

## **Go Electric Fleet Charging Program – FAQs**

### **How much funding is available and when will it run out?**

The total program budget is \$7.7M and rebates will be offered until March 31, 2025 or until funds are fully expended.

### **Do I need an electric vehicle to apply?**

No, applicants commit to procuring zero-emission vehicles to eligible.

### **Do I have to sign the WCEF Pledge to participate in the Program?**

No, you do not need to sign up for the WCEF Pledge to participate in the program.

### **What constitutes a light-duty vehicle?**

Light-duty vehicles are vehicles that have a gross vehicle weight rating (GVWR) below **3,856kg**. This includes pick-up trucks such as the Ford F150 but not the F250 or F350.

### **What charging stations are eligible?**

A list of pre-approved Level 2 and DCFC EV charging equipment models will be provided on the program website and maintained by the program administrator. This list will be continually updated and maintained but will not be exhaustive. If an applicant purchases a station not on the list, it will be eligible if the station meets the criteria outlined above. Charging equipment manufacturers and/or suppliers may request that their stations be included on the list by contacting the program administrator.

### **Can I buy my charging station second-hand?**

No, units must be purchased as new.

### **Can we include the cost of the pedestal to mount the charge?**

Yes. The pedestal is included in the eligible costs of 50% up to \$2,000 per charger.

### **Are Tesla charging stations eligible?**

Yes, Tesla L2 and Super Chargers are eligible for rebates for private fleet usage.

### **Can I use inhouse electricians?**

Yes, inhouse staff can install chargers and you can be eligible for rebates as long as they are installed by a licensed electrical contractor. It is recommended that electricians take the [Electric Vehicle Infrastructure Training Program \(EVITP\)](#) designed to address the need for installation and maintenance of the EV charging infrastructure in the safest and most cost-effective manner.

Course subsidies are available to take the course if training is not covered by their organization or union.

### **Do I need to do a fleet and facility assessment before being eligible to apply for the Electrical Infrastructure (electrical work) and Charging Infrastructure installation rebates?**

A ZEV Infrastructure assessment must be completed before applying for the Electrical Infrastructure (electrical work) rebates. Fleet Assessments are not required. Level 2 Charging station rebates do not require a fleet or facility assessment to be eligible.

### **Are the trenching, conduit and cables from the panel to charging stations included in the total project costs for calculating electrical infrastructure eligible funding?**

Yes, if the work is needed for EV charging, it is included.

### **Can the rebate be stacked with other rebates?**

Go Electric Fleet Charging (GEF) rebates cannot be stacked with other programs that also receive Provincial funding.

- It is not permitted to stack rebates with other fleet electrification rebate offers that receive Provincial funding, including BC Hydro EV fleet planning and infrastructure incentives. The only exception is that organizations who receive fleet planning and infrastructure incentives from BC Hydro can access these rebates along with charging infrastructure rebates from the Go Electric Fleet Charging Program.
- Applicants must disclose if they have applied for or received Zero Emission Vehicle Infrastructure Program (ZEVIP) funding from Natural Resources Canada or another ZEVIP delivery organization.
- Funding from other levels of government may be stacked providing that total funding shall not exceed seventy-five percent (75%) of total project costs. Funding limits for Indigenous organizations shall not exceed ninety percent (90%) of total project costs.
- Funding from private entities may be stacked providing that total funding does not exceed one-hundred percent (100%) of total project costs.
- The Province continues to reserve the right to not allow stacking with any particular program.

### **How many charging stations (L2 and DCFC) can a fleet install and what is the maximum cap per fleet?**

Eligible fleets can receive up to \$25,000 in rebates for L2 charging stations and no more than \$2,000 per station.

Eligible fleets can receive rebates for a maximum of 3 DC Fast charging stations. Higher rebate amounts for DCFCs with 100 kW or more of output are limited to medium- and heavy duty fleets only. Applicants must provide proof of current ownership or purchase order to acquire MD or HD ZEVs to access rebates in tiers 3 and 4. Light-duty fleets are limited to 50% of project costs up to a maximum of \$50,000 per charger, even if charger output is over 100 kW. If a fleet receives rebates for L2 charging station installation, they cannot apply for DCFC funding and vice versa.

### **How many incentives can I apply for?**

Eligible fleets can apply for each incentive stream within the maximum amounts prescribed in the Program Guide. However, if a fleet receives rebates for L2 charging station installation they cannot apply for DCFC funding and vice versa.

To ensure an equitable distribution of funds, Fraser Basin Council and the Province reserve the right to limit the number of streams a fleet applies to.