

# PROGRAM GUIDE FOR THE CLEANBC – GO ELECTRIC FLEET CHARGING PROGRAM



*Funded by the Province of British Columbia*

And

Funded by the Government of Canada



## CleanBC Go Electric Fleet Charging Program

### **Program Overview**

The CleanBC Go Electric Fleet Charging Program is one of a suite of programs offered under the Province's CleanBC Go Electric Programs. CleanBC Go Electric Programs are designed to reduce barriers to the adoption of zero-emission vehicles (ZEVs) to realize both their environmental and economic benefits. The programs have been highly successful in starting the transition to a transportation system that is powered by clean energy. Under the Zero-Emission Vehicles Act, the Province has also committed to 10% of new light duty vehicle (LDV) purchases being zero emission by 2025, 30% by 2030 and 100% by 2040. Clean BC Roadmap 2030 has accelerated these commitments to 26% new LDV purchases being zero emission by 2025, 90% by 2030 and 100% by 2035. Funded by the Ministry of Energy, Mines and Low Carbon Innovation (the "Ministry" or EMLI) and administered by Fraser Basin Council Society, the CleanBC Go Electric Fleet Charging Program provides rebates to support public and private fleets transition to ZEVs, and support services for organizations seeking ZEV solutions for their fleet needs.

This document serves as guidance for the Go Electric Fleet Charging Program, and identifies the requirements for administration, implementation, and oversight of the rebate. The document may be periodically updated as needed to clarify Program requirements and improve Program effectiveness.

**\*Program Update:** As of January 22, 2024, only fleets in Fortis BC electrical service territory will be eligible for ZEV Fleet Assessments, ZEV Infrastructure Assessments, and Electrical Service Upgrades. Fleets that receive electrical service from BC Hydro can access these rebates through BC Hydro's Fleet Electrification program: <https://www.bchydro.com/powersmart/electric-vehicles/industry/fleets/incentives.html>. All fleets in BC can access rebates for the purchase and installation of EV chargers.

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## **1. Program Administration**

### **Program Administrator**

The Ministry of Energy, Mines and Low Carbon Innovation is responsible for overall CleanBC Go Electric Program design, management, and oversight, including oversight of the Go Electric Fleet Charging Program management. The CleanBC Go Electric Fleet Charging Program (Go Electric Fleet Charging Program) is administered by Fraser Basin Council Society on behalf of the Ministry. In order to meet program targets, the Ministry reserves the right to modify or cancel any component of the Go Electric Fleet Charging Program at any time without notice. This program modification can include but is not limited to:

- ZEV Information and related training for fleets;
- ZEV Fleet Advisors;
- Rebates for EV charging infrastructure.
- Rebates for fleet assessments;
- Rebates for facility assessments;
- Rebates for electrical work needed to support a ZEV fleet; and

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.

### **Program Communications**

Detailed program information and documentation, such as application forms, will be hosted on the Plug In BC website at <https://pluginbc.ca/go-electric-fleets>

Enquiries related to the administration of the Go Electric Fleet Charging Program including, but not limited to, eligibility requirements, and application processing, should be directed to Balakrishnan Venkata, Email: [fleets@pluginbc.ca](mailto:fleets@pluginbc.ca), Tel: 236-877-2886.

Enquiries related to the overall administration of CleanBC Go Electric Programs and zero-emission vehicle policy should be directed to the Ministry at: [ZEVPrograms@gov.bc.ca](mailto:ZEVPrograms@gov.bc.ca)

### **Public Sector Organizations**

Government is committed to reducing Public Sector Fleet emissions by 40% by 2030. To accomplish this target, Public Sector Organizations (PSOs) require the tools and infrastructure to support a fleet. Due to the size and scope of PSO fleets and facilities, \$2,000,000 of program funds will be reserved specifically to provide increased financial assistance for PSOs to expand deployment of charging and refueling infrastructure, upgrade electrical infrastructure and enhance organizational knowledge and capacity through the program stream incentives below. Eligible organizations include Health Authorities, School Districts, Colleges, and Universities. Government ministries, agencies and Crown Corporations are ineligible.

## **2. Zero-Emission Vehicle Fleet Advisor**

### **Description**

To support the uptake of ZEVs in BC fleets, the Go Electric Fleet Charging Program will offer ZEV Fleet Advisors. The Fleet Advisor will provide expert support at no cost, in the form of consultation, education and advice. This suite of services provided by the ZEV Fleet Advisor is designed to guide and support fleets through the steps required for fleet procurement of ZEVs, including development of business cases, suitability assessments, installation of infrastructure, electrical assessments of facilities, and completing electrical modifications or service upgrades. The primary role of the Advisor is to provide knowledge on transitioning to ZEV fleets and reduce the institutional and technical challenges associated with the transition.

These services will include the following:

#### **a) Consultation and Installation Support**

Those interested in ZEVs for fleets and installing EV charging infrastructure at their facilities can contact a ZEV Fleet Advisor for an initial consultation. During the consultation, the ZEV Fleet Advisor will collect information on the building and site layout, parking space allocation and ownership situation, fleet vehicles, charging wants and needs, etc. The Advisor will help the interested party to initiate the process of transitioning to a ZEV fleet and having EV charging equipment installed at their facility and answer any questions they may have.

Companies that decide to continue with the implementation of ZEV fleets, including charging equipment, will have access to advisory support for proceeding through the different program areas, including:

- Development of business cases;
- Undertaking ZEV suitability assessments;
- Support with applying for hardware rebates;
- Identifying contractors for fleet and facility assessments; and
- Guidance in completing electrical modifications and service upgrades needed for a ZEV fleet.

#### **b) Education and Outreach**

The ZEV Fleet Advisor will also be able to provide interested parties with onsite education and hands-on learning. This will allow for employers and staff to ask questions and address any concerns they may have, and to learn more about ZEV fleets and charging. This also allows for the Fleet Advisor to provide key decision makers with expert advice and direction in transitioning to ZEVs based on current and future needs.

Eligible onsite learning could include:

- Lobby events;
- Lunch and learn;
- Presentations or webinars at staff meetings; and,
- Presentations or webinars for management and decision makers.

### **c) Eligible Applicants**

ZEV Fleet Advisor services are open to B.C. registered companies.

To be considered eligible under this program, a company must:

- Be located in B.C.;
- Be a B.C. based business with valid operating license; and
- Have corporate fleet vehicles registered in B.C.

### **d) Eligible Costs**

ZEV Fleet Advisor services will be provided free of charge by Fraser Basin Council, under the Go Electric Fleet Charging Program to eligible participants, up to a maximum of forty hours of total ZEV Fleet Advisor time. For services totaling more than forty hours, additional ZEV Fleet Advisor services can be provided at rates defined by the Go Electric Fleet Charging Program.

### **e) Application Process**

To request ZEV Fleet Advisor services please contact:

ZEV Fleets Advisor

236-877-2886

[fleets@pluginbc.ca](mailto:fleets@pluginbc.ca)

If the Province changes or terminates the Program, a completed eligible application form received prior to a change, or the termination of the Program will be administered in accordance with the Program as it existed on the date of the application.

## **3. ZEV Training Sessions**

B.C. fleets that become members in the Go Electric Fleet Charging Program, would become eligible for additional training related to vehicle electrification. These would include quarterly webinars and in-person meetings. In addition, FBC will host an annual Symposium open to all fleets. The objective of the sessions will be to assist fleets in meeting their ZEV goals. This training will be designed to increase uptake and effectiveness of the program elements and allow for a networking opportunity to learn and share ideas on the best practices for ZEV adoption.

Additional training topics would include navigating specific tools on the Go Electric Fleet Charging website, such as Total Cost of Ownership (TCO) calculators. In addition, Fraser Basin Council will develop an online fleet procurement analysis tool, which will help fleets to predict the return on investments and choose right-sized vehicles. This tool will include Canada-specific metrics and assumptions and offer group training in addition to optional one-on-one support as follow-up.

The quarterly webinars will also function as a peer mentorship network, where representatives from the Go Electric Fleet Charging Program participating organizations would share successes, challenges and lessons learned.

All fleets (Go Electric Fleet Charging Program participants and non-participants alike) are encouraged to sign up for a newsletter to receive notification of upcoming training and informational webinars, and for news and information related to EV adoption in fleets.

Go Electric Fleet Charging Program participants will have the opportunity to access one-on-one guidance on best practices, tools, and new technology developments, with particular focus on life-cycle cost calculators and other beneficial tools. Additionally, Go Electric Fleet Charging Program participants might be chosen as examples for case studies to share lessons learned.

## 4. Stacking Policies

Applicants to the Go Electric Fleet Charging program must abide by the following stacking policies:

- 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.
- It is not permitted to receive federal ZEVIP funding from different rebate delivery organizations. Applicants must disclose if they have applied for or received ZEVIP funding from another ZEVIP delivery organization. If an applicant receives funding from NRCan's ZEVIP through another program in B.C., then they cannot access the Go Electric Fleet Charging program.
- 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.

## 5. Charging Infrastructure Rebates\*

### Description

**\*All fleets in BC (Fortis BC and BC Hydro customers) can access rebates for the purchase and installation of EV chargers.**

Access to charging infrastructure will be necessary for any fleets choosing to adopt electric vehicles (EVs) such as battery-electric or plug-in hybrid electric vehicles. However, the costs associated with EV charging equipment can be a barrier to adoption. To help organizations address this barrier, the Go Electric Fleet Charging Program will provide financial assistance to customers to design, procure and install charging infrastructure, to be used by the fleet.

### Zero-Emission Vehicle Infrastructure Program Funding (ZEVIP)

Funding received through Natural Resources Canada's (NRCAN's) ZEVIP is being added to the program for a limited time. ZEVIP funding commences April 1, 2022, until December 31, 2024, or until funds are

exhausted. ZEVIIP will be used to top-up rebates offered for the installation of Level 2 and DCFC charging stations.

## **Level 2 charging stations**

### **a) Eligible Applicants**

This Program component is open to all B.C. registered companies, in both Fortis BC and BC Hydro service territory.

To be considered eligible under this Program, a company must:

- Be located in B.C;
- Legal entities validly incorporated or registered in Canada or abroad, including not-for-profit and for-profit organizations installing EV infrastructure in Canada, such as:
  - Electricity or gas utilities
  - Companies
  - Industry associations
  - Research associations
  - Indigenous and community groups
  - Academic institutions
  - Provincial, regional, or municipal governments or their departments or Agencies\*
- \*See below in the Public Sector Organizations section for restrictions placed on BC Crown Corporation and BC Government fleets.
- Have fleet vehicles registered to your organization registered in B.C.; and,
- Apply for pre-approval.

**Individuals, Federal Government entities, such as Federal Departments, Federal Crown Corporations or Federal Agencies are ineligible for ZEVIIP funding.** For a complete list of federal organizations, please consult: <https://appointments.gc.ca/lstOrgs.asp?type-ty=1&lang=eng>.

### **b) Rebate Amounts**

This Program component will reimburse purchase and installation costs of eligible, new, Level 2 charging equipment at the rate of 75% of total costs, up to a maximum of \$5,000 per station (for a limited time, starting May 18, 2022; otherwise, 50% up to a maximum of \$2,000). Rebates will be capped at \$50,000 per applicant per year.

#### **Public Sector Organizations**

Local governments, health authorities, school districts and universities and colleges are eligible to receive rebates that cover up to 75% of total costs to a maximum of \$5,000 per station (for a limited time, starting May 18, 2022; otherwise, 50% up to a maximum of \$2,000). Rebates will be capped at \$50,000 per applicant per year. PSOs that partner with car-share share organizations may be permitted to submit two applications per year and will be reviewed on a case-by-case basis.



Crown corporation and BC Government fleets are eligible for ZEVIP funding only and therefore can receive 50% of costs up to a maximum of \$3,000 per station. BC Government is considered one entity and therefore total combined rebates of all ministries shall not exceed \$50,000.

### **Indigenous communities**

Indigenous communities and businesses will be reimbursed the purchase and installation costs of eligible, new, Level 2 charging equipment at the rate of 100% of total costs, up to a maximum of \$6,000 per station (for a limited time, starting May 18, 2022; otherwise, 75% up to a maximum of \$4,000). Rebates will be capped at \$50,000 per site. Indigenous communities and businesses that partner with car-share organizations may be permitted to submit two applications per year and will be reviewed on a case-by-case basis.

### **c) Eligible Costs**

Eligible costs include:

- Purchase of the charging station and energy management system hardware;
- Labour and construction costs for the installation of the charging station, and associated conduit by a licensed electrical contractor;
- Electrical and other related permits;
- Parking and electrical design to accommodate the charging stations;
- EV parking signage
- Cost of network connection fees (maximum of 2 years to be considered towards eligible costs); and,
- Costs for the installation of EV energy management system hardware

Reimbursement of eligible costs will not be issued if work is incomplete. All program requirements must be shown to be fulfilled before the payment will be issued.

Ineligible costs include, but are not limited to:

- Installation of non-EV charging infrastructure;
- Administration such as communication between property management and residents, copy or documentation fees;
- Painting of parking area;
- Taxes paid on charging station, labour, etc.;
- Charging infrastructure already required under regulation, building codes, or other programs;
- Land costs; and,
- Legal costs for Ultimate Recipients.

Once pre-approved for a rebate, applicants will have nine (9) months to purchase and install eligible EV charging equipment. **Only costs incurred after application approval, and before the end of the nine (9) month term, will be considered eligible. Requests for extensions must be provided by the applicant in writing to the program administrator before the end of the 6-month term and will be considered on a case-by-case basis.**

#### **d) EV Charging Equipment Requirements**

- Be approved for sale and use in Canada (cUL, cETL, CSA, certification);
- Be Level 2 (208 or 240 Volt) station, and feature a SAE J1772 standard plug head or be a proprietary connector type (proprietary connector types will represent a maximum of 75% of all charging connectors installed at the same sub-project site);
- Be purchased, not leased;
- Be a permanent installation (Note: the Province may consider supporting a mobile charging installation, however ZEVIP eligibility criteria does not support mobile charging installations);
- Be for a new installation, or expansion of an existing installation (not for the replacement of an existing installation);
- Be networked. A networked level 2 charger must be connected to a central system via standard internet protocol. The communication to the central system can be either an open protocol (such as OCPP, OpenADR, or other) or a proprietary system;
- Stations must remain networked for a minimum of 2 years;
- Be installed by a licensed electrical contractor; and,
- Work performed must be in compliance with all applicable local codes and bylaws.

A list of pre-approved Level 2 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.

#### **e) Charging Infrastructure Application Process**

Applicants must apply for pre-approval. The pre-approval application form is available [here](#).

The following documentation must be provided at the time of applying for pre-approval:

- Proof of B.C. business license;
- Proof of fleet vehicles registered to your organization registered in B.C.;
- Attestation that the applicant has the authority to undertake the electrical work at the facility;
- If the facility is a leased location, written permission from property management or owner of the building is required; and
- A quote for the work to be completed (design, procure, and install charging infrastructure).  
This quote must be from a licensed electrician or electrical contractor.

After the completion of charging infrastructure installations, pre-approved applicants must then apply for the financial rebate.

The following documentation must be provided at the time of applying for the charging infrastructure rebate:

- A proof of completion of electrical work with photographs;

- Proof of payment: Sales receipt showing items/model, name and address of the purchaser, purchase date and purchase price or any other document that clearly shows the transfer of funds;
- A picture of the installed station(s); and,
- A demonstration that the installed infrastructure is operational (printout from the network operator).

If the Province changes or terminates the Program, a completed eligible application form received prior to a change, or the termination of the Program will be administered in accordance with the Program as it existed on the date of the application.

## **Direct Current Fast Chargers**

### **a) Eligible Applicants**

This Program component is open to all B.C. registered companies, in both Fortis BC and BC Hydro service territory.

To be considered eligible under this Program, a company must:

- Be located in B.C;
- Legal entities validly incorporated or registered in Canada or abroad, including not-for-profit and for-profit organizations installing EV infrastructure in Canada, such as:
  - Electricity or gas utilities
  - Companies
  - Industry associations
  - Research associations
  - Indigenous and community groups
  - Academic institutions
  - Provincial, regional or municipal governments or their departments or Agencies\*

\*See below in the Public Sector Organizations section for restrictions placed on BC Crown Corporation and BC Government fleets.
- Have fleet vehicles registered to your organization registered in B.C.; and,
- Apply for pre-approval.

**Individuals, Federal Government entities, such as Federal Departments, Federal Crown Corporations or Federal Agencies are ineligible for ZEVIP funding.** For a complete list of federal organizations, please consult: <https://appointments.gc.ca/lstOrgs.asp?type-ty=1&lang=eng>

### **b) Rebate Amounts**

Applicants are offered four tiers of rebates for DCFC stations, installed for use by light-duty (LD), medium-duty (MD), and heavy-duty (HD) fleet ZEVs, as detailed in the table below. Rebate tiers 3 and 4 are only available for fleets currently with or having already ordered MHD ZEVs. Applicants can apply for funding once per fiscal year. Preference will be given to new program applicants. Additional funding for

applicants applying in multiple fiscal years may be limited. Program funding is limited and will be allocated until it is exhausted.

**Table 1 – Rebate Amounts**

| <b>Rebate tier</b>                     | <b>Maximum Rebate Amount Per Charging Port</b>   | <b>Maximum Rebate Amount for Indigenous Communities and Businesses</b>  |
|--|--|---|
| 1. DCFC: 20kW to 49kW                  | 75% of project costs up to \$20,000 per charger (for a limited time while ZEVIP funding lasts; otherwise up to 50% up to a maximum of \$20,000 per charger). Maximum rebate per project is 75% of total project costs or \$60,000, whichever amount is lower.    | 90% of costs up to a maximum of \$35,000 per charger (for a limited time period starting April 1, 2022; otherwise up to 75% up to a maximum of \$35,000 per charger). Maximum rebate per project is 90% of total project costs or \$60,000, whichever amount is lower.  |
| 2. DCFC: 50kW to 99kW                  | 75% of project costs up to \$75,000 per charger (for a limited time while ZEVIP funding lasts; otherwise up to 50% up to a maximum of \$50,000 per charger). Maximum rebate per project is 75% of total project costs or \$225,000, whichever amount is lower.   | 90% of costs up to a maximum of \$90,000 per charger (for a limited time period starting April 1, 2022; otherwise up to 75% up to a maximum of \$65,000 per charger). Maximum rebate per project is 90% of total project costs or \$225,000, whichever amount is lower. |
| 3. DCFC: 100kW to 199kW (MDHD only)*   | 75% of project costs up to \$100,000 per charger (for a limited time while ZEVIP funding lasts; otherwise up to 50% up to a maximum of \$75,000 per charger). Maximum rebate per project is 75% of total project costs or \$300,000, whichever amount is lower.  | 90% of project costs up to \$115,000 per charger (for a limited time period starting October 1, 2023; otherwise up to 75% up to a maximum of \$90,000 per charger). Maximum rebate per project is 90% of total project costs or \$300,000, whichever amount is lower.   |
| 4. DCFC: 200kW or greater (MDHD only)* | 75% of project costs up to \$125,000 per charger (for a limited time while ZEVIP funding lasts; otherwise up to 50% up to a maximum of \$100,000 per charger). Maximum rebate per project is 75% of total project costs or \$375,000, whichever amount is lower. | 90% of project costs up to \$140,000 per charger (for a limited time period starting October 1, otherwise up to 50% up to a maximum of \$115,000 per charger). Maximum rebate per project is 90% of total project costs or \$375,000, whichever amount is lower.        |

\*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 75% of project costs up to \$75,000 per charger (for a limited time period while ZEVIP funding lasts; otherwise up to 50% up to a maximum of \$50,000 per charger), even if charger output is over 100 kW.

### **Public Sector Organizations**

Local governments, health authorities, school districts, and universities and colleges are eligible for standard rebate offers as listed in Table 1. PSOs are limited to one charging infrastructure rebate application per year. PSOs that partner with car-share share organizations may be permitted to submit two applications per year and will be reviewed on a case-by-case basis.

Crown corporation and BC Government fleets are eligible for ZEVIP funding only at the rebate levels specified by NRCan<sup>1</sup>. BC Government is considered one entity and therefore can only receive rebates for one DCFC for all ministries combined.

### **Indigenous communities**

Indigenous communities and businesses are eligible for rebate offers listed in Table 1. Indigenous organizations are limited to one charging infrastructure rebate application per year. Indigenous organizations that partner with car-share organizations may be permitted to submit two applications per year and will be reviewed on a case-by-case basis.

### **c) Eligible Costs**

Eligible costs include:

- Purchase of the charging station;
- Labour and construction costs for the installation of the charging station, and associated conduit by a licensed electrical contractor;
- Electrical and other related permits; and
- Parking and electrical design to accommodate the charging stations.

The applicant must provide:

- Charging station invoice and proof of payment;
- Installation invoice and proof of payment;
- Proof of completions with photographs of the completed installations; and,
- A demonstration that the installed infrastructure is operational (printout from the network operator).

**Reimbursement of eligible costs will not be issued if work is incomplete.** All Program requirements must be shown to be fulfilled before the payment will be issued.

Ineligible Costs include, but are not limited to:

- Installation of non-EV charging infrastructure;
- Administration such as communication between property management and residents, copy or documentation fees;
- Painting of parking area;
- Taxes paid on charging station, labour, etc.;
- Charging infrastructure already required under regulation, building codes, or other programs;
- Land costs; and,
- Legal costs for Ultimate Recipients.

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<sup>1</sup> ZEVIP rebate amounts are listed on the NRCan website: <https://natural-resources.canada.ca/energy-efficiency/transportation-alternative-fuels/zero-emission-vehicle-infrastructure-program/zero-emission-vehicle-infrastructure-program/25027>

Once pre-approved for a rebate, applicants will have nine (9) months to purchase and install eligible EV charging equipment. **Only costs incurred after application approval, and before the end of the nine (9) month term, will be considered eligible. Requests for extensions must be provided by the applicant in writing to the program administrator before the end of the 6-month term and will be considered on a case-by-case basis.**

#### d) EV Charging Equipment Requirements

- Be approved for sale and use in Canada (cUL, cETL, CSA, cQPS certification);
- Be a Direct Current Fast Charger capable of charging rates of  $\geq 20$  kW;
- Be dual standard featuring a CHAdeMO and Combined Charging System (CCS) standard plug head or be a propriety connector type (proprietary connector types will represent a maximum of 75% of all charging connectors installed at the same sub-project site);
- Be purchased, not leased;
- Be a permanent installation (Note: the Province may consider supporting a mobile charging installation, however ZEVIP eligibility criteria does not support mobile charging installations);
- Be for a new installation, or expansion of an existing installation (not for the replacement of an existing installation);
- Be networked. A networked DCFC must be connected to a central system via standard internet protocol. The communication to the central system can be either an open protocol (such as OCPP, OpenADR, or other) or a proprietary system; Stations must remain networked for a minimum of 2 years;
- Be installed by a licensed electrical contractor; and,
- Work performed must be in compliance with all applicable local codes and bylaws.

#### e) Charging Infrastructure Application Process

Applicants must apply for pre-approval. The pre-approval application form is available [here](#)

The following documentation must be provided at the time of applying for pre-approval:

- Proof of B.C. business license;
- Proof of fleet vehicles registered to your organization registered in B.C.;
- Site address;
- Attestation that the applicant has the authority to undertake the electrical work at the facility;
- If the facility is a leased location, written permission from property management or owner of the building is required;
- A quote for the work to be completed (design, procure and install charging infrastructure). This quote must be from a licensed electrician or electrical contractor; and,
- Proof of current ownership or purchase order to acquire MD or HD ZEVs. This is required to access rebates in tiers 3 and 4.

Following completion of charging infrastructure installations, pre-approved applicants must then apply for the financial rebate.

The following documentation must be provided at the time of applying for financial support:

- A proof of completion of electrical work with photographs;

- Proof of payment (Invoices will not be accepted);
- Picture of installed station(s); and,
- Proof of operation (a screen shot from the back-end network operating system that is connect to network).

If the Province changes or terminates the Program, a completed eligible application form received prior to a change, or the termination of the Program will be administered in accordance with the Program as it existed on the date of the application.

## 6. Financial Support for Fleet Assessments (Fortis BC customers only) \*

### Description

**\*As of January 22<sup>nd</sup>, 2024, this offering is for fleets located in Fortis BC electrical service territory only. Fleets that receive electrical service from BC Hydro can access this rebate through BC Hydro's Fleet Electrification program: <https://www.bchydro.com/powersmart/electric-vehicles/industry/fleets/incentives.html>**

To develop a business case to justify transitioning to ZEVs, fleets may need to understand existing fleet usage and the benefits of replacing vehicles with ZEVs, including the total cost of ownership. The Go Electric Fleet Charging Program will offer financial assistance for ZEV Fleet Assessments, including telematics tools that can offer fleets information that can be used in the development of ZEV suitability assessments and business cases.

The Program will provide financial assistance for fleets to develop a ZEV Fleet Assessment that will include a ZEV suitability assessment based on existing fleet usage, a business case for adopting ZEVs that includes infrastructure costing, and a basic plan for future ZEV adoption based on the assessment. The ZEV Fleet Assessment can be informed by either data from telematics tools or be a simple assessment without telematics. The ZEV Fleet Assessment must include information regarding vehicle suitability to meet operational requirements of the fleet, and a total cost of ownership assessment including operational cost savings and vehicle price premiums. Customers must agree to share the Fleet Assessment with FBC and the Ministry.

For clarity, if Go Electric Fleet Charging Program participants already have ZEVs in their fleet, they may conduct ZEV telematics as a part of their ZEV Fleet Assessment. This allows fleets to track metrics of existing ZEVs to understand in detail the cost of operation, and to help make the business case to increase adoption, and/or shift to better drive and duty cycles.

#### a) Eligible Applicants

To be considered eligible under this Program, a company must:

- Be a B.C. registered company;
- Be located in B.C.;
- Receive electrical service from Fortis BC;
- Have fleet vehicles registered in B.C.; and,

- Apply for pre-approval.

The following documentation must be provided at the time of applying for pre-approval:

- Proof of B.C. business license;
- WorkSafe BC number;
- Proof of fleet vehicles registered in B.C.; and,
- A quote for the work to be completed.

Once you satisfy the above requirements, FBC will review your application. If approved, FBC will issue an approval letter.

## **b) Rebate Amounts**

### **For assessments using telematics**

Successful applicants to this program component will be reimbursed for 50% of the costs to install telematics tools onto fleet vehicles and conduct a fleet ZEV suitability and business case assessment. The maximum rebate per applicant will be capped at \$50,000.

### **For assessments without telematics**

Successful applicants to this program component will be reimbursed for 50% of the costs to conduct a simple fleet ZEV suitability and business case assessment. The maximum rebate per applicant will be capped at \$3,000.

### **BC Public Sector Organizations**

Local governments, health authorities, school districts and universities and colleges are eligible to receive up to 75% of costs for both options shown above up to a maximum of \$50,000. Crown Corporations and Government ministries are ineligible.

### **Indigenous communities**

Successful applicants from Indigenous communities and businesses will be reimbursed 75% of costs for both options shown above with maximum funding remaining the same.

## **c) Eligible Costs**

Eligible costs include:

- Telematics tools for up to 12 months;
- ZEV suitability assessment using data collected from telematics tools; and,
- Business case analysis using data collected from telematic tools.

## **d) Requirements**

- The ZEV Fleet Assessment must include an assessment of the existing fleet usage, informed by either telematics used or a simple estimation assessment, a technical and cost-benefit assessment for ZEV adoption in the fleet including infrastructure, and a basic plan for the future



- ZEV adoption based on the assessment;
- For assessments involving telematics tools, telematics tools must be installed on vehicles for a minimum of three months;
- Applicants must agree to share data collected and the assessment report with FBC and the Ministry;
- The ZEV Fleet Assessment must be submitted with final documentation;
- Can be completed by a telematics provider or a third party such as a value-add fleet management company; and
- Only costs incurred after application approval will be considered eligible.

Once pre-approved for a rebate, applicants will have 60 days to install telematics tools onto vehicles. **Only costs incurred after application approval will be considered eligible.**

#### e) Fleet Assessment Application Process

- Applicants must apply for pre-approval. The pre-approval application form can be available for downloaded at [www.pluginbc.ca/Fleets](http://www.pluginbc.ca/Fleets)
- Following the completion of fleet assessment, pre-approved applicants must then submit final documentation to receive the financial rebate.

The following documentation must be provided at the time of applying for the fleet assessment rebate:

- The approval letter issued by FBC under the pre-approval process;
- A ZEV suitability assessment and/or business case report; and
- Proof of payment

If the Province changes or terminates the Program, a completed eligible application form received prior to a change, or the termination of the Program will be administered in accordance with the Program as it existed on the date of the application.

## 7. Financial Support for ZEV Infrastructure Assessment (Fortis BC customers only) \*

### Description

**\*As of January 22<sup>nd</sup>, 2024, this offering is for fleets located in Fortis BC electrical service territory only. Fleets that receive electrical service from BC Hydro can access this rebate through BC Hydro's Fleet Electrification program: <https://www.bchydro.com/powersmart/electric-vehicles/industry/fleets/incentives.html>**

As fleets transition to ZEVs, facilities may require infrastructure upgrades to support the energy demand of ZEVs. If fleets are seeking to transition to battery electric vehicles (BEV), the Go Electric Fleet Charging Program will provide financial support for customers to undertake an electrical assessment of their facilities to understand the increased strain on the energy load of a facility, and to help plan and prepare for fleet electrification. If fleets are seeking to transition to hydrogen fuel cell vehicles (HFCV), the Go

Electric Fleet Charging Program will provide financial support to develop a proposed plan around accessing hydrogen fueling.

#### **a) Eligible Applicants**

To be considered eligible under this Program, a company must:

- Be a BC-registered company;
- Be located in B.C.;
- Have fleet vehicles registered in B.C.;
- Receive electrical service from Fortis BC; and,
- Apply for pre-approval.

The following documentation must be provided at the time of applying for pre-approval:

- Proof of B.C. business license;
- WorkSafe BC number;
- Proof of fleet vehicles registered to your organization registered in B.C.; and,
- A quote for the ZEV infrastructure assessment.

Once you satisfy the above requirements, FBC will review your application. If approved, FBC will issue an approval letter.

#### **b) Rebate Amounts**

Successful applicants to the facility assessment rebate will be reimbursed for 50% of the costs up to a maximum of \$5,000. Organizations with multiple facilities may be eligible for additional funding upon approval from the Ministry. Organizations can have separate applications for different sites but can only receive rebates for a maximum of four sites.

##### **BC Public Sector Organizations**

Local governments, health authorities, school districts, and universities and colleges are eligible to receive up to 50% of the costs up to a maximum of \$10,000. BC PSOs can have separate applications for different sites but can only receive rebates for a maximum of four sites. Crown Corporations and Government ministries are ineligible.

##### **Indigenous communities**

Successful applicants from Indigenous communities and businesses will be reimbursed for 75% of the costs up to a maximum of \$5,000.

#### **c) Eligible Costs**

Eligible costs include:

- For a BEV fleet, a study offering an analysis of an organization's electrical systems and options to address the increase in electricity demand needed to support fleet electrification; or

- For a HFCV fleet, a study offering an analysis of an organization's hydrogen fueling needs and a plan for access to fueling infrastructure that can meet the fleets hydrogen demands.

Medium-duty and heavy-duty vehicles can be included as a part of the assessment for the fleet to take a holistic view of their potential energy demand.

#### d) Requirements for the ZEV Infrastructure Assessment

The BEV infrastructure assessment should evaluate:

- Electrical capacity;
- Required vehicle charging schedules and demand increase;
- Energy management options;
- If electrical modifications of electrical service upgrades are needed;
- Conceptual design of electrical systems including charging infrastructure options;
- Energy bill impacts; and,
- Capital costs.

The HFCV infrastructure assessment should evaluate:

- Fleets hydrogen fueling access plan;
- Estimated quantity of hydrogen needed by the fleet (e.g., kg/day, kg/week);
- Required vehicle refueling schedules;
- Consideration for back-up hydrogen fueling access if fleet is not located near more than one hydrogen fueling station;
- Fueling costs; and,
- Capital and operations and maintenance costs if installing hydrogen fueling infrastructure at fleet facility.

The assessment must be submitted to the program administrators to receive the rebate.

Once pre-approved for a rebate, applicants will have four (4) months to complete the ZEV Infrastructure Assessment. **Only costs incurred after application approval, and before the end of the four (4) month term, will be considered eligible.**

#### e) Facility Assessment Application Process

- Applicants must apply for pre-approval. The pre-approval application form is available on the Go Electric Fleet Charging website.
- Pre-approved applicants after the completion of facility assessment must apply for a financial rebate.

The following documentation must be provided at the time of applying for financial support:

- The approval letter issued by FBC.
- An assessment/evaluation/analysis report of your electrical system.
- A plan/layout for the future electrical upgrade based on the assessment.
- Proof of payment for the infrastructure assessment.

If the Province changes or terminates the Program, a completed eligible application form received prior to a change, or the termination of the Program will be administered in accordance with the Program as it existed on the date of the application.

## **8. Financial Support for Electrical Infrastructure Upgrades (Fortis BC customers only )\***

### **Description**

**\*As of January 22<sup>nd</sup>, 2024, this offering is for fleets located in Fortis BC electrical service territory only. Fleets that receive electrical service from BC Hydro can access this rebate through BC Hydro's Fleet Electrification program: <https://www.bchydro.com/powersmart/electric-vehicles/industry/fleets/incentives.html>**

If electrical modification and/or electrical service upgrades are needed to support fleet electrification, the costs associated with such projects can be a barrier to ZEV adoption. To support the facilities of an organization to be ZEV fleet ready, the Go Electric Fleet Charging Program will provide financial support for the electrical work needed to provide enough energy to support a ZEV fleet.

#### **a) Eligible Applicants**

This Program component is open to B.C. registered companies.

To be considered eligible under this Program, a company must:

- Be located in B.C.;
- Have fleet vehicles registered to your organization registered in B.C.;
- Receive electrical service from Fortis BC; and,
- Apply for pre-approval.

To be considered eligible under this Program, you must apply for pre-approval and provide the following details:

- Proof of B.C. business license;
- WorkSafe BC number;
- Proof of fleet vehicles registered to your organization in B.C.;
- Attestation that the applicant has the authority to undertake the electrical work at the facility;
- If the facility is a leased location, written permission from property management or owner of the building is required;
- Facility electrical assessment that details the need for the electrical modifications or service upgrades to accommodate a ZEV fleet; and,
- A quote for the work (Facility electrical assessment and, if installing, a quote for EV energy management system hardware) to be completed.

Once you satisfy the above requirements, FBC will review your application. If approved, FBC will issue an approval letter.

#### **b) Rebate Amounts**

This Program component will reimburse the costs of electrical work/service upgrades or modifications at the rate of 33% of total costs to a maximum rebate of \$20,000. Organizations can have separate applications for different sites but can only receive rebates for a maximum of four sites.

#### **BC Public Sector Organizations**

Local governments, health authorities, school districts and universities and colleges are eligible to receive up to 50% of the project costs to a maximum of \$80,000. BC PSOs can have separate applications for different sites but can only receive rebates for a maximum of four sites. Crown Corporations and Government ministries are ineligible.

#### **Indigenous communities**

Successful applicants from Indigenous communities and businesses will be reimbursed for 75% of total costs to a maximum rebate of \$25,000.

#### **c) Eligible Costs**

Eligible costs include:

- Engineering design services;
- New panels and breakers;
- New transformer;
- Wiring and conduit additions;
- Upgrades to utility service; and,
- EV energy management system hardware and installation

#### **d) Requirements**

- To be eligible, an organization must first undertake an EV Infrastructure Assessment and clearly demonstrate the need for the electrical modifications or the electrical service upgrades to accommodate a ZEV fleet;
- Applicants must agree to share data collected with FBC and the Province; and,
- Applicants must obtain all required permits needed to complete the electrical work.

Once pre-approved for a rebate, applicants will have 90 days to begin the project with costs approved by program administrators. **Only costs incurred after application approval will be considered eligible.**

#### **e) Electrical Infrastructure Application Process**

- Applicants must apply for pre-approval. The pre-approval application form is available [here](#)
- After completion of electrical infrastructure installation, pre-approved applicants must then apply for the financial rebate.

The following documentation must be provided at the time of applying for the rebate:

- The approval letter issued by FBC.
- A proof of completion of electrical work.
- Proof of payment: Sales receipt showing items/model, name and address of the purchaser, purchase date and purchase price or any other document that clearly shows the transfer of funds.

If the Province changes or terminates the Program, a completed eligible application form received prior to a change, or the termination of the Program will be administered in accordance with the Program as it existed on the date of the application.