



PROGRAM GUIDE FOR
CleanBC Go Electric Medium- and Heavy-Duty Public Charger Program

Date: July 25, 2024

Funded by the Province of British Columbia

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Abbreviations

B.C. – British Columbia

DCFC – Direct Current Fast Charger

EV – Electric Vehicle

EMLI - Ministry of Energy, Mines and Low Carbon Innovation

FBC – Fraser Basin Council

kW - Kilowatt

MHD – Medium- and Heavy-Duty

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

ZEV – Zero-Emission Vehicle

Glossary

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

MHD ZEV – Zero-emission vehicles with gross vehicle weights of 4,536kg (10,000 lbs.) or more (Class 3 – Class 8)

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 MHD Charging – Charging stations that are made available to class 3 – class 8 EVs and are accessible to these vehicles 24 hours per day 365 days per year.

1.0 Program Overview:

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 Medium- and Heavy-Duty (MHD) Public Charger Program (the 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 MHD EVs in the province. The Program aims to target locations with high MHD vehicle utilization to support the transition to ZEVs.

The Program will provide a tiered rebate structure, offering up to \$200,000 per charge port depending on charger output, to a maximum of 50% of project costs. The target number of DCFC ports to be installed from the Program is 111.

This Program Guide serves as direction for the CleanBC Go Electric Medium- and Heavy-Duty 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 Organizational Structure

The Program's organizational structure will consist of the Ministry of Energy Mines and Low Carbon Innovation (EMLI) and the delivery agent Fraser Basin Council (FBC).

Ministry of Energy, Mines & Low Carbon Innovation

- EMLI is responsible for overall Program design and oversight, including ensuring the Program and its delivery partner meets expectations.

Delivery Agent (Fraser Basin Council)

As the Delivery Agent, FBC will fill the role of Program administrator. This involves management and delivery of the Program, meeting Program requirements and deliverables, developing marketing and outreach materials for the Program, managing funding calls, evaluating and scoring projects, entering into Funding Agreements with successful applicants, ensuring applicants meet all Program requirements, processing rebate payments, and implementing Program administrative processes.

FBC will also be responsible for data collection processes, conducting surveys and other means of collecting information on the projects, and ensuring the delivery of data back to EMLI.

1.4 Program Management & Administration

EMLI is responsible for overall CleanBC Go Electric Public Charger Program management. FBC will administer the Program on behalf of EMLI.

To meet CleanBC Go Electric Program targets, EMLI may modify any component of the Program. Program modification may include eligibility criteria and rebate amounts.

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

1.5 Program Communications

The application forms, eligibility requirements, and applicable rebate amounts are accessed online. The CleanBC Go Electric Medium- and Heavy-Duty Public Charger Program and application process are a page/subpages on FBC's Plug In BC website (<https://pluginbc.ca/mhdpubliccharger>), using the CleanBC Go Electric branding. The Program page will link back to the CleanBC - Go Electric website (<https://goelectricbc.gov.bc.ca/>).

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

MHDPublicCharger@pluginbc.ca

Enquiries related to the overall design of the CleanBC Go Electric Medium- and Heavy-Duty Public Charger Program can be directed to EMLI at: ZEVprograms@gov.bc.ca

2.0 Program Criteria

2.1 Applicant Eligibility

Applicants must apply, be approved for funding, and have a signed funding agreement with Fraser Basin Council for their project before the project is started. Starting work on the project prior to having a signed funding agreement will result in being disqualified from receiving rebates for the project. After approval is received, applicants will have 24 months from the date of signing their funding agreement to complete projects and submit final documentation. To be eligible for the Program, an applicant must 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.).
- The current site owner or have approval (in writing) from the site owner to install the charging infrastructure for a minimum ten-year period.

2.2 Site Requirements

To be eligible for the Program a project's charger installation site must be:

- Located within B.C.;
- Accessible to MHD fleet vehicles 24 hours per day, 365 days per year;
- Designed to accommodate class 6 vehicles or larger;
- Able to charge a minimum of two MHD EVs simultaneously; and
- Applicants who do not own the site they plan to install a DCFC on will need to include a written agreement with their application demonstrating the right to use the site for a ten-year period.

2.3 Equipment Eligibility Requirements

To be eligible for the Program, all equipment must:

- Be new;
- Not replace an existing charger;
- Have a minimum power output of 150 kW;
- 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;
- Purchased in Canada;
- Be networked and be OCPP compatible by the date of installation;
- Contain appropriate certification marks (CSA, cUL, cETL, etc.) for use in B.C.

2.4 Eligible Project Costs

Costs eligible for rebates through the program are:

- DCFC Equipment
- 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.

Applicants must be approved for funding and have a signed funding agreement with Fraser Basin Council to incur project expenses. The only exception is project assessments costs incurred prior to participation in the program. No rebates will be given for project assessment if the project is not approved for funding.

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

2.5 Data Sharing Agreement

To be eligible for Program funding, the primary applicant must agree to share performance and utilization data for chargers funded by the program for a minimum of one year of operation. Applicants are encouraged to continue sharing data beyond one year at their discretion. This data includes:

- Charger up-time;
- Start- and end-time of charging sessions;
- Charger utilization; and
- Charging session information, including average length of session, and average power delivered.

The data must not include any personally identifiable information about users. This data will be used to characterize the performance of MHD EV infrastructure deployments across the province. EMLI will have unrestricted access to data collected during the Program. Acceptable data file formats are .xls, .xlsx, and .csv.

EMLI, in collaboration with Fraser Basin Council and Program participants, will determine the appropriate data logging equipment, survey methodologies, and networks for use in all successful Program projects.

2.6 Project Documentation Requirements (at application)

To be eligible for funding, applicants must complete the online application in full and must provide the following documents in their application:

- Site Pictures (optional);
- Site design plans or drawings (required);
- Operations and Maintenance Plan (required) (available for download at <https://pluginbc.ca/mhdpubliccharger>)

- Operations and Maintenance Calculator (required) (available for download at <https://pluginbc.ca/mhdpubliccharger>). Applicants may submit this information using their own template, if it provides the same information, including estimated electricity costs, estimated demand charge costs, network fees, estimated utilization, and estimated low carbon fuel credit revenues.

2.7 Project Documentation Requirements (at completion)

Upon completion of a funded project, Program participants must submit the following documentation.

- Site design plans or drawings;
- Operations and Maintenance Plan (available for download at <https://pluginbc.ca/mhdpubliccharger>);
- Itemized invoice and proof of payment for the EV charging equipment;
- Itemized invoice and proof of payment for installation and labour costs.
- Itemized invoice and proof of payment for all eligible costs (listed in section 2.4 of the Program guide).
- Copy of network agreement;
- Photo(s) of installed charging equipment; and
- Photo proof that charging equipment is operational.

3.0 Rebate Overview

Applicants are eligible for two rebate tiers to cover up to 50% of the eligible costs of DCFCs with power outputs of $\geq 150\text{kW}$ (but less than 250kW), and $\geq 250\text{kW}$.

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

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

3.1 Funding Tiers

Applicants are eligible for two rebate tiers to cover up to 50% of the eligible costs of DCFCs with power outputs of $\geq 150\text{kW}$ (but less than 250kW), and $\geq 250\text{kW}$. Rebate amounts are shown in the table below:

Rebate Structure	
Charger Output	Maximum Rebate Amount
$\geq 150\text{kW}$	\$150,000 per charger (up to 50% of project costs)
$\geq 250\text{kW}$	\$200,000 per charger (up to 50% of project costs)

4.0 Application Process

4.1 Application Overview

Applicants can find Program information, criteria, application forms and other relevant information on FBC's Plug In BC website (<https://pluginbc.ca/mhdpubliccharger/>).

The Program will select projects for funding through competitive funding calls where projects will be evaluated and scored based on the criteria in section 4.3 of the Program Guide. Applicants must submit a complete application when the funding call is open. The deadline for each funding call will be listed on the Program website. Applications will be closed at 11:59pm on the deadline. EMLI reserves the right to cancel a funding call at its discretion for any period of time. Applicants must meet all eligibility requirements to be eligible for funding.

Applications will be submitted online. Applicants must receive approval and have a signed funding agreement with FBC before any work begins. If work begins prior to a signed funding agreement being in place, the project will be disqualified from receiving rebates.

4.2 Program and Application Process

The following outlines the process of participating in this program:

1. Submit Application for Project: 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). The applicant must also upload the required documents outlined in section 2.6 of this program guide.

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.
2. Screening: FBC staff screen applicants for eligibility and move forward to review applicants that meet mandatory criteria.
3. Evaluation and notice of approval: Projects are evaluated based on the criteria outlined in section 4.3 of the Program Guide. 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 enter into a funding agreement with Fraser Basin Council. This will confirm both parties' understanding of the project, the maximum rebate amounts to which the applicant is entitled, the reporting requirements, and the payment terms and conditions. The funding agreement will be a standardized document that reflects the requirements and expectations set out in this Program Guide. Applicants then have 24 months from the

date of signing this agreement to complete the approved project. FBC staff will check in with the applicant periodically to assess progress.

- Projects that may require advance payments to manage the cashflow, might have the option to be funded through an up-front contribution agreement. To be considered for advanced funding, applicants must submit a request in writing including the quote of expenses from a qualified electrical contractor.
4. Completion report: Upon completion of the project, participants must submit the project completion documentation outlined in section 2.7 of the Program guide. This documentation will be used to verify costs and that the project as been completed as per the funding agreement. These will be submitted online via the application platform. FBC reserves the right to conduct on-site audits for project verification if required. Printable or paper application forms may be requested from FBC in extenuating circumstances.
 5. Station utilization data sharing: Participants must provide usage data for stations funded under the Program, for a minimum period of one year from the date of installation. Participants are encouraged to share data for a longer duration at their own discretion. Usage data includes information related to charging sessions outlined in section 2.5 of the Program Guide.

4.3 Evaluation Criteria:

This is an overview of the evaluation criteria used to evaluate applications to this program during the application review process. The criteria is described in the table below.

Criterion	Description
1. Applicant qualifications, relevant expertise, and experience	This category will be subjectively scored on the applicant demonstrating that they have the relevant expertise and experience required to complete an EV charging project.
2 Timeline and achievability	This category will be scored based on the applicant demonstrating a clear path to meeting the 24-month timeline required for projects funded through this program.
3. Location Rationale	This category will be scored on applicant demonstrating that their proposed charging site is in a suitable location for MHD public charging.
4. Customer-base	This category will score the project based on the work that has been done to identify prospective customers who will use the site.
5. Use-case	This category will score the project based on the applicant describing the use-case for their charging station project. Applicants should highlight the vehicle classes that their project

	aims to support. Vehicle classes are listed at the end of this document in Appendix A .
6. Nearby Amenities	This category will score the project based on the nearby primary amenities (washrooms, lighting, Wi-Fi, etc.,) and secondary amenities (food options, shops, etc.,).
7. Indigenous Partnerships	This category will score the project on whether they are an Indigenous community or business, or are partnering with an Indigenous community or business on this project.
8. Charging Capacity	This category will score the application on the total charging capacity of the planned site. Bonus points are awarded if the total charging capacity of the charging site exceeds $\geq 800\text{kW}$.

5.0 Program Stacking

There are several other CleanBC programs and national programs currently in the market that may offer rebates for ZEV charging and fuelling infrastructure. However, the stacking of CleanBC Go Electric Medium- and Heavy-duty Public Charger Program funding with other CleanBC Programs and some federal programs is not permitted. Such programs may include, but are not limited to:

- CleanBC Industrial Incentive Program;
- CleanBC Communities Fund;
- CleanBC Go Electric Public Charger Program;
- CleanBC Go Electric Hydrogen Fuelling and Fleet Program;
- CleanBC Go Electric Commercial Vehicle Pilots Program; and
- Natural Resources Canada (NRCan) Zero Emission Vehicle Infrastructure Program (ZEVIP).

Stacking of funding from other government funding programs (both provincial and federal) with the CleanBC Go Electric Medium- and Heavy-duty 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 development corporation in which case the stacking limit for government funding is 100% of the total project costs.

Funding from other sources will be allowed as long as funding amounts do not exceed total project costs. Reporting of applications for other government funding for the use toward a project funded under the CleanBC Go Electric Medium- and Heavy-duty Public Charger Program is mandatory.

Appendix A: Vehicle Classifications

Vehicle Class and GVWR is in accordance with Transport Canada’s Guidance document for the *Heavy-duty Vehicle and Engine Greenhouse Gas Emission Regulations* made under

the *Canadian Environmental Protection Act, 1999*.

Weight class	Heavy-duty vehicle having a GVWR of more than:	...but not more than:
Class 3	4 536 kg (10 000 lb)	6 350 kg (14 000 lb)
Class 4	6 350 kg (14 000 lb)	7 257 kg (16 000 lb)
Class 5	7 257 kg (16 000 lb)	8 845 kg (19 500 lb)
Class 6	8 845 kg (19 500 lb)	11 793 kg (26 000 lb)
Class 7	11 793 kg (26 000 lb)	14 969 kg (33 000 lb)
Class 8	14 969 kg (33 000 lb)	n/a