installations must comply with Clause 2.2.2, or Clauses 2.2.1 and 3.2(b)(11), as applicable. These clauses outline the minimum dimensions, markings, gradients, and other design features necessary to ensure safe and functional access for people with disabilities.

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

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

**Blackspot:** In metropolitan NSW a blackspot is an eligible zone (postcode) for co-funding that has been identified as having inadequate access to DC fast charging infrastructure based on existing DC fast charger coverage and projected EV charging needs.

**Capital expenditure (CAPEX):** refers to capital expenditure co-funding provided to support the upfront costs associated with the design, procurement and installation of EV fast charging infrastructure.

**Charging station:** A designated location where EV charging infrastructure is installed. It includes both the EV chargers and the surrounding area, which may feature amenities to support users during charging.

**Charge bay:** A parking bay dedicated to EV charging supplied by one or more dedicated charging cable from a charging station.

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

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

**Combined charging system (CCS):** A standardised connector that combines both AC and DC charging into a single connector.

**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.

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

**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 Australian Energy Market Operator (AEMO) as a network service provider.

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

**EV (electric vehicle) charger:** An electrical device that supplies electricity to an electric vehicles battery through ports or cables. For the purposes of this grant, satellite terminal or dispenser supplied by a central direct current rectification unit are considered a single EV charger.

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

**Eligible zone:** The zones identified in the Appendix 1 of the EV fast charging grants round 4 guidelines that are open for applicants to propose new charging stations.

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

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

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

**Grants:** The department's EV fast charging grants.

**Grant Management System (GMS):** the Department's online grant portal where grant applications, milestone reports and variation requests are submitted and assessed. This system is also known as SmartyGrants.

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

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

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

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

**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.

**kVA (kilovolt-ampere):** refers to the total electrical load that a charging station and its related infrastructure can draw from the grid. This measurement determines the necessary capacity of the electrical connection to a site.

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

**Network:** The electricity system operated by Distribution Network Service Providers (DNSPs), which own, control, or operate electricity transmission or distribution systems and are registered by AEMO as network service providers

**Operational expenditure (OPEX):** A one-off payment is provided to remote charging stations to assist with running costs, including scheduled and unscheduled maintenance, software subscriptions, and networking fees.

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

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

**Project:** Includes one or more proposed charging stations included in an application for co-funding under the EV fast charging grants.

**Publicly available:** An EV charger that is operational and available for any EV driver to access for the purpose of charging their EV.

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

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

**Site host:** A site host is an organisation, business, or council that hosts electric vehicle (EV) charging infrastructure on their property. Organisations can register their interest to become a site host on the [site host website](#).

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

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

**Uptime:** Each charging station must maintain a minimum monthly uptime of 98% for at least 50% of all plugs installed at the charging station. Uptime calculations exclude service interruptions resulting from vandalism or force majeure events. For further details on this calculation, refer to the [Minimum Operating Standard for Government-Supported Public Electric Vehicle Charging Infrastructure](#).

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



For more information

[Visit the Drive electric NSW EV Fast charging website](#)

[Email the EV fast charging team](#)