

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

Electric vehicle fleets incentive: Kick-start funding



Applicant guidelines

Financial year 2025–26 allocation

December 2025



Acknowledgement 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.

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

<https://www.nsw.gov.au/departments-and-agencies/dcceew>

Electric vehicle fleets incentive: Kick-start funding

First published December 2025

ISBN/ISSN 978-1-76058-975-2

Department or Agency reference number DOC25/962822

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Introduction

Battery electric vehicles (BEVs, often referred to simply as EVs) are part of everyday life in NSW. Both the private and public sector are using EVs more than ever. The latest data consistently shows EV sales increasing year-on-year since 2020, signifying a shift in consumer adoption.

In June 2021 the NSW Government launched the [NSW Electric Vehicle Strategy](#) to make NSW the easiest and most affordable place to buy and use an EV. As part of this the Department of Climate Change, Energy, the Environment and Water developed the [Electric vehicles fleets incentive](#) (EV fleets incentive) under the framework of both the [Net Zero Plan](#) and the NSW Electric Vehicle Strategy.

NSW leads the nation in both EV uptake and infrastructure, with the highest number of EVs on the road and the most fast and ultra-fast charging stations.

The NSW Government has committed to a 50% emissions reduction by 2030 and 70% emissions reduction by 2035 when compared to 2005 levels. The transport sector is the second largest source of emissions in NSW after electricity. EV adoption will play a key role to help lower emissions to reach these targets.

Supporting fleet managers to lower their emissions and running costs by transitioning their passenger vehicles (PVs), sports utility vehicles (SUVs), light commercial vehicles (LCVs) and heavy vehicles (HVs) to BEVs is being done via the EV fleets incentive.

The incentive is designed to:

- accelerate BEV uptake in NSW fleets
- support the development of a strong secondary market for BEVs
- promote a long-term transition to BEVs in the fleet sector
- promote take-up of smart charging infrastructure on the network.



About the EV fleets incentive



The EV fleets incentive

The EV Fleets incentive is a grant program that supports eligible fleet managers in NSW to access co-funding towards the purchase of battery electric vehicles.

Successful fleet managers are also able to receive a fixed amount per vehicle for smart charging equipment to be installed at their organisational premises or at employees' homes. The incentive supports both regional and metropolitan fleets.

Currently there are 2 funding options:

- **kick-start funding**, which is designed for smaller fleets and any fleet looking to pilot BEVs
- **competitive bid**, which is designed for larger fleets looking to scale their electrification journey.

Kick-start funding guidelines

This document sets out the guidelines for kick-start funding.

It establishes the new guidelines applicable to any kick-start funding allocation launched from December 2025. The purpose of this document is to provide rules and guidance to fleet managers looking for an incentive to transition their fleet vehicles to BEVs.

Fleet managers should carefully read the guidelines in conjunction with any other supporting information provided on the [kick-start funding website](#).

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

For the purpose of these guidelines and supporting documentation, the use of the term 'fleet manager' or 'fleet managers' refers to eligible organisations as well as any person within an organisation responsible for participating in the incentive. The use of the terms 'eligible EVs' and 'EVs' refers to battery electric vehicles (BEVs).

Why fleets

In 2023, about 50% of new passenger and light commercial vehicles (LCVs) in NSW were sold to business and government fleet operators. Reducing emissions from fleets is therefore crucial to lowering emissions from our transport sector.

Fleet vehicles typically end up in the second-hand car market after 4 years. This is providing NSW drivers with greater access to affordable EVs and helping increase demand for both new and used electric vehicles. Fleet vehicles also play an important role in the broader EV transition, as they are often used by multiple drivers and passengers. For example, an EV used as a council fleet vehicle may have several staff members using it, and an EV used by a full-time rideshare or taxi driver may carry thousands of passengers per year. This exposure can improve public understanding and appreciation of EV technology.

While the focus to date has largely been on passenger and light commercial vehicles, it is important to recognise and address the significant impact of heavy vehicles. In NSW, trucks and buses account for 26% of road transport emissions, despite making up only 3% of all vehicles on the road. Trucks are also a major contributor to air and noise pollution, leading to greater health impacts for the people of NSW.

Fleet managers often face challenges in transitioning their fleet to electric. Higher purchase or leasing costs of EVs compared to internal combustion engine (ICE) vehicles, along with the total cost of ownership gap, represent one of the biggest barriers to uptake.

Most fleets also require investment in charging infrastructure, whether at a charging depot or at an employees' home, representing a critical aspect in the transition to electric.

The EV fleets incentive tackles key barriers to BEV uptake among fleet managers, provides an opportunity to fast-track electrification, and supports a wide range of businesses in their fleet transition.



Kick-start
funding



Kick-start funding

What is kick-start funding

Kick-start funding is designed for businesses that are interested in piloting a few BEVs or for smaller fleets that want to start their electrification journey. Kick-start funding supports eligible organisations to transition to EVs by providing financial assistance for up to **15 battery electric vehicles (BEVs)** and **smart charging ports** in total, across all rounds and allocations of the EV fleets incentive.

Vehicle and smart charger incentive overview

Eligible applicants may apply to receive a fixed incentive payment to help co-fund the cost of a new BEV. The amount available depends on the vehicle type and value.

Successful fleet managers can also opt in to receive an incentive per eligible BEV to help cover the cost of buying and installing smart charging equipment (up to 15 smart charging ports). The amount available depends on the vehicle type and the eligible charger category. The number of DC charging incentives available is capped.

Funding for smart chargers will cover the cost of purchase and installation, up to the maximum incentive amount.

Applicants should review our [approved charger specifications](#) for guidance when purchasing smart chargers.

Kick start funding is delivered via annual funding allocations, and the department will update the incentives payable each year.

Please refer to [Appendix A](#) for the current vehicle and charger incentives available and the DC charging incentives caps.

Eligible organisations

The following types of organisations are eligible to apply, provided they hold a valid ABN:

- private businesses
- non-government and not-for-profit organisations
- local councils
- state-owned corporations
- federal government agencies operating in NSW
- car rental companies

- car ride-share companies
- car subscription companies
- taxi owners (individuals or organisations operating one or more taxis)
- truck operators (with at least one truck and a valid ABN).

Note: Organisations may be headquartered outside NSW, but all incentivised vehicles must be registered and used predominantly in NSW.

Businesses and organisations

Your organisation must:

- operate a fleet of at least 3 registered vehicles in NSW (any type: petrol, diesel, hybrid, electric) at the time of application. These vehicles must have been operational in your fleet for at least 6 months prior to the application submission. The department expects your organisation will continue operating a fleet of at least 3 vehicles for at least 3 to 4 years after your application. To ensure compliance, audits may be conducted to confirm this
- hold a valid ABN.

Taxi owners

You must:

- own at least one licensed taxi registered in NSW
- have been operating this vehicle for at least 6 months prior to the application submission
- hold a valid ABN.

Truck operators

You must:

- operate at least one truck registered in NSW
- have been operating this vehicle for at least 6 months prior to the application submission
- hold a valid ABN.

Ineligible applicants

The following are not eligible for kick-start funding:

- original equipment manufacturers for vehicles
- car dealerships
- budget-dependent NSW Government agencies.
- trusts.

Important notes on eligibility

- Do not include any BEV you are applying to receive the incentive for in your count of existing fleet vehicles.
- You must provide evidence of your existing fleet to demonstrate your eligibility for the incentive.
- You will only be approved for funding if you can demonstrate that you already own a fleet of 3 vehicles (that you have been operating for at least 6 months) or one taxi or one truck at the time of your application.
- **The organisation name listed on your vehicle registration certificates must exactly match the name of the legal entity used in your application.**

Quick eligibility check

Table 1: Quick eligibility check

Question	Yes	No
1. Have you been operating a fleet of 3 or more vehicles (excluding the BEV you're applying for) for at least 6 months prior to submitting your application?		
2. Do you own a licensed taxi in NSW that you have been operating for at least 6 months prior to submitting your application?		
3. Have you been operating at least one truck in NSW for 6 months prior to submitting your application?		
4. Do you have an ABN?		
5. Are you applying for a new BEV that is not currently part of your fleet?		
6. Have you checked that the purchase order for the BEV(s) you are applying for is not dated before the round launch opened?		

If you answered **yes** to any question from 1 to 3 and **yes** to questions **4 to 6**, you may be eligible to apply.

Eligibility of previously funded applicants

Organisations that have previously received funding through the EV fleets incentive are still eligible to apply for kick-start funding – provided they have not yet reached the cap of 15 vehicles and chargers in total.

For example, if your organisation received funding for 8 vehicles in an earlier allocation of kick-start funding or previous rounds of the competitive bid, you may apply for up to 7 more under the kick-start funding option.

Fairness and integrity

- An individual involved in managing multiple entities cannot submit multiple applications at the same time using different ABNs.
- Individuals that operate multiple ABNs are only eligible to receive an incentive towards 15 BEVs and charging ports across all applications and organisations.
- The department reserves the right to disqualify applications where there is a perceived or actual risk to the fairness and equity of the program.
- Applicants cannot receive funding from other government sources (local, state, or federal) for the same vehicles or chargers funded through this program.

Compliance requirements

To participate in the kick-start funding program, applicants must:

- hold a valid Australian Business Number (ABN)
- meet all eligibility criteria at the time of application and continue to meet them while operating the incentivised EVs
- declare financial capability to procure incentivised EVs and chargers within the required timeframe
- declare any actual or perceived conflicts of interest.

Number of vehicles

Organisations may apply for kick-start funding multiple times, but only up to a maximum of 15 BEVs and smart chargers combined across all applications and allocations.

A new application cannot be submitted until the previous application is fully processed and acquitted or has been withdrawn. This also applies to organisations that applied for kick-start funding in previous rounds.

Opening and closing dates

The opening and closing dates for the current allocation are published on the NSW Government's [Electric vehicle fleets incentive: Kick-start funding](#) webpage.

Total funding allocation

- The total funding available for the current allocation is published on the [kick-start funding website](#).
- This allocation covers both vehicles and smart charging equipment.
- The website is updated monthly to reflect the remaining available funding for the current allocation.



What can be
funded



What can be funded

Technology

The incentive is exclusively for buying brand new (not used and/or converted) BEVs and smart charging infrastructure.

The BEVs can replace ICE vehicles, hybrid electric vehicles (HEVs) and plug-in hybrid electric vehicles (PHEVs).

The incentive can also be requested for the procurement of new BEVs for fleets that are expanding in size.

Vehicle categories

The incentive will be available for BEVs in the following categories:

- passenger vehicles (PVs) categorised as small, medium, large, upper large and people movers
- sports utility vehicles (SUVs) categorised as small, medium, large and upper large
- light commercial vehicles with a GVM up to 3.5 tonnes and categorised as utes, vans and light buses
- heavy commercial vehicles with a GVM above 3.5 tonnes and up to 23 tonnes and categorised as vans, cab chassis, rigid trucks, waste collection vehicles, plant and equipment trucks or prime movers.

Price minimum and caps

Eligible electric PVs and SUVs must have a recommended retail price (RRP) of \$40,000 or higher (inclusive of GST, as per Australian Consumer law guidance on display prices). PVs and SUVs priced below \$40,000 are not eligible to receive an incentive.

A price cap of \$91,387 (including GST) applies to the RRP on eligible electric PVs and SUVs too. This cap aligns with the Australian Taxation Office 2025-26 financial year [luxury car tax threshold](#) for fuel-efficient vehicles.

The department will review requests to exceed the \$91,387 price cap and decide at its discretion based on the justification and evidence provided. An example might be a luxury chauffeur service.

There are no price minimum limit or caps on electric light commercial and heavy commercial vehicles.

Usage

The incentivised vehicle can be used exclusively for business operations or to support a combination of operational and personal use. However, only vehicles that are registered against an organisation with a verified ABN, or a registered taxi driver/truck operator are eligible.

Eligible EVs procured under the incentive must be used in NSW (though occasional trips in other states are acceptable if incentivised vehicles are used predominantly in NSW).

Vehicles with a vehicle usage category of Business-General and a code of BUS G are accepted. Other usage codes are considered on a case-by-case basis and in conjunction with other eligibility criteria.

Ownership model

Participants can purchase vehicles outright (either with cash or a loan) or procure them through lease (operational or financial). Applicants procuring vehicles via an operational lease will be required to upload their leasing contract when submitting their evidence. Novated leases are excluded from the incentive.

Order date

Only vehicles ordered on or after the launch of the relevant funding round are eligible. The relevant funding round is the round in which the participant completed their application for an incentive. Funding is only confirmed, once a funding deed has been executed and therefore ordering a vehicle before a deed is executed does not guarantee funding approval.

Vehicles do not need to have been purchased at the time you apply.

While the department does not require purchase orders to be submitted during the assessment stage, it will conduct sample audits of participants to check that vehicles were not ordered before the launch of the relevant funding allocation.

Incentives

A fixed incentive payment is provided to co-fund the purchase costs of the new EVs.

[Appendix A](#) includes the incentive applicable under kick-start funding. The department may update the incentive amounts in future allocations.

Charging

Fleet managers procuring BEVs will also be eligible to opt-in for a smart charger incentive. This will support applicants to install BEV smart charging equipment at their premises or at their employees' homes.

You should assess which charging options are right for your business before applying for funding. Funding options and incentive amounts and caps vary based on the category of vehicle(s) you are applying for. For more information on your charger options please refer to [Appendix A](#).

Applicants must apply for vehicles to be eligible to opt-in for smart charging infrastructure and only one charging port per incentivised BEV can be claimed under the fixed incentive. This means that a dual-port charger can receive twice the incentive of a single-port charger if it is associated with 2 incentivised BEVs. This funding can subsidise the purchase price for smart chargers and the charger installation costs. Applicants should review our [approved charger specifications](#) for guidance when purchasing smart chargers.

The table below outlines eligible expenditure categories related to charging infrastructure. **Only eligible expenditure categories can be included in the total costs per port installed to determine the charging incentive payment.** Incentives amounts vary depending on the fleet managers plan to install either AC or DC chargers at their pilot sites or a mix of DC and AC chargers. Caps apply to the maximum number of DC incentives. The amount available to successful fleet managers for charging port installed and the DC incentive caps are outlined in [Appendix A](#).

Charge-as-a-Service (CaaS) solutions are also eligible for the smart charging incentive for every charging port installed per incentivised BEV. This funding may be used to cover a CaaS subscription and/or any other costs associated with this service. Applicants should review our [approved charger specifications](#) for guidance also when evaluating suitable CaaS solutions. The agreed CaaS solution must have a market value exceeding the value of the charging incentive provided for each incentivised EV.

There is no requirement to purchase charger software, although this is encouraged.

Table 2: Eligible expenditure categories

Category	Description	Eligible cost
Equipment	EV charger hardware (must meet minimum power output and compliance standards – see approved charger specifications)	Yes
	Associated components to connect to electrical supply (e.g. meters, RCD protection)	
	Equipment to connect chargers to the internet (e.g. data cabling, modems)	
	Load management hardware to manage chargers	
Installation	Civil and electrical works for installation and connection to electrical supply by a qualified electrician	Yes
	Submetering, upgrades to electrical infrastructure, provision of new circuits	
	Electricity supply authority connection fees	
	Energy management systems (EMS)	
	Line marking, bollards, wheel stops	
CaaS solution	Contribution to CaaS fee payment	Yes
Software and services	Subscription for EV charger software	No
Administrative	Grant application costs	No
	Feasibility studies, business case development	
Ongoing costs	Internet/data costs	No
	Energy costs	
	Maintenance costs	

What cannot be funded

Vehicle – excluded categories, technologies and models

The incentive cannot be used for the procurement of:

- fuel cell electric vehicles (FCEVs), HEVs and PHEVs
- vehicles with GVM above 23 tonnes
- second-hand BEVs or dealer demonstrator vehicles
- new or used ICE vehicles converted to BEVs
- PVs and SUVs with a RRP below \$40,000 (including GST)
- PVs and SUVs with a RRP exceeding \$91,387 (including GST)
- motorcycles (off road, road, scooters, e-bikes, mopeds, ATV/SSV – side-by-side vehicle)
- trailers and caravans
- buses with more than 20 passenger seats
- airplanes
- boats
- any vehicles not set out in the ‘vehicle – categories’ section.

Vehicle usage excluded

Novated leasing is excluded from the incentive. Vehicles purchased/leased exclusively for personal use are also excluded (note that travel just between home and work is usually considered private use: see the [Australian Taxation Office website](#) for more information).

Vehicles with a vehicle usage category of Private use and a code of PRIV are not accepted. All vehicles must be registered against an organisation with an ABN, or a registered taxi or truck driver.

Approved charger specifications

Hardware requirements

Charging hardware must meet the following requirements:

- have a minimum power output per EV charge port as follows:

Table 3: Minimum power output per EV charge port

Stand-alone charging hardware	Charging hardware that is combined with solar inverters or batteries
AC single-phase – 7kW	AC single-phase – 5kW
AC three-phase – 22kW	AC three-phase – 5kW
DC – 24kW	DC – 24kW

- be compliant with AS/NZS 4417.1:2020 and AS/NZS 4417.2:2020 regulatory compliance mark for electrical and electronic equipment
- have a ‘type 2’ connection if AC output
- a minimum of 1 ‘CCS2’ cable if DC output
- communications capability, over at least one of ethernet, wi-fi or 4G/5G network
 - can remotely manage and/or monitor the EV charger (i.e. a ‘smart’ charger)
- be available and supported within Australia.

Installation requirements

All hardware must be installed by a qualified/certified electrician and adhere to relevant Australian standards, and be installed within NSW to be used for the incentivised fleet vehicle(s).



Application
process

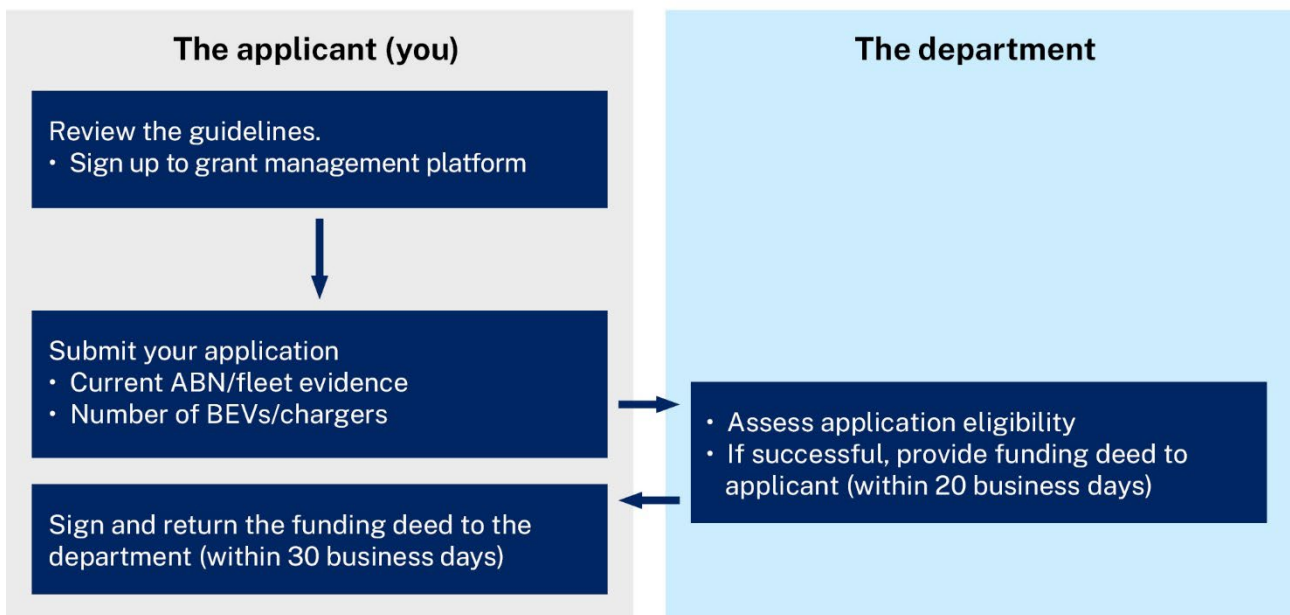


Application process

Application overview

Kick-start funding is offered through annual allocations and awarded on a first come, first served basis.

Stage 1: Application and eligibility check



Stage 2: Evidence submitted and payment made

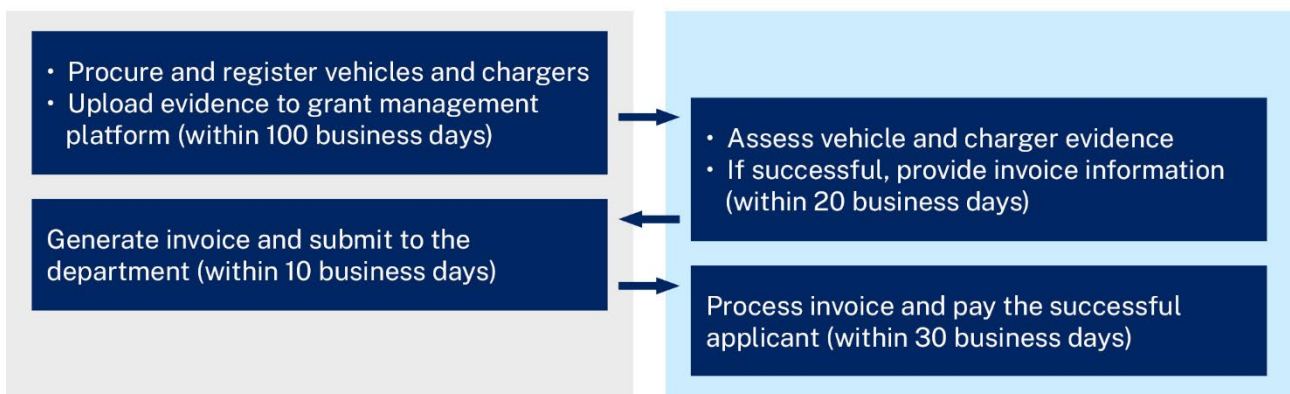


Figure 1: Application process overview

Stage 1: application submission and eligibility check

Step 1: review guidelines

- Review the eligibility criteria outlined in the program guidelines.
- If eligible, register via the grants management portal.

Step 2: submit application

Applicants must provide the following details:

- organisation ABN and contact information
- current vehicle fleet size and structure
- number and type of battery electric vehicles (BEVs) and smart chargers for which funding is requested (e.g., passenger vehicles, SUVs, light commercial vehicles and heavy commercial vehicles with GVM up to 23 tonnes)
- estimated average annual distance each vehicle is expected to travel (based on existing fleet vehicle usage)
- a declaration confirming the organisation's financial capacity to procure the requested vehicles within the program's timeframe.

Step 3: receive notification of eligibility

- The department will assess the application and notify the applicant of the outcome within 20 business days.
- Grants with a value up to \$250,000 will be approved by the Program Manager, EV Fleets program. Grants with a value above \$250,000 and up to \$2,000,000 will be approved by the Director, Transport Electrification and Safeguards.

Successful applicants will receive:

- a funding deed, which is a legal agreement that outlines the terms and conditions under which the incentive payment will be provided from the department to the applicant. The funding deed will outline the approved funding amount and associated terms and conditions. An organisation only becomes entitled to receive the incentive once this deed is executed by both parties. This means that applying does not automatically guarantee an applicant will receive the incentive
- instructions and a link to an evidence submission form (on the grants management portal) where the applicant can submit their BEV and charger evidence.

Step 3a: complete and return signed funding deed

- Applicants must complete and return their signed funding deed to the fleets team within 30 business days to the fleets team by emailing electric.fleets@environment.nsw.gov.au

Stage 2: evidence submission and payment

Step 4: submit BEV and charger evidence

Applicants must provide the following evidence within 100 business days (after receiving a funding deed), to receive the incentive payment:

- NSW registration certificates for the BEVs in their incentive application
- operational leasing contract (if applicable)
- CaaS contract (if applicable)
- tax invoices for smart charging infrastructure included in their incentive application. The invoice must include an itemised breakdown of hardware and installation costs. Specifically, applicants must require their charging providers to issue detailed invoices, including as a minimum the following information:
 - charging hardware costs with detail on charger type/capacity and total number of chargers per type/capacity
 - labour costs (installation, project management)
 - civil works and reticulation costs
 - itemised costs for electrical upgrades/other electrical equipment installed (as applicable)
 - any other cost clearly itemised (as applicable)
 - if chargers are installed at multiple sites, each site with its items/subtotal should be clearly listed on the invoice.

Applicants will have to provide the information above in the grant management platform to comply with the evidence requirements to access payment.

Invoices must not be dated before launch of the funding allocation that you have applied for. Once the BEVs are registered and any smart chargers have been procured, applicants must:

- upload the relevant evidence via the grant management portal
- submit the completed form for departmental review.

We are unable to provide payments for evidence submitted separately or with delay. Applicants must submit all required evidence together to be eligible for the incentive payment.

Applicants should plan in advance and apply when they are ready to submit and commit to the application process and timeline. Funds will be forfeited for vehicles not registered within the required delivery timeframe.

Extensions to the 100-business-days term to provide vehicle registration evidence may be granted at the department's discretion, **only** if the delay of registration is due to supply chain issues and/or supply delays beyond the control of the applicant, and adequate evidence is provided. Applicants will need to submit a written request for extension, with details and evidence about the purchase order date, typical delivery times and expected delays supported in writing by the original equipment manufacturer. An extension will not be considered for vehicles that do not have a purchase order in place or for vehicles that were not available on the market at the time of the application submission.

For delays in the provision of charging infrastructure evidence will only be considered if the project involves heavy vehicles. Acceptable evidence for consideration includes agreed delivery plans and expected delays supported in writing by the installers.

The department will not consider any extension request submitted after the expiry of the 100-business-days term.

Step 5: program team assesses submitted evidence

Once evidence has been submitted, the program team will:

- review the evidence
- confirm within 20 business days whether the evidence has been successful
- provide detailed instructions for issuing an invoice.

Step 5a: submit tax invoice for incentive payment

- Follow the provided instructions carefully to prepare and submit an invoice for processing.
- Return the invoice within 10 business days to ensure timely payment.

Step 6: receive payment

- Payment will be made within 30 business days of receiving an invoice.
- GST will be added to incentive payments, except for local government entities and organisations that are not registered for GST, which will receive payments net of GST.

- We cannot make instalment payments, and all incentivised items must be on the same invoice.

Funding deed obligations

Successful fleet managers must sign a funding deed with the department. The template can be found on the [kick-start funding website](#) and will be supplied to applicants' upon notification of eligibility. All incentive payments are conditional upon the execution of this funding deed with the department.

Fleet managers must make sure that funding offers are kept confidential until their funding agreement with the department has been executed.

To guarantee successful payment of the incentive successful fleet managers must provide the department with the information described in Table 4, using the online grant management platform.

Table 4: Information to be provided by successful fleet managers to receive payment

Required information	Deadline
Signed funding agreement	Within 30 business days from notification of eligibility
Proof of BEV registration in NSW	Within 100 business days from receipt of the funding deed
Proof of purchase and installation of the smart charging equipment	Within 100 business days from receipt of the funding deed
Proof of CaaS contract (if applicable)	Within 100 business days from receipt of the funding deed
Proof of operational leasing contract (if applicable)	Within 100 business days from receipt of the funding deed
Tax invoice for incentive payment	Within 10 business days of evidence approval

As part of the funding deed, incentive recipients must comply with the [reporting requirements](#).

Applicants are required to complete a survey within 12 months of vehicle registration and provide details of usage and charging. Participants that do not complete the survey may not be allowed to participate in future funding opportunities.

The kick-start funding allocation will remain open until whichever occurs first:

- the allocated funds are fully exhausted
- the allocation's closing date, as published on the [kick-start funding website](#).

If additional funding becomes available, the department may release new allocations, which will be announced on the [kick-start funding website](#).

The department encourages applicants to allow enough time to prepare their application, as applications submitted just before the allocation's closing date may not be successful.



Terms and conditions



Terms and conditions

Late applications and contract extensions

Unless an extension is published by the department, no late applications will be accepted after the closing date and time published on the kick-start funding website.

In general, extensions to the 100-business-days term to provide evidence for payment will not be granted. Applicants should plan and apply when they are ready to submit and commit to the application process and timeline.

An extension to the 100-business-days term to provide vehicle registration evidence may be granted at the department's discretion **only** if the delay in registration is due to supply chain issues and/or supply delays beyond the control of the applicant, and adequate evidence is provided. Applicants will need to submit a written request for extension, with details and evidence about the purchase order date, typical delivery times and expected delays supported in writing by the original equipment manufacturer. An extension will not be considered for vehicles that do not have a purchase order in place or for vehicles that were not available on the market at the time of the application submission.

Evidence of delays in the provision of the charging infrastructure will only be considered if the project involves heavy vehicles. Acceptable evidence for consideration includes agreed delivery plans and expected delays supported in writing by the installers.

Any extension request must be submitted by the applicant before the expiry of the 100-business-days term to be considered by department.

If the required evidence is not provided in time any committed funds for vehicles and/or chargers that haven't been claimed will be forfeited.

Contract variations

Changes to vehicle categories or requests for more funds for vehicles and/or chargers are not permitted. Applicants must withdraw their current application and resubmit a new application with their revised incentive request.

Withdrawal

Participants may tell the department in writing that they want to withdraw an application. A participant may still sign up at a later date for the same round or for future kick-start funding allocations.

Suspension and cancellation

The department may suspend or cancel a kick-start funding allocation if it believes on reasonable grounds that:

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

The department may suspend or cancel the allocation at any time during the period that the allocation is open. 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 an allocation is suspended, the department will continue or cancel the allocation within a reasonable timeframe. If an allocation is cancelled, it may be rescheduled, and the updated date(s) will be published on the department's website.

Disqualification of participants

The department reserves the right to disqualify participants from kick-start funding for an identified period. This can be done if the department believes, on reasonable grounds, that a participant has engaged in misconduct relating to any part of the application process. In determining whether to disqualify a fleet manager, the department may consider whether the applicant has:

- breached the guidelines for participating in the incentive process including no longer meeting the compliance requirements of the kick-start funding
- breached a direction given by the department in relation to the incentive process
- been involved in or is suspected of being involved in, now or in the future, conduct intended to affect the integrity of the process, including disclosing a pricing strategy.

Conflicts of interest

If participants are aware of any actual, apparent or potential conflicts of interest they must advise the department at the signing-up stage. Participants must comply with any directions from the department about managing a conflict of interest.

Confidentiality

Information of a confidential nature, which is provided by a participant as part of or in connection with any funding application process, will be treated as commercial-in-confidence

information and only disclosed with the consent of the participant. However, commercial-in-confidence information provided by fleet managers may be disclosed:

- to the minister/the minister's office
- to office staff
- to relevant parties for auditing purposes
- where authorised or required by law to be disclosed.

Reporting

If asked by the department, participants will be required, to complete a survey after incentivised vehicles have been registered for at least 12 months. This survey will request information related to annual vehicle mileage and charging behaviour. Participants that do not complete the survey may not be allowed to participate in future funding opportunities.

Probity

The department has developed an internal probity and governance plan to ensure high standards of probity throughout the planning and implementation of this incentive. The plan underpins the following principles:

- treating all potential participants with impartiality and fairness, with all having equal opportunity to access and respond to information and advice
- maintaining the accountability and transparency of the process, assessing all applications in a systematic manner consistent with the incentive evaluation plan
- managing all participants' information to ensure the confidentiality and security of that information, including any intellectual property, proprietary and privacy issues
- identifying and managing conflicts of interest before carrying out work or as soon as they arise.

The department ran a competitive tender and appointed O'Connor Marsden & Associates Pty Ltd (ABN 94 135 783 792) as the independent probity adviser for the kick-start funding incentive. The probity adviser will monitor the conduct of kick-start funding allocations and ensure they are delivered in line with the probity principles underpinning the delivery of the incentive, as described above.

Should any participant have questions or concerns about the probity of the incentive, they are welcome to bring these directly to the probity adviser's attention: Richard O'Neill Senior Manager OCM Probity (roneill@ocm.net.au).

Please note: The department reserves the right to disqualify an applicant if circumstances arise that may compromise the fairness or integrity of the application process.

Provision of false or misleading information

The department takes fraud very seriously. It is an offence to provide false or misleading information to the department.

If a fleet manager provides any information, or makes any representations to the department that the department considers is or may be inaccurate, intended to mislead, deceptive, deceitful or otherwise fraudulent, the department may take the following actions against the fleet manager:

- refuse to consider their application for kick-start funding
- refuse to accept or consider any further applications for kick-start funding from them
- withdraw their funding offer
- require the return of any received payment that the department determines the participant was not entitled to receive in accordance with these guidelines and the terms of the funding deed
- report the matter to the NSW Police.

Unapproved usage of incentivised vehicles and chargers

The department deems the following to be unapproved usage of the incentivised vehicles and chargers:

- Private registration: incentivised BEVs must not be privately registered. They must be registered to participating organisation.
- Subscription arrangements: Vehicles procured under subscription models are not eligible for kick-start funding. However, an organisation offering subscription services and buying the vehicles outright or through leasing arrangement can apply for funding.
- Use outside NSW: While occasional interstate trips are allowed, the vehicle must be registered and used predominantly in NSW.

Double incentivisation

A vehicle cannot receive funding under both the kick-start and competitive bid options. Each vehicle can only be incentivised once.

Operation of incentivised chargers

Charging infrastructure provided through the incentive program must only be used by the participating organisation to support their incentivised fleet vehicles. Incentivised charging infrastructure cannot be used for commercial profit. For example, chargers cannot be installed for public use where fees are charged to generate revenue.

Pre-ordered vehicles

Recipients found to have received incentive funding for EVs that were ordered prior to the launch of the kick-start funding allocation may be deemed ineligible for further funding under the program.

Auditing

Successful participants may be subject to audits to confirm the:

- legitimacy of information provided in the application for kick-start funding
- purchase, receipt and registration of vehicles being incentivised
- acceptable use of incentivised vehicles and that vehicles have remained in operation by the entity that received the incentive
- purchase, installation and acceptable use of funded smart chargers (where applicable).

Audits may require site visits and may happen at any time, with reasonable notice. The department has recruited an external auditor to perform these audits, and the auditor will provide applicants with at least 14 days to provide information relating to their requests and/or allow access to conduct inspections.

The department may also contact relevant parties/authorities to confirm the information above.

If an audit reveals non-compliance the department may take action against the participant, as described under the 'Provision of false or misleading information' section.

Data and information

The NSW Government will publish information about successful grantees on the Grant finder website within 45 days of a funding deed being executed.

Individual grantee information that will be published includes:

- name of the grantee
- short description of project

- total amount awarded
- decision maker
- date approved
- project location
- recipient location.

The NSW Government may use de-identified data in training materials, case studies, evaluations and for other portfolio purposes.

To understand how data is collected, stored, and protected when visiting the energy website, visit www.energy.nsw.gov.au/privacy

Complaints and appeals

Complaints concerning kick-start funding are to be emailed to the EV fleets incentive program team via electric.fleets@environment.nsw.gov.au. Complaints will be reviewed by the department within 30 business days.

If the complaint cannot be resolved within 30 business days, it will be escalated to a nominated complaints and review officer from the NSW Government, who will advise the next steps. If the complaint is still not resolved satisfactorily, the NSW Ombudsman can be engaged for external review of the administrative actions of the NSW Government.

The department will not accept appeals to the application decisions made under this program.

Application support

Frequently asked questions, industry information session recordings as well as other supporting documents can be found on the [NSW EV fleets incentive website](#).

Requests for support can be made by contacting the Electric Vehicle Fleets Team at electric.fleets@environment.nsw.gov.au.



Glossary



Glossary

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 electric vehicles. BEVs are often simply referred to as 'EVs'.

Car rental companies: Companies that provide traditional car-hire services. Bookings are usually made in advance, and go by the day, week or month.

Car share companies: Companies that allow customers to hire vehicles owned by private individuals. Bookings can be made in advance or last minute and users are often charged by the hour.

Car subscription companies: Companies that provide a service similar to car rental companies that is generally a more economical option for longer periods of time (typically 4 to 24 months).

Charge-as-a-Service (CaaS): A subscription-based model allowing fleet operators to pay a regular fee in exchange for access to EV charging equipment, located at the incentivised BEV(s) garaging location, and owned/managed by a third party.

Conflict of interest: A situation where participants may be, or may be perceived to be, influenced by personal interests (financial and non-financial) or personal associations.

Electric vehicle (EV): In these guidelines, electric vehicle refers to a battery electric vehicle (BEV).

Financial lease: A lease where the lessee has the option to purchase the vehicle at the end of the lease. The lessee will obtain ownership of the vehicle upon an 'offer to buy' or 'balloon payment' at the end of the lease.

Fleet: A group of vehicles owned or leased by an organisation and used for business purposes.

Fleet manager: For the purposes of these guidelines, a fleet manager means those managing vehicles for their own organisation or their customers.

Fuel cell electric vehicle (FCEV): A vehicle that has an electric motor that is powered by a fuel cell. The fuel cell converts hydrogen into electricity to run the motor.

Gross Vehicle Mass (GVM): the maximum permissible weight of a vehicle when fully loaded. This includes the weight of the vehicle itself, passengers, cargo, fuel, and any additional accessories or modifications. It is important to note that GVM does not include the weight of any trailers being towed.

Heavy vehicle: Vehicles designed exclusively for heavy commercial applications. Under this guidelines, heavy vehicles have a gross vehicle mass greater than 3.5 tonnes.

Hybrid electric vehicle (HEV): Vehicles that use both fossil fuel (petrol or diesel) and electricity to power both an internal combustion engine and electric motor. HEVs have a fuel

tank and an electric battery for energy storage. The internal combustion engine recharges the battery.

Leaseback vehicle: An arrangement where a vehicle is purchased by an employer and then leased back to an employee for both business and personal use.

Light commercial vehicle (LCV): Vehicles designed for commercial applications, primarily carrying goods used for business or trade. They have a carrying capacity of one tonne or greater and a gross vehicle mass of up to 3.5 tonnes. They typically include utes and vans.

Novated lease: A financial arrangement in which a vehicle is provided to an employee by a financier, but the leasing obligations rest with the employer. The employer pays for the vehicle lease and running costs out of the employee's salary, usually through a combination of pre-and post-tax salary deductions (salary packaging).

Operating lease: An operating lease is a type of vehicle lease that also combines the vehicle running costs into a single monthly payment for the customer. Fuel may be included in the contract, and the term is typically 3 or more years.

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.

Price cap: A price limit – based on recommended retail price (RRP) plus GST – above or below which vehicles will not be considered for the incentive.

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.

Sports utility vehicle (SUV): SUVs evolved from conventional 4WDs. They come in a range of sizes and are based on a 2/4 door wagon body type and elevated ride height.

Subscription: An arrangement in which an individual pays a regular fee (usually weekly or monthly) to use a car. This fee usually also covers registration, insurance, maintenance and repairs, but not fuel or charging costs.

Appendix A: Financial year 2025–26 incentives

Vehicle incentives

Table 1A: Vehicle incentive amounts

Vehicle category	Vehicle incentive
Passenger vehicle/SUV (RRP equal or above \$40k)	\$5,000
Light commercial vehicle under 2.5t GVM	\$5,000
Light commercial vehicle from 2.5t and up to 3.5t GVM	\$8,000
Heavy commercial vehicles above 3.5t and up to 4.5t GVM	\$10,000
Heavy commercial vehicles above 4.5t and up to 8t GVM	\$15,000
Heavy commercial vehicles above 8t and up to 15t GVM	\$25,000
Heavy commercial vehicles above 15t and up to 23t GVM	\$50,000

Charging incentives (per port installed)

Most EV chargers come with either one or 2 ports (also called plugs or sockets). Each port can charge one EV at a time. An organisation must apply for a vehicle incentive to opt in for a charging incentive to support the installation **of one port**.

Our charger incentives vary depending on your charging strategy and our program provides AC incentives and 2 types of DC incentives:

- DC Tier 1 incentives for DC chargers up to 60kW and
- DC Tier 2 incentives for DC chargers above 60kW.

If your charging strategy is to install **either AC or DC** chargers at your site(s), these are the incentives available by vehicle category:

Table 1B: Incentives available if the applicant installs **either AC or DC chargers** at the site

Vehicle category	AC charging – incentive per port	DC up to 60kW – incentive per port	DC above 60kW – incentive per port
Passenger vehicle/SUV (RRP equal or above \$40k) or light commercial vehicle up to 3.5t	Up to \$3,000 per port	50% of costs per port installed* (up to \$30,000 per port)	n/a
Heavy commercial vehicle above 3.5t and up to 4.5t	Up to \$5,000 per port	50% of costs per port installed* (up to \$30,000 per port)	50% of costs per port installed* (up to \$60,000 per port)
Heavy commercial vehicle above 4.5t and up to 23t	Up to \$6,000 per port	50% of costs per port installed* (up to \$30,000 per port)	50% of costs per port installed* (up to \$60,000 per port)

If your charging strategy is to install **a mix of AC and DC** chargers at your site(s), these are the incentives available by vehicle category:

Table 1C: Incentives available if the applicant installs a **mix of AC and DC chargers** at the site

Vehicle category	Charger mix	Incentive per port
All eligible categories	AC + DC Tier 1	50% of costs per port installed* (up to \$18,000 per port)
Heavy commercial vehicles	AC + DC Tier 2 AC + DC Tier 1 + DC Tier 2	50% of costs per port installed* (up to \$30,000 per port)

**Applicants can claim funding for 50% of the installation cost for each port installed. The maximum amount that can be claimed per port is specified in Tables 1B and 1C, based on the chosen charging strategy. The cost per port installed is calculated by dividing the total eligible invoiced costs by the total number of ports installed at the site.*

Table 1D includes the caps applicable by incentive type. Please note that the total number of charging incentives across both AC and DC categories is capped at 15.

Table 1D: Maximum number of incentives that an organisation can apply for

Incentive type	Max no. of incentives (across all funding rounds)
Vehicle incentive	15
AC charging incentive (all vehicle categories)	15
DC Tier 1 – PVs/SUVs/LCVs	4
DC Tier 1 – heavy commercial vehicles	6
DC Tier 2 – heavy commercial vehicles	4



For more information

www.energy.nsw.gov.au | electric.fleets@environment.nsw.gov.au