PROGRAM GUIDE FOR
CleanBC Go Electric Public Charger Program

Date: May 14, 2025

Funded by the Province of British Columbia

Contents

Abbreviations

B.C. – British Columbia

DCFC – Direct Current Fast Charger

EV – Electric Vehicle

FBC – Fraser Basin Council

ECS - Ministry of Energy and Climate Solutions

OCPP – Open Charge Point Protocol, v1.6 or higher

NRCan – Natural Resources Canada

ZEVIP - Zero Emission Vehicle Infrastructure Program

Glossary of Terms

Indigenous community - A First Nation (i.e., Band government) or its wholly owned subsidiaries (e.g., development corporations)

Interface – The controls and/or screen (as applicable) used to operate an EV charger

Multi-Port Charger – A single charger that can charge more than one vehicle simultaneously

OCPP Compatible – Property of a charger having OCPP installed, and able to be controlled by any OCPP network operator upon agreement with the charger's owner, i.e., not limited by hardware, software or contract (except for a limited, defined term) to any one network operator

Public EV Charger – A publicly accessible EV charger, which is open for charging 24 hours per day, 365 days per year and can be used by the public without restriction

Tandem Installation – A project where more than one DCFC is installed at the same location. Tandem installations also refer to a DCFC co-located with a Level 2 charger

Summary of Changes

The previous version of the Program Guide, dated April 16, 2025, is replaced by this version of the Program guide, now dated May 14, 2025. The following is a summary of changes from the previous version:

Section 6.1

- Replaced the “Charging Site Availability Time” metric with the “Availability time” metric.
- Added language clarifying the CleanBC Go Electric Public Charger Program’s acceptance of uptime reports that meet NRCan ZEVIP’s uptime data disclosure requirements.

Section 6.2

- Removed “Charging Site Availability Time” calculation

1.0 ***Program Overview (Management and Communications)***

1.1 Program Summary

The CleanBC Go Electric Program is intended to encourage and accelerate the adoption of zero-emission vehicles (ZEVs) in British Columbia (B.C.) for both their environmental and economic benefits. The CleanBC Go Electric Public Charger Program (Program) is a sub-program of the CleanBC Go Electric Program and is intended to increase the number of public Direct Current Fast Chargers (DCFCs) throughout B.C. to support the growing number of ZEVs on the road. The Program aims to target current gaps in the public DCFC network in B.C. such as Indigenous communities, rural and northern areas, and city centers experiencing long queues for DCFCs due to high ZEV uptake.

The Program will provide varying rebates of up to $80,000 per charge port depending on charger output, to a maximum of 50% of project costs, with enhanced rebates of up to $130,000 per port, to a maximum of 90% of costs for Indigenous communities (see section 3.1). The Program will also provide rebates for Level 2 stations (co-located with DCFCs only, or by meeting requirements in section 3.2.1), up to $5,000 per station, to a maximum of 50% of costs ($7,500 to a maximum of 90% of costs for Indigenous communities). The target number of DCFC ports to be installed from the Program is 450 and for Level 2 stations is 200.

This Program Guide serves as direction for the CleanBC Go Electric Public Charger Program, and identifies the requirements for administration, implementation, and oversight of the Program. The document may be periodically updated as needed to clarify Program requirements and improve Program effectiveness.

1.2 Program Management & Administration

The Ministry of Energy and Climate Solutions (ECS) is responsible for overall CleanBC Go Electric Public Charger Program management. Fraser Basin Council (FBC) will administer the Program on behalf of ECS.

To meet CleanBC Go Electric Program targets, ECS may modify any component of the Program. Program modifications may include but are not limited to:

- Rebate eligibility criteria; and

- Rebate amounts.

The Program will be regularly reviewed and evaluated by ECS staff. ECS reserves the right to change or terminate the Program at any time without notice.

1.3 Program Communications

The application forms, eligibility requirements and applicable rebate amounts will all be accessed online. The CleanBC Go Electric Public Charger Program and application process will be added as a page/subpages on FBC's Plug In BC website (https://pluginbc.ca/publiccharger/), using the CleanBC Go Electric branding. The Program page will link back to the CleanBC - Go Electric website (https://goelectricbc.gov.bc.ca/). FBC will use internal capacity to support the initial design and creative work to help with the set-up of the key marketing elements in a timely way. Ongoing updates will be done by FBC staff.

Enquiries related to the administration of the Program including, but not limited to, eligibility requirements, and application processing, should be directed to FBC at: PublicCharger@pluginbc.ca

Enquiries related to the overall design of the Go Electric B.C. Public Charger Program can be directed to ECS at: ZEVprograms@gov.bc.ca

2.0 ***Program Criteria***

2.1 Applicant Eligibility

Applicants must apply and be approved for Program rebate(s) before any costs are incurred. Any costs incurred prior to receiving an email confirming project pre-approval will not be considered eligible project costs. After approval is received, applicants will have 60 days to sign a funding agreement with Fraser Basin Council, and 18 months to complete projects and submit final documentation. Applicants must apply with the business/organization name that will be signing the funding agreement. The Program will not allow the transfer of rebates to subsidiaries that are not named on the application.

To be eligible for the Program an applicant must:

- Be the current site owner or have approval (in writing) from the site owner to install the charging infrastructure for a minimum ten-year period; and,
- Be a business, not-for-profit, local government, Indigenous community, utility or public sector organization located and operating in B.C. (*excluding* core government entities, i.e. Provincial Ministries, but *including* non-core entities, e.g. utilities, health authorities, school districts, universities, crown corporations, etc.).
- Meet Program uptime requirements (the Program reserves the right to withhold future program funds from organizations that do not comply. Please see section 6.0 for complete information on uptime requirements):
    - Maintain a charging site uptime of 97% or higher for charging sites made up of stations funded by the program.
    - Uptime data must be submitted to the Fraser Basin Council in a report after all applicable EV chargers are in operation for six (6) months. This report must be submitted within 90 days of the date that the chargers have been operational for 6 months.
    - In rural and remote communities with populations of 10,000 or less, where access to repair services may be limited, an exception to the uptime requirement will be considered on a case-by-case basis. An exemption to this requirement must be requested by emailing the program at PublicCharger@pluginbc.ca.

Note: Charging sites located at car dealerships are only eligible for the Program if the proposed charging site is:

- located in a municipality with no existing public DCFCs at the time of applying; or
- located in an unincorporated community, and at least 15 kilometres (straight-line distance) from the nearest public DCFCs at the time of applying.

2.2 Installation Site Requirements

The Program recommends that proponents review the BC Hydro EV Fast Charging Design & Operational Guidelines when planning their project. These guidelines provide helpful best practices on choosing a site location, and designing, building and maintaining a fast-charging site. The Program encourages all applicants to follow these guidelines when designing for the accessibility, safety, and reliability of their fast-charging site design. To be eligible for the Program a project's charger installation site must be:

- Located in B.C.,
- Publicly accessible 24 hours per day, 365 days per year; and accessible by those using mobility aids (wheelchairs, canes, etc.), including:
    - A space of at least 1.2 m between any protective bollards in front of the charger, such that they do not obstruct interface (i.e. screen and/or controls).
    - A rise not exceeding 9 cm above grade for any concrete footing.
    - Fonts that are clear and easy to read on any signage.
    - Located on a paved level surface; and
    - All projects must include at least one accessible charging space. Along with the requirements listed above, to be considered accessible, the charging space must:
        1. For stalls: Be no less than 2.4 m wide and provided on one side with an access aisle not less than 1.5 m wide; and
        2. For pull-through sites: Be no less than 3.9 m wide and the charging cable must be able to charge vehicles positioned at least 1.5 m away.
- Pull-through sites must:
    - Have adequate ingress and egress space to accommodate larger electric vehicles and trailers.

2.3 Equipment Requirements

To be eligible for the Program all EV charging equipment must:

- Be new and not used;
- Be purchased after pre-approval (see section 2.1);

- Remain operational by the original owner for a minimum of five years or be replaced with a charger of equal or higher output that remains operational for five years from the date of the original project installation. Changes in equipment ownership within the five-year period may be considered in extenuating circumstances (e.g. due to sale of a business) and must be approved to maintain Program funding;
- Contain appropriate certification marks (CSA, cUL, cETL, etc.) for use in B.C.;
- Be purchased from a supplier in Canada;
- Have charging port holsters and the top of interface not exceeding 1.2 m above grade;
- Remain accessible to the public for use 24 hours per day, 365 days per year;
- Be accompanied by an operations and maintenance plan;
- Not replace an existing charger;
- Prospective installation locations greater than 500m from the nearest public charger (Level 2 or DCFC) will be required to install at least two ports per site: either tandem DCFC stations, a DCFC and Level 2, or two Level 2 stations meeting requirements in section 3.2.1 (minimum 32 A; higher power preferred) to provide redundancy to the site. Installation of both multiple DCFCs and one or more Level 2s per site will also be supported. A multi-port station on its own does not fulfill this requirement;
- If payment is required, the charging station must meet the following criteria:
    - Provide a contactless payment method on-site that accepts major credit and debit cards;
    - Provide one additional payment method that allows customers to initiate a charging session and submit payment (e.g., QR code that directs to an online payment portal, payment through membership or app, or toll-free phone number); and
    - Payment methods must be accessible to persons with disabilities and not affect the power flow to vehicles.
- Be entered into an online charging station database (e.g. ChargeHub, PlugShare, etc.).

To be eligible for the Program DCFC equipment must:

- Be networked and be OCPP compatible by the date of installation;
- Have a minimum power output of 20 kW; and
- Have either NACS (J3400) or CCS connector types.

To be eligible for the Program Level 2 equipment must:

- Have either NACS (J3400) or J1772 connector types;
- Have input power at 208 or 240 volts;
- Have a minimum power output of 32 amps; and
- Be networked and be OCPP compatible by the date of installation.

Note: As of March 12, 2025, Tesla products (e.g., electric vehicles, chargers, etc.) are not eligible for any CleanBC rebates. If you purchased or have received pre-approval for your Tesla product before March 12, 2025, it can still qualify for rebates and will be processed as normal.

2.4 Eligible Project Costs

Costs eligible for rebates through the Program will be:

- DCFC equipment;
- Level 2 stations (co-located with DCFCs only, or meeting requirements in section 3.2.1;
- Installation costs such as labour and materials, including:
    - Necessary electrical equipment (e.g. cabling and conduit, transformer)
    - Earthworks;
    - Paving of one parking space per charger;
    - Curb and/or protective bollards around chargers;
    - Lighting directly above or adjacent to chargers (within 5 m);
    - Network equipment (e.g. cellular booster);
    - Way finding and on-site signage pertaining to the chargers (e.g. location, output, time limits, instructions for use);
    - Site markings (e.g. pavement painting);
    - One security camera per charger;

    - Canopy (up to a maximum of $20,000 per application can be claimed as an eligible project cost);
- Project management and engineering design fees;
- Utility provider fees for electrical connection;
- Network service provider initial sign-up fees; and
- Equipment warranty (up to five years)

Applicants must apply and be approved for Program rebates before any costs are incurred. Any costs incurred before approval will not be eligible for any rebates, except for costs of a project assessment. The date of pre-approval is the date the Program notifies you by email that the proposed project has been pre-approved for rebates. Project assessments costs incurred prior to pre-approval are considered eligible project costs. No rebates would be given for any expenses, including project assessment expenses, if the project is not approved.

Note: GST/PST and other taxes are not eligible costs under this program.

2.5 Final Project Documentation Requirements

To receive rebate funds applicants must submit the following documentation after DCFC and/or Level 2 (if applicable) equipment is installed and operational:

- Invoice for DCFC equipment and/or Level 2 equipment, if applicable;
- Itemized invoice for DCFC and/or Level 2, if applicable installation;
- Copy of network agreement;
- Photo of installed DCFC and/or Level 2, if applicable equipment;
- Photo of installed contactless credit card payment system; and,
- Proof all eligible equipment, DCFCs and Level 2s, as applicable is/are operational.
- Proof that the charging site has been entered into charging station databases (e.g. ChargeHub, PlugShare, etc.).
- For DCFCs only: Uptime data must be submitted to the Fraser Basin Council in a report (PublicCharger@pluginbc.ca) after all fast applicable EV chargers funded under the Go Electric Public Charger Program (on or after April 1, 2025) are in operation for six (6) months. See Section 6.0 for more information. See section 6.0 for full details on the uptime requirement.

3.0 ***Rebate Overview***

Applicants are eligible for three rebate tiers to cover up to 50% of the eligible costs of DCFCs with power outputs of ≥20kW (but less than 50 kW), ≥50kW (but less than 100 kW), and ≥100kW. Indigenous communities will be eligible for higher rebates at each tier, to a maximum of 90% of total project costs. Level 2 chargers installed as part of a funded DCFC project or meeting the requirements in section 3.2.1 are eligible for a rebate of up to 50% of the additional cost or 90% for Indigenous communities. Indigenous communities refer to a First Nation (i.e. Band government) or its wholly owned subsidiaries (e.g. development corporations). To receive an Indigenous community rebate, the Indigenous community must own the equipment; a third-party that owns and installs equipment on Indigenous lands is not eligible for the enhanced rebates.

Prospective installation locations greater than 500 m from the nearest public charger (Level 2 or DCFC) will be required to install at least two ports per site: either tandem DCFC stations, a DCFC and Level 2, or two Level 2 stations meeting requirements in section 3.2.1 (minimum 32 A; higher power preferred) to provide redundancy to the site. Installation of both multiple DCFCs and one or more Level 2s per site will also be supported. A multi-port station on its own does not fulfill this requirement.

Projects that are adding chargers to a site with existing chargers (expansion projects) are eligible for rebates for new chargers, providing all eligibility requirements are met.

The applicant will be responsible for ongoing operation and maintenance costs associated with the chargers and will be required to prepare an Operations and Maintenance Plan for its charger(s).

Rebates may be capped at 10 per organization per calendar year to reserve funds for other organizations.

The Province reserves the right to limit the number of chargers funded per project.

3.1 DCFC Funding Tiers

Applicants are offered three tiers of rebates for DCFC stations with: 1) output of

20kW or greater, but less than 50 kW; 2) output of 50 kW or greater but less than 100 kW, and 3) output of 100 kW or greater. Rebate amounts are as follows:

Charger Output	**Maximum Rebate Amount**	**Maximum Rebate Amount for Indigenous Communities**
DCFC: ≥20 kW, but <50 kW*	$20,000; up to 50% of project costs	$50,000; up to 90% of project costs
DCFC: ≥50 kW, but <100 kW	$50,000; up to 50% of project costs	$100,000; up to 90% of project costs
DCFC: ≥100 kW	$80,000; up to 50% of project costs	$130,000; up to 90% of project costs
Level 2: ≥32 amps	$5,000; up to 50% of costs	$7,500; up to 90% of costs

* Under conditions identified in section 3.4

3.2 Level 2 Additions

To provide contingency charging in the case a station is occupied or not functioning, Level 2 chargers installed in tandem with DCFCs as part of the Program will be eligible for an additional maximum of $5,000 ($7,500 for Indigenous communities) in project funding per Level 2 charger (≥32 A), to a maximum of $10,000 ($15,000 for Indigenous communities) per installation site (percentage caps still apply).

3.2.1 Level 2 Only Locations

This Program is intended to primarily support public fast charging. Public Level 2 stations not required to be co-located with a DCFC station will be supported only in specific instances. Locations must meet the following criteria:

- No public Level 2 stations (without co-located DCFCs) are eligible in Metro Vancouver or the Capital Regional District through this Program, except for:
    - When the chargers are approved as part of a pilot project;

    - When the project is in any of the Gulf Islands with one or fewer public charging stations; or
    - When stations are owned by an Indigenous community.
- Campgrounds and RV sites may be considered for Level 2 only projects, providing the above criteria are met. Campgrounds or RV sites that are not publicly accessible overnight or accessible 24/7/365 will be considered on a case-by-case basis;
- Priority will be given to communities that have one or fewer public charging stations (Level 2 or DCFC) nearby in the following areas:
    - Strathcona Regional District
    - Cariboo Regional District
    - Regional District of Mount Waddington
    - Central Coast Regional District
    - North Coast Regional District
    - Regional District of Kitimat-Stikine
    - Regional District of Bulkley-Nechako
    - Regional District of Fraser-Fort George
    - Peace River Regional District
    - Stikine Region
    - Northern Rockies Regional Municipality

  Regional district boundary maps can be found here: https://www2.gov.bc.ca/gov/content/governments/local-governments/facts-framework/local-government-maps/regional-district-maps

3.3 Tandem or Multi-Port DCFC Installations

Tandem and multi-port DCFCs are eligible for one rebate for each vehicle that can charge simultaneously at a given output level. For tandem DCFC stations an increased 75% funding limit applies to project costs. The combined maximum rebate amount per charging port remains the same. The funding amount for multi-port stations will be based on the maximum simultaneous output level of operating ports.

For example, if the total cost for two tandem 50 kW stations is $180,000, the applicant is eligible for 2 x $50,000 rebates = $100,000.

Multi-port stations must be accompanied by an additional charging station (DCFC or Level 2) on the same site.

3.4 Station Output Level Conditions

To ensure effective deployment of charging stations under the Program, the following are guidelines for DCFCs with charging output levels of <50 kW.

Stations with less than 50 kW output are eligible for rebates if one or more of the following conditions are met:

- If the station is in an urban centre (i.e. within Census Agglomerations or Census Metropolitan Areas with a population of 100,000 or greater);
- If the station is not located on or near primary, secondary highways or major roads, as defined by the B.C. Ministry of Transportation and Transit.
- The station is installed as part of a tandem installation with a ≥50 kW DCFC.
- An electrical service extension or service upgrade to accommodate a ≥50 kW station would be cost prohibitive.

3.5 Pilot Projects

DCFC or Level 2 pilot projects (e.g., for battery storage, off-grid, curbside, and other innovative public charging applications) are prioritized through this Program if they demonstrate public benefit. Specific eligibility criteria may be developed for pilot projects. When completing the Program application, applicants must describe the proposed pilot project/technology and its anticipated benefits. Level 2-only pilot projects are permitted in all regions of B.C.

Pilot projects are eligible for the following funding amounts**:

	Maximum rebate amount per charging port	Maximum rebate amount per charging port for Indigenous Communities
DCFC: ≥20 kW**	$80,000; up to 50% of project costs	$130,000; up to 90% of project costs

Level 2: ≥32 amps	$5,000; up to 50% of costs	$7,500; up to 90% of costs

**Pilot project rebate amounts are not solely based on power output; each project will be assessed on an individual basis. However, a minimum output of 20 kW is required to access DCFC rebate amounts. The DCFC funding tiers in Section 3.1 will generally apply unless the project can demonstrate the potential for significant technological advancement or public benefit in B.C.

4.0 ***Application Process***

Applicants can find Program information, criteria, application forms and other relevant information on FBC's Plug In BC website (https://pluginbc.ca/publiccharger/). Applications will be submitted online and must receive approval before any work begins. Any costs incurred prior to receiving an email confirming project pre-approval will not be considered eligible project costs. Applicants who do not own the property where the proposed charging project is located will need to include a written agreement demonstrating the right to use the property for a ten-year period with their application.

Once a decision has been made, applicants will be notified by email if they have been successful.

ECS reserves the right to pause application reviews at its discretion.

Preference will be given to applications that:

- Fill existing DCFC network gaps and/or underserved areas (e.g. Indigenous communities, rural and northern areas, communities with high ZEV uptake, high concentrations of existing multi-unit residential buildings, etc.);
- Are co-located with primary amenities (lighting, washrooms, non-cellular wireless (i.e. WiFi) internet available at all times);
- Are co-located with one or more additional DCFCs;
- Are located near secondary amenities, such as restaurants, shopping and attractions (e.g. parks, libraries, community centres, etc.);
- Commit to bill customers based on energy delivered (i.e. kilowatt hours [kWh]), rather than time-based billing;

- Include stations ≥75 kW when located on primary and secondary highways, where feasible;
- Include stations able to deliver ≥120 A of electricity, if proposing DCFCs with output ≥50 kW but <100 kW;
- Include Level 2 stations with a higher output than 32 A, if Level 2 stations are proposed;
- Utilize pull-through charger site design;
- Enable curbside EV charging;
- Include capability to add of future DCFCs (e.g. space on site, oversized conduit, etc.);
- Demonstrate an innovative charging solution or strong public benefit in the Pilot Project stream (see section 3.5);
- Agree to provide data on charger usage;
- Include detailed site design drawings;
- Have a track record of owning and operating existing chargers in B.C. and can demonstrate historical charging site uptime performance of 97% or higher over a period of at least 6 months for all chargers; and
- Include an operations and maintenance plan as part of the original application.

Guidance on best practices for planning and operating EV fast charging stations can be found in BC Hydro's EV Fast Charging Design & Operational Guidelines on their Industry resources for EV fast charging page: https://www.bchydro.com/powersmart/electric-vehicles/industry/fast-charging.html

Once approval is received, applicants will have an 18-month window to install their DCFC(s) (and/or Level 2(s) if applicable) and submit final project documentation. FBC will review the final documentation for completeness and will then issue rebates. The items below lay out the steps for applying, receiving approval, and receiving the rebate:

- Application for station(s): Applicant creates an online profile and applies for the number of stations desired, including information on organization type and documentation, site description, proof of site

ownership or permission of the landowner, charger type(s) and output(s), capital budget/quotation (including site acquisition/lease (if applicable), permits, design, electrical service extension, site preparation/civil works, electrical equipment, charger, lighting, and signage), and site design drawings (optional). Applicants must also submit a breakdown of all sources of funding, including the expected rebates from The CleanBC Go Electric Public Charger Program (this Program), and any other programs that the proponent has received funding from or intends to receive funding from. The submission of a completed Operations and Maintenance calculator and Operations and Maintenance plan is required at this stage of the application.

Note: Budget quotations should be fully itemized and from a qualified electrical contractor/engineering firm/consultant/an entity qualified to provide quotations related to EV chargers and related infrastructure. The budget quotations and the EV charger specifications are used by the program to calculate and determine the pre-approved rebate amount for approved applications.

- Screening and pre-approval: FBC staff screen applicants for eligibility and move forward applicants that meet mandatory criteria.
- Station approval: in consultation with ECS staff, FBC approves applications based on a diversity of geographic and usage types. Upon receiving notice from FBC that a project has been approved for funding, applicants will have 60 days from the date of this notice to sign the funding agreement. Applicants then have 18 months from the date of signing this agreement to complete the approved project. FBC staff will check in periodically to assess progress.
    - Projects that demonstrate a need for advance payments to manage cashflow may have the option of up to 50% of the approved rebate amount being delivered through an up-front contribution agreement. The up-front contribution agreement is a milestone-based funding distribution agreement. To be considered for advanced funding, applicants must submit a request in writing including the quote of expenses from a qualified

electrical contractor. Access to advanced funding is assessed on a case-by-case basis.

- Completion report: Applicant provides completion report including documentation, photos, a financial report, and copies of all invoices to verify costs. These will be submitted online via the application platform. FBC will reserve the right to make on-site audits for projects if required. An Operations and Maintenance Plan must be submitted at this stage. An Operating and Maintenance report template is available on FBC's Program website (https://pluginbc.ca/publiccharger/) but an alternative format may be used if it contains the following elements:
    - Service stability
        - Charging site up-time target of 97% or higher
        - Performance monitoring (e.g. testing, remote, crowdsource, etc.)
        - Ensuring access
            - Cleaning interface
            - Clearing/plowing area
            - Lighting
            - Preventing blocking by vehicles not charging
        - Regular maintenance/warranty
        - Staff training
            - Customer service (on site/remote)
            - Operation/signup walkthrough
            - Resetting device
            - Nearby charging locations
            - Local towing companies
        - Incident response plan (e.g. for device failure, vehicle impacts, tampering/vandalism, etc.), including:
            - Response procedures (e.g. shutdown, fire department, repair/replacement, etc.)

        - Service provider and/or warranty service
        - Response time targets
        - Public notification of failure
        - Spare parts supply/inventory
        - Graffiti removal
    - Cost of electricity (including demand charges)
    - Network fees
    - Revenue collection strategy (if applicable)
    - Insurance

Station utilization data: Successful applicants are encouraged to provide utilization data for DCFCs funded under the Program, for a minimum period of five years from the date of installation. Utilization data includes information related to charging sessions (i.e.: start/end time, duration, energy, power per minute, peak power) but excludes personally identifiable data. Successful applicants will work with the Ministry of Energy and Climate Solutions to determine the best tools and methods for data sharing.

For example, successful applicants can send station utilization data in the format of an annual report that includes a record for each charging session during the year, its start and end time, the maximum charging rate (kW), the energy delivered (kWh), and the charging connector type. It should not contain any personally identifiable information about users (names, membership numbers, credit card numbers). Acceptable formats are .xls, .xlsx, and .csv.

Final documentation will also be submitted online. Printable or paper application forms may be requested from FBC in extenuating circumstances. New stations funded under the Program will be entered into charging station databases (e.g. ChargeHub, PlugShare, etc.) with a link to the Program webpage.

5.0 ***Interaction with Other Programs in Market***

ECS has partnered with Natural Resources Canada (NRCan) to provide additional funding for B.C based DCFC projects that are approved for rebates through the

Zero Emission Vehicle Infrastructure Program (ZEVIP). Successful ZEVIP applicants completing DCFC projects in B.C. are automatically eligible for B.C. funding. ECS funding provides a maximum of $25,000 per DCFC to a max of 25% of the total project costs (on top of the federal funding).

The stacking of provincial funding with ZEVIP and other CleanBC Programs is not permitted. Any station that receives ECS funding through ZEVIP will not be eligible for funding through the CleanBC Go Electric Public Charger Program.

Funding from other sources must be disclosed in the application. Stacking of funding from other government funding programs with the CleanBC Go Electric Public Charger Program will be limited to 75% of eligible project costs, except in the case where the applicant is a local or Indigenous government or their department or agency in which case the stacking limit for government funding is 90% of the total project costs. Failure to disclose all sources of funding to the CleanBC Go Electric Public Charger Program may result in disqualification from the Program.

6.0 ***Uptime Requirement***

To improve the reliability of chargers funded by the Program, successful applicants will be required to provide uptime data for all charging projects submitted to the Program on or after April 1, 2025 (and are required to maintain a charging site uptime of 97% or higher).

If an applicant completed a project or was approved for a project under the Go Electric Public Charger Program prior to April 1, 2025, that charging site does not need to meet the 97% uptime requirement. However, funding is prioritized for applicants that can demonstrate historical uptime of 97% or higher (as mentioned in section 4.0 of the Program Guide on preference statements).

Uptime data must be submitted to the Fraser Basin Council in a report (PublicCharger@pluginbc.ca) six (6) months after all applicable EV chargers pre-approved under the Go Electric Public Charger Program (on or after April 1, 2025) have been operational. This report must be submitted within 90 days of the date that the chargers have been operational for six months. The Program reserves the right to withhold future program funds from organizations that do not comply with this uptime requirement.

6.1 Data Reporting Requirements

To demonstrate compliance with this uptime requirement, applicants must submit a report to the Program that provides proof of uptime over the 6-month period. This report must include the following information:

- Site address
- Number of DCFC charging ports that received rebates
- Power output of each -charging port
- Total time in period (minutes): equal to (60 minutes/hour) * (24 hours/day) * (number of days in the period).
- Availability time (minutes): The amount of time that a charging port's hardware and software are available for use as expected and dispensing electricity at the expected power output, regardless of the reasons the chargers are not available. Availability time = Total time in period (minutes) – Downtime (minutes).
- Downtime (minutes): When a charging port's hardware or software are not available for use as expected and so it is not capable of successfully dispensing electricity at the expected power output, including excluded time.
- Charging Site Excluded time (minutes): The time that charging ports are unavailable due to causes beyond the control of the operator. The following reasons for station downtime are considered excluded time. If applicable, the number of minutes in each of the following categories must be reported.
    - Natural disasters (minutes): Reporting must include a description of the natural disaster and the date it occurred; its impact on the charging equipment, and the number of minutes the chargers were unavailable due to the natural disaster. Downtime due to natural disasters is self-reported.
    - Utility service interruptions (minutes): Downtime time caused by interruptions to utility services qualify as excluded time. This data

can be requested from your electric utility provider. Utility service interruptions are self-reported.

    - Internet or cell service provider interruptions (minutes): Downtime caused by interruptions to internet or cellular services are considered excluded time. Data on internet and cell service downtime may be provided by some service providers. Internet or cell service provider interruptions are self-reported.
    - Scheduled maintenance (minutes): This includes proactive maintenance of the charging equipment or software. Scheduled maintenance is not maintenance that results from the charger needing immediate repair or being unavailable for any other reason. Downtime from scheduled maintenance time is self-reported.
    - Vandalism (minutes): Outage time caused by vandalism (e.g. cut cables, and other intentional damage) is considered excluded time. Downtime from vandalism self-reported.
    - First two weeks of operation: Downtime during the first two weeks of operation is considered excluded time.

- Charging Site Uptime (%): The percentage of time that a charging site is available excluding reasons outside the control of the operator. Site uptime is required when the applicant has received rebates for more than one charging port funded by Program at the same charging site address. The calculation method for site uptime is shown in section 6.2.

Note: Data that is self-reported means that it is optional to provide documentation that verifies what is being reported to the Program.

The Program acknowledges that charging station operators and network providers may have already developed uptime reporting procedures or tools that comply with NRCan ZEVIP's uptime disclosure requirements. Therefore, in place of a report containing the information specified above, the Program will also accept reports that align with the uptime disclosure requirements outlined in Appendix A of the Applicant's Guide for the 2024 Public EV Charging ZEVIP Request for Proposals.

6.2 Uptime Calculations:

Charging Site Uptime (%)

$$Site\ Uptime\ (\%) = \frac{\begin{matrix} Total\ Time\ In\ Period\ for\ all\ applicable\ ports(Minutes) \\ -[Total\ Downtime\ for\ all\ applicable\ ports(Minutes) \\ -Total\ Excluded\ Time\ for\ all\ applicable\ ports(Minutes)] \end{matrix}}{Total\ Time\ in\ \ Period\ for\ all\ applicable\ ports\ (Minutes)} * 100$$

Note: An “applicable port” is any individual charging port that received a rebate through the Go Electric Public Charger Program.