

# **+** Electric Vehicle Charging Infrastructure Scheme Guidelines

## **1. About the Scheme**

- 1.1 As part of *Queensland's Zero Emission Vehicle Strategy 2022-2032*, the Electric Vehicle (EV) Charging Infrastructure Scheme will add more public EV fast chargers to Queensland's charging network and improve the commercial viability of EV charging. Ultimately, the Scheme will contribute to the uptake of electric vehicles in Queensland by removing the barriers to recharging and enable all Queenslanders, our communities and industries to benefit from EVs..
- 1.2 The Scheme works in partnership with local government and private industry to grow Queensland's fast charging network and improve regional connectivity.
- 1.3 The Queensland Government has committed \$10 million under the Scheme.

## **2. Scheme objectives**

- 1) Reduce range anxiety as a barrier to EV uptake in Queensland by providing supportive charging infrastructure
- 2) Increase the number of public EV fast chargers in Queensland
- 3) Increase local government and private sector investment in Queensland's public EV Charging Network
- 4) Improve regional connectivity to the EV Charging Network by facilitating EV fast charging infrastructure along major Queensland state routes
- 5) Increase EV visits to Queensland tourist areas, providing economic outcomes to Queensland regions
- 6) Reduce transport emissions using 100 percent Renewable Energy to charge EVs.

## **3. Amount of assistance**

- 3.1 Co-contribution grants up to \$3 million per applicant are available as a co-contribution to the Total Project Value (TPV) to be matched by Applicants.
- 3.2 The final grant amount to be offered for Charging Stations must be below the maximum cap of 50 per cent of the TPV (that is, for all charging stations on the application).
- 3.3 If one, or multiple proposed stations are not successful within stage one of an Applicant's application, this may result in revised co-funding amounts offered for proposed Charging Stations (for example, if an applicant applies for 50 per cent co-funding across ten proposed

Charging Sites, they may be offered 30 per cent across all ten Charging Sites instead, or 50 per cent for five sites and 30 per cent for the other five Charging Sites). The revised offer and amount will be determined by QRIDA and is not negotiable.

- 3.4 Funding under the Scheme is only to be used for costs associated with capital costs of purchasing equipment (including Charging Stations and storage), and costs to install and commission EV fast Charging Station/s. Eligible and ineligible expenditure is further detailed in Appendix 4.
- 3.5 As a minimum requirement, any components within the application must be at least 50 percent funded by the applicant or their partners (other financiers, organisations or local government). The application must not contain any other government received funding from other government grant schemes for the same project.

#### 4. Funding Priorities

- 4.1 Future proofing the public fast charging infrastructure in Queensland is an important factor when considering an appropriate Charging Network design. Therefore, only fast charging infrastructure 75kW – 350kW DC per Charging Bay is eligible for the Scheme. Priority will be given to Applicants who apply to co-fund higher capacity Charging Stations.
- 4.2 Funding for the Scheme will be prioritised towards applications that align best with the Eligibility Criteria, Merit criteria (Appendix 2) and Priority Zones (Appendix 3). A multicriteria analysis will be used to competitively assess applications against a weighted project assessment criteria.

#### 5. Timeframes for the Scheme

Key dates for the Scheme are:

Stage One Expressions of Interest Open	1 July 2022
Stage One Expressions of Interest close at 11:59 pm	29 August 2022
Stage One EOI outcomes expected to be advised by this date and successful submissions will receive an invitation to submit a Stage Two Detailed Application including an application pack	30 September 2022

#### 6. Eligibility criteria

- 6.1 Applicants must:
  - (a) have and provide a valid ABN for their organisation and any other partner and/or subcontracted organisations;
  - (b) be registered for GST;

#### 7. Project eligibility

- 7.1 For a project to be considered eligible to receive funding, it must meet all the following criteria:
  - (a) For priority zone A locations, provide a minimum of:
    - o four (4) Charging Bays rated at a minimum of 75kW DC per bay (IE. 4 Charging Plugs).
  - (b) For priority zone B and C locations, provide a minimum of:
    - o Two (2) Charging Bays rated at a minimum of 75kW DC per bay (IE. 2 Charging Plugs).

*Please see Appendix 3 for more information on priority zones.*

- (c) Include redundancy in the system (that is, at least one additional 22kW AC plug).
- (d) Charging Sites must be publicly available.
- (e) Charging Sites must utilise 100 percent Renewable Energy for the life of the Charging Infrastructure (either through direct Renewable Energy or through purchasing green energy from an energy retailer).
- (f) Projects must supply an open-source charging data feed via access to a live dashboard. Data must include: status of Charging Station (for example, online or out of order) and details on usage at each Charging Site including:
  - Time and duration of Charging Session
  - Kilowatts (kW) used in Charging Session
  - Total kilowatts (kW) used at Charging Site
  - Total number of charging sessions at Charging Site
  - Cost of each Charging Sessions
  - Emissions abated each Charging Session and total for Charging Site (using Green Vehicle Guide emission calculator)
- (g) Utilise plug types at the fast-charging stations which are in accordance with the Federal Chamber of Automotive Industries (FCAI) technical statements and/or codes of practice.
- (h) In addition to the above requirements project applications must either:
  - provide new Charging Infrastructure at new Charging Sites, or
  - propose and justify an upgrade at an existing location within the priority zones (Appendix 3a). An upgrade may include:
    - increase the number of Charging Stations and Charging Bays (minimum 75kW DC per bay) at an existing site (for example, adding two additional 350kW DC Charging Station units to service four additional Charging Bays at an existing location), or
    - upgrade the existing Charging Station units with higher capacity chargers (for example, replace two 50kW DC Charging Station units with two 350kW DC Charging Station units). or
    - a combination of the above.

*Note: For applications that propose to upgrade an existing Charging Site – the minimum rating of 75kW DC per bay applies, however, there will be no minimum number of Charging Bays required to be added. Each application will be different depending on the nature of the existing Charging Site. For these proposals, each application will be considered individually by the assessment panel and in line with the project assessment criteria.*

- (i) Projects must include appropriate signage and carpark markings at EV Charging Sites that align with the Queensland Road Rules and Australian Standards (as may amended from time to time), the Queensland Manual of Uniform Traffic Control Devices Part 6: Tourist and services signs, the Queensland EV Charging Practice Note (as may amended from time to time) and comply with all other relevant Standards as specified in Appendix 5.

7.2 The following projects and charging infrastructure are **not** eligible to be funded under the Scheme:

- (a) Hydrogen refuelling infrastructure.
- (b) Private charging infrastructure for example, apartment buildings, hotels, private colleges for private use of owners, tenants and visitors only.
- (c) Any proposed Charging Sites which have received funding from other government grant schemes for the same project.

## 8. Project assessment criteria

8.1 In addition to the above eligibility criteria, a competitive process will be used to rank applications in order of merit. Further detail on the Merit Criteria and suggested information to be provided in applications is available in Appendix 2.

- (a) Value for money
- (b) Location and demand
- (c) Capabilities and performance
- (d) Quality of project design
- (e) Network access
- (f) Support jobs and economic growth

8.2 Projects will be assessed for alignment with Queensland *Priority Zones*. There are 28 *Priority Zones* across Queensland which are listed in Appendix 3.

8.3 These Priority Zones have been identified due to their alignment with the following:

- Locations along state road networks
- Locations in geographical gaps in the current Queensland Charging Network
- Regional areas with tourism
- Locations that complement the QESH network (see *Appendix 3B*)
- Proximity to existing popular refuelling and resting stops on state routes (for example, roadhouses, rest areas)
- Proximity to network coverage (mobile/telecommunications)
- Proximity to reliable electrical connection capacity
- Proximity to onsite amenities and attractions nearby (for example, parks, cafes, and local attractions)
- Areas that are visible and provide accessible and safe parking spaces.

## 9. How to apply

9.1 Applications will be processed in two stages. An initial Expression of Interest (Stage One EOI) will run, with successful Applicants being invited to submit a detailed application (Stage Two Detailed Application).

9.2 Stage One EOI are to be made through the QRIDA website from 1 July 2022 via [www.qrida.qld.gov.au/program/electric-vehicle-charging-infrastructure-scheme](http://www.qrida.qld.gov.au/program/electric-vehicle-charging-infrastructure-scheme) Successful

applicants of the Stage One EOI will be provided further details on how to submit a Stage Two Detailed Application.

- 9.3 Penalties may be applied under the Rural and Regional Adjustment Act 1994 (Qld) if any information provided in a Stage One EOI or a Stage Two Application is found to be untrue, false or misleading. Applicants should be aware that giving false information is a serious offence under the Criminal Code Act 1995 (Cwlth).

Applicants should refer to the Appendices when submitting their application as follows:

- (a) Appendix 1 outlines the information required at each stage of the application process.
- (b) Appendix 2 sets out the weighted Merit Criteria the assessment panel will be referring to when assessing and ranking applications for the Scheme. Applications that align more closely to the Merit Criteria will be prioritised for both Stage One EOI and Stage Two Detailed Application. The merit of individual Charging Sites will be assessed and considered alongside the merit of the entire application in pursuit of the Queensland Government's objectives for the Scheme.

### **Stage One: EOI**

- 9.4 In the Stage One EOI, applicants are required to submit an expression of interest and provide the information as detailed in Appendix 1 under Stage One - EOI. Stage One EOI applications will open from 1 July 2022 and are to be submitted by 29 August 2022 via email to [contact\\_us@qrda.qld.gov.au](mailto:contact_us@qrda.qld.gov.au)
- 9.5 Applicants will be offered a one-to-one meeting with representatives from the Department of Transport and Main Roads to provide feedback on their Stage One application.

### **Stage Two: Detailed Application**

- 9.6 Successful applicants from the Stage One process will be invited to submit a Stage Two Detailed Application.
- 9.7 A Stage Two Detailed Application allows applicants to provide a more detailed submission in relation to the charging station/s. In addition, Stage Two Applicants can update or change in scope site details that may have occurred following stage one. For example, Applicants can revise the requested co-funding amount in Stage Two of the application process. Applicants may wish to consider any feedback provided by the Department of Transport and Main Roads on their Stage One application.
- 9.8 There is no guarantee that applicants invited to submit a Stage Two Detailed Application will be awarded grants under the Scheme.

## **10. Grant offer and Funding Agreement**

- 10.1 Successful applicants from the Stage Two Detailed Application will be offered a grant and be required to enter into a Funding Agreement with QRIDA, after which projects will commence.
- 10.2 Failure to maintain agreed targets or performance levels may result in a request for all or part of the grant to be repaid. All applicants must commit to having all Charging Stations operational within 18 months of the execution of the Funding Agreement with QRIDA. Any extensions will be negotiated under the Funding Agreement.
- 10.3 Successful applicants may be offered less than their application amount requested in their Stage Two Detailed Application to ensure they do not exceed the maximum 50 percent government co-contribution.

- 10.4 Successful Applicants will be advised in writing. The details of successful Applicants may be promoted in Queensland Government publications, media releases and listed on any relevant Queensland Government website.

## **11. Allocation of grant across multiple Charging Sites**

- 11.1 Applicants may allocate requested co-funding in different proportions within an application, as long as the total requested funding envelope does not exceed 50 percent of the TPV. Applicants will be required to provide capital costings for each charging site, as not all charging sites may receive grant funding.

## **12. Evaluation of applications**

- 12.1 Applications will be assessed on a competitive, merit-based process against the project assessment criteria (see section 7 above and Appendix 2).
- 12.2 The assessment of applications will be carried out by a QRIDA assessment panel for both Stage One (EOI) and Stage Two (Detailed Application) which will receive advice from subject matter experts including from the Department of Transport and Main Roads and the Department of Energy and Public Works.
- 12.3 Decisions on applications including amounts offered will be made by QRIDA.
- 12.4 This approach supports the Queensland Government's high standard for assessing grant applications and promotes confidence in the round's decision-making governance and accountability.

## **13. Funding agreement**

- 13.1 The Funding Agreement is the legal framework that establishes the Applicant's obligations in relation to their application, including insurances. Failure to comply with the terms and obligations under the Funding Agreement may result in a request for all or part of the approved grant to be repaid.
- 13.2 All offers must be kept confidential until the execution of a Funding Agreement by both parties and the Queensland Government makes a public announcement of the funding recipients. Any public communication by the Applicant regarding the project between the time of application submission and execution of the Funding Agreement can only be done with consent from QRIDA. QRIDA may withdraw its offer if the Applicant does not comply with this requirement.

## **14. Reporting and data sharing**

- 14.1 A condition of the Funding Agreement is to provide milestone reports which inform QRIDA about the project development and operation. Milestone reports are attached to the payment schedule and must be submitted to QRIDA to receive the milestone payments.

### **Data sharing**

- 14.2 Applicants must supply open-source feed to charging data via access to a live dashboard following project completion and commissioning. The final milestone payment is to ensure the Applicant continues to provide data sharing feeds, as well as evidence the Charging Site has been well maintained and remained publicly accessible. Data sharing is an important tool to inform grid performance and future upgrades.

### **Media and communication**

- 14.3 The Funding Agreement outlines requirements in relation to media and communication activities. Successful Applicants must participate in relevant media and communication



activities. While not all successful Applicants will be required to, all should be prepared to participate in launch events or similar promotional events if requested.

#### **Acknowledgment of the State**

- 14.4 Successful Applicants are required to acknowledge the Queensland Government contribution to all projects funded through the Scheme. Acknowledgement should be made in all community-facing materials including all media releases, announcements, events, website information and on-site signage.
- 14.5 All sites must have signage with the following statement '*Co-funded by the Queensland Government to help Queensland reduce transport emissions*'.

### **15. Milestone payments and invoice requirements**

- 15.1 Evidence will need to be provided before milestone payments are made. If the TPV changes to what was originally stated, the co-funding contribution will be adjusted to ensure it does not exceed the maximum co-contribution allocation.

Indicative milestone payment schedule:

<b>1</b>	10%	Signing of the Funding Agreement, acceptance of project documentation
<b>2</b>	40%	Applicant provides evidence it has placed orders for charging equipment at all sites accepted in the application. Applicant provides official evidence it has reached an agreement with host site/s (for example, legally binding contract)
<b>3</b>	40%	Applicant provides evidence of project completion and commissioning of Charging Site/s
<b>4</b>	10%	At 12 months post site completion, applicant demonstrates continued data sharing feeds, appropriate site maintenance and public access.

### **16. Withdrawals and Conflict of Interest**

- 16.1 Applicants may withdraw an application made during both Stage One EOI and Stage Two Detailed Application of the application processes.
- 16.2 A conflict of interest may arise due to a business dealing with QRIDA, if your private interests' conflict with your obligations under the agreement. Conflicts of interest could affect the awarding or performance of your agreement. A conflict of interest can be:
- real (or actual);
  - apparent (or perceived); or
  - potential.
- 16.3 We will ask you to declare, as part of your application, any business dealings that may be considered an actual, perceived or potential conflict of interest or that, to the best of your knowledge, there is no conflict of interest. If you later identify that there is an actual, apparent, or potential conflict of interest or that one might arise in relation to your agreement, you must inform us in writing immediately.

## **17. Fraudulent applications**

- 17.1 QRIDA takes fraud and corruption seriously. Suspected fraud will be assessed and investigated, which may require involvement of external parties such as Queensland Police Service (QPS) or Crime and Corruption Commission (CCC).
- 17.2 By signing the application form, you acknowledge the information provided in the application form is true and accurate.
- 17.3 The provision of false and misleading information and documents is an offence and penalties may be applied under the Rural and Regional Adjustment Act 1994.
- 17.4 QRIDA responds to fraud by:
- inquiries and review of applications and funding that are suspicious
  - referral to law enforcement agencies such as QPS or CCC of suspected fraud
  - pursue the recovery of funds provided under a fraudulent application.

## **18. Privacy**

- 18.1 QRIDA's Privacy Policy, available at: [www.qrida.qld.gov.au/privacy](http://www.qrida.qld.gov.au/privacy), sets out general information on how QRIDA collects, uses, and discloses individuals' personal information.
- 18.2 The application portal for this Scheme contains specific information on how personal information will be collected, used and disclosed.

## **19. More information**

- 19.1 If you would like more information on the Queensland Government's Charging Infrastructure Scheme, we are happy to answer any questions you may have. We can be contacted on **Freecall 1800 623 946** or email [contact\\_us@qrida.qld.gov.au](mailto:contact_us@qrida.qld.gov.au).



# Appendices

## 20. Appendix 1: Information required

20.1 The tables below outlines the information which is to be provided by applicants for Stage One - EOI and Stage Two - Detailed application.

20.2 Applicants should refer to the project assessment criteria (Section 7) to ensure they meet the Eligibility Criteria and are competitively placed against the Merit Criteria.

### Stage one - EOI

Area of eligibility	Information required
<b>Applicant details</b>	<ul style="list-style-type: none"> <li>• The ABN and business contact details of the applicant organisation and any other partner and or subcontractor organisations</li> <li>• Overview of involvement of any partner and or subcontractor organisations</li> <li>• Accountant declaration</li> <li>• Verification of funding contributions from partner and or subcontractor organisations</li> <li>• Assurances that the project site has not received any other funding from other grant schemes</li> </ul>
<b>Project Management, Administration and Economic impact</b>	<ul style="list-style-type: none"> <li>• High level project design including timeframes, milestones, project budget and assumptions</li> <li>• Overview of similar previously delivered projects</li> <li>• Skills and experience of key personnel and the organisation</li> <li>• The expected number of jobs created from site planning, commissioning and operation of the site/s.</li> <li>• Anticipated suppliers that will be engaged in the construction and maintenance of Charging Stations</li> </ul>
<b>Data sharing</b>	<ul style="list-style-type: none"> <li>• The data capturing capabilities for the project, including ability to provide an open-source charging data feed via access to a live dashboard. The dashboard should provide data on the status and usage of each charging site as detailed under Project eligibility (section 6).</li> <li>• The anticipated hardware and software to be used for data capturing on the project/s.</li> </ul>

<b>Charging infrastructure</b>	<ul style="list-style-type: none"> <li>• Qualify rationale for project design including: <ul style="list-style-type: none"> <li>○ Preferred sites for charging infrastructure in relation to the priority zones (<i>Appendix 3</i>)</li> <li>○ Number of Charging Bays noting which priority zone</li> <li>○ Site capacity and electrical equipment (75kW DC or above), and available technical details</li> <li>○ Applicant's ability to include redundancy in the system (IE. At least one additional 22kW AC plug)</li> <li>○ Details about how the site is planned to be powered by Renewable Energy. For example, generation source, green energy credits).</li> <li>○ Details about public availability of the site, including ongoing operations and permissions for the site to continue to be publicly available.</li> </ul> </li> <li>• Statement regarding whether project is providing new infrastructure, or if not, how the project will increase the number of chargers at existing locations in alignment with the priority zones.</li> </ul>
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### Stage two – detailed application

Area of eligibility	Information required
Applicant details	<ul style="list-style-type: none"> <li>• Any changes or updates to applicant details since submission in Stage one.</li> </ul>
Project Management, Administration and Economic impact	<ul style="list-style-type: none"> <li>• Project development plan including comprehensive information for each delivery stage</li> <li>• Breakdown of total capital cost, confirming requested co-charging funding amount for the project/s, and alignment with eligible expenditure (<i>Appendix 4</i>)</li> <li>• Breakdown of other funding sources as part of project</li> <li>• Risk management plan</li> <li>• Stakeholder engagement plan</li> <li>• Workplace health and safety management plan</li> <li>• Development approval processes</li> </ul>
Data sharing	<ul style="list-style-type: none"> <li>• An overview of any current charging management systems in place on similar projects and how they work.</li> <li>• Data sharing plan outlining systems and their ability to be used for grid optimisation, interoperability protocols, live dashboard, and any other data sharing capability.</li> </ul>

## Charging infrastructure

- Technology and electrical equipment (manufacturer of EVSE technology)
- Details on how the design complies with relevant Australian safety and quality standards, including plug types in accordance with the FCAI technical statements and/or codes of practice.
- Inclusion of appropriate signage and carpark markings and compliance with all relevant Australian standards and legislation.
- Electrical diagrams for all planned electrical components at the Charging Site/s.
- Evidence of an approved and/or submitted electrical connection application for each site. Applications will be prioritised in order according to *Appendix 2* under Network access.
- Charging Site layout drawings outlining the station location footprint
- Further details on public availability of the site, including proposed operating hours (if not 24/7) and conditions of access to the Charging Station imposed by other businesses or circumstances.
- The rationale for selecting each Charging Station site, in alignment with Priority Zones.
- Details of existing public infrastructure or buildings at the same Charging Site and in the area.
- Expected current and future demand.
- Details on the potential for the site to be upgraded in future when demand increases (for example, ability to install higher capacity charging units or add additional charging bays).
- Further details regarding Renewable Energy plans for the project including:
  - An energy contract to power the site through purchasing green energy credits.
  - The capacity of any proposed Renewable Energy or battery storage system.
  - How the battery system(s) will be used to provide load management and grid support (if any).
  - The capacity and the power output of Renewable Energy sources proposed.
  - The manufacturer of the Renewable Energy system/s.
  - The location of the Renewable Energy system/s.
  - A proposal outlining the installation of Renewable Energy sources on site.
  - If available, applicants must attach the following:
    - any available electrical diagrams or technical specifications for the Renewable Energy system/s
    - a map outlining the footprint of any proposed Renewable Energy system/s.

## 21. Appendix 2: Merit Criteria

21.1 A competitive process will be used to rank applications in order of merit against the criteria in the following table which aligns to the Scheme and Government priorities.

Merit criteria	Assessment weighting	Details	Example Information
<b>Value for money</b>	20%	<p>Higher priority will be given to applications that propose the following at each Charging Location:</p> <ul style="list-style-type: none"> <li>Higher capacity chargers providing greater value for money and future proofing the charging infrastructure.</li> <li>A higher number of chargers / charging stations at each Charging Site, providing greater value for money with inbuilt redundancy and decreasing the chance of downtime at charging sites.</li> <li>A higher proportion of Applicant funding contributions (and therefore below a 50% total project value government contribution).</li> </ul> <p>The cost, design and capacity of charging infrastructure is appropriate and offers value for money.</p> <p>Evidence of being able to provide an accessible user experience with appropriate interoperability.</p> <p>Innovative approaches to create a positive and enjoyable customer experience. For example, offering facilities to charge e-bikes at appropriate charging sites.</p>	<p><b>Detailed project plan including:</b></p> <ul style="list-style-type: none"> <li>Number of Charging Bays, Charging Stations</li> <li>Capacity of chargers supplying each Charging Bay</li> <li>Breakdown of total capital cost and requested co-charging funding amount</li> <li>Example of accessible interoperability payments planned for site/s (for example, payment through an app, onsite payment)</li> <li>Planned usage costs to customers at each Charging Location</li> <li>Other examples of how applicants can add value to the Charging site.</li> </ul>
<b>Locations and demand</b>	20%	<p>Higher priority will be given to applicants that align with Priority Zones A and B (Appendix 3).</p> <p>If applying for multiple Charging Locations - a balance in applications for Charging Sites in priority zone A and priority zone B</p>	<p><b>Detailed overview of locations including:</b></p> <ul style="list-style-type: none"> <li>The location of proposed Charging Site/s</li> </ul>

		<p>areas are preferred, improving regional connectivity to the Charging Network.</p> <p>Charging station/s designed to accommodate the surrounding population, considering both current and future population projections (10 years).</p> <p>The project has capacity to accommodate anticipated use including peak periods and fluctuating demand patterns.</p> <p>Projects where Charging Sites will remain publicly available beyond the term of the Funding Agreement will be given priority.</p>	<ul style="list-style-type: none"> <li>• The rationale for selecting each Charging Site, in alignment with priority zones (<i>Appendix 3</i>)</li> <li>• Details of existing public infrastructure or buildings at the same Charging Site</li> <li>• Expected current and future demand</li> </ul>
<b>Capabilities and performance</b>	20%	<p>The applicants' track record with similar projects and demonstrated ability to deliver the project as outlined, and within the required timeframes (to become operational).</p> <p>Assessment and proposed mitigation of project risks, addressing likely obstacles.</p> <p>Appropriate planning capabilities and high-quality risk management, stakeholder engagement, workplace health and safety management and development approval processes.</p>	<p><b>Detailed project plan and track record including:</b></p> <ul style="list-style-type: none"> <li>• Timeframes, project budget and assumptions</li> <li>• Overview of similar previous projects</li> <li>• Skills and experience of key personnel</li> </ul> <p><b>Further plans relevant to the project including:</b></p> <ul style="list-style-type: none"> <li>• Project development plan including comprehensive information for each delivery stage</li> <li>• Risk management plan</li> <li>• Communication and Stakeholder engagement plan</li> <li>• Workplace health and safety management plan</li> <li>• Development approval processes</li> </ul>

<p><b>Network access</b></p>	<p>20%</p>	<p>The validity and feasibility of the proposed network connections, in line with the following 4 connection stages, listed highest to lowest priority:</p> <ul style="list-style-type: none"> <li>- new connection or connection alteration approval is already granted that has network compliant demand management capability during network peak times or can respond to network signals during emergencies.</li> <li>- Applicants have an agreement with distribution network service providers (DNSPs) for streamlined approval process</li> <li>- new connection or connection alteration process has begun and there is excess network capacity at the chosen location (if known or available publicly)</li> <li>- no connection investigations have occurred.</li> </ul>	<p><b>Details regarding energy network access:</b></p> <ul style="list-style-type: none"> <li>• Evidence of electrical connection approval at time of application (stage 2)</li> <li>• Expected annual Charging Site load across next five years</li> <li>• Available network capacity</li> <li>• Distance to nearest substation and proposed connection point to the network</li> <li>• Technology and electrical equipment (manufacturer of EVSE technology) sourced from reliable, known, and established EV equipment manufacturers and providers.</li> <li>• Electrical diagrams for all planned electrical components at the Charging Site/s.</li> <li>• Ability to access Renewable Energy at proposed Charging Site/s.</li> </ul>
<p><b>Quality of project design</b></p>	<p>15%</p>	<p>Projects that offer Charging Site/s in close proximity to amenities or that are included in the design will be prioritised, to enhance the customer experience and ensure a safe customer experience during all hours of operation.</p> <p>Preference will be given to sites that offer 24/7 access.</p> <p>The use of hardware solutions that provide high reliability and have a proven track record.</p>	<p><b>Further detail aimed at an enhanced customer experience:</b></p> <ul style="list-style-type: none"> <li>• An overview of any current charging management systems under operation by the Applicant and how they work</li> <li>• The anticipated hardware and software</li> </ul>



		<p>Data sharing systems which enable; grid optimisation, interoperability protocols and live monitoring.</p> <p>Adequate plans and budget for maintenance and upkeep of infrastructure (for example, triage to rectify faults, power outages in a timely manner, spare parts availability either through inventory or through service level agreements with provider, minimum % of down time).</p> <p>Applicants are also encouraged to plan for upgrades to their Charging Site/s in the future as more advanced technology becomes available at more affordable price points and the charging speeds of BEVs increase.</p>	<ul style="list-style-type: none"> <li>• Data sharing plan outlining systems and their ability to be used for grid optimisation, interoperability protocols in the future and live dashboard</li> <li>• Site maintenance, customer service and support provided</li> <li>• Demonstrates access to spare parts to reduce downtime either through inventory of parts or through service level agreements with equipment provider/s to deliver within a certain timeframe.</li> <li>• Safe customer experience plan (for example, adequate lighting for the safety and security of EV drivers).</li> <li>• Operating hours of site (if not 24/7).</li> </ul>
<p><b>Support jobs and economic growth</b></p>	<p>5%</p>	<p>How the project aligns to Queensland Procurement Policy, the Queensland Indigenous Procurement Policy, supporting jobs and economic growth through identifying:</p> <ul style="list-style-type: none"> <li>- the impact of the project on jobs in Queensland</li> <li>- the total project investment in Queensland and in the local region</li> <li>- how the project supports additional economic development in Queensland, for example, through sourcing products and suppliers from</li> </ul>	<p><b>Provide an overview of expected economic benefits to Queensland from the proposed project including:</b></p> <ul style="list-style-type: none"> <li>• The expected number of jobs created over the lifetime of the project</li> <li>• Anticipated suppliers that will be engaged in the construction and maintenance of charging stations and sites</li> </ul>

		<p>Queensland or encouraging travellers to regional areas</p> <ul style="list-style-type: none"><li>- increased opportunities for Indigenous economic participation</li><li>- expected benefits for other organisations using the infrastructure, for example, local businesses and community groups.</li></ul>	
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## 22. Appendix 3: Queensland Priority Zones

- 22.1 The table below lists the Scheme priority zones. Priority zone A locations are recognised as more urban zones and are identified with '(A)' next to the zone name in the below table. Priority zone B locations are recognised as more regional/remote and are identified with '(B)' next to the zone name in the table below. Priority zone C refers to any location in Queensland that is not in priority zone A or B.
- 22.2 The Priority Zone map (*Appendix 3a*) provides indicative zone locations for potential Charging Locations. EV infrastructure in these zones aligns with the scheme objectives (page 1) and complements the current QESH network (see *Appendix 3b*).
- 22.3 Project that align best with the priority zones A and B will be prioritised for the Scheme. Applications that propose a charging site in zone C will still be considered for the Scheme based on the project assessment criteria (Section 7) but may not rank as high as priority zones A and B.

Priority Zones in relation to major state highways						
A1 Bruce Hwy	A2 Warrego / Landsborough Hwy	A3 New England / Burnett	A4 Capricorn Hwy	A5 Leichardt Hwy	A6 Flinders Hwy	National 1 Hwy (within QLD)
Cairns (A)	Toowoomba (A)	Nanango (B)	Alpha (B)	Moonie (B)	Pentland (B)	Mareeba (B)
Ingham (A)	Dalby (B)	Goomeri (B)		Taroom (B)		Atherton (B)
Airlie Beach (A)	Mitchell (B)	Gayndah (B)		Banana (B)		
Mackay (A)	Augathella / Tambo (B)	Monto (B)				
Yeppoon / Emu Park (A)		Biloela (B)				
Rockhampton (A)						
Gladstone (A)						
Tannum Sands (A)						
Agnes Waters / Seventeen Seventy (A)						
Bundaberg (A)						
Hervey Bay (A)						
Rainbow Beach (A)						

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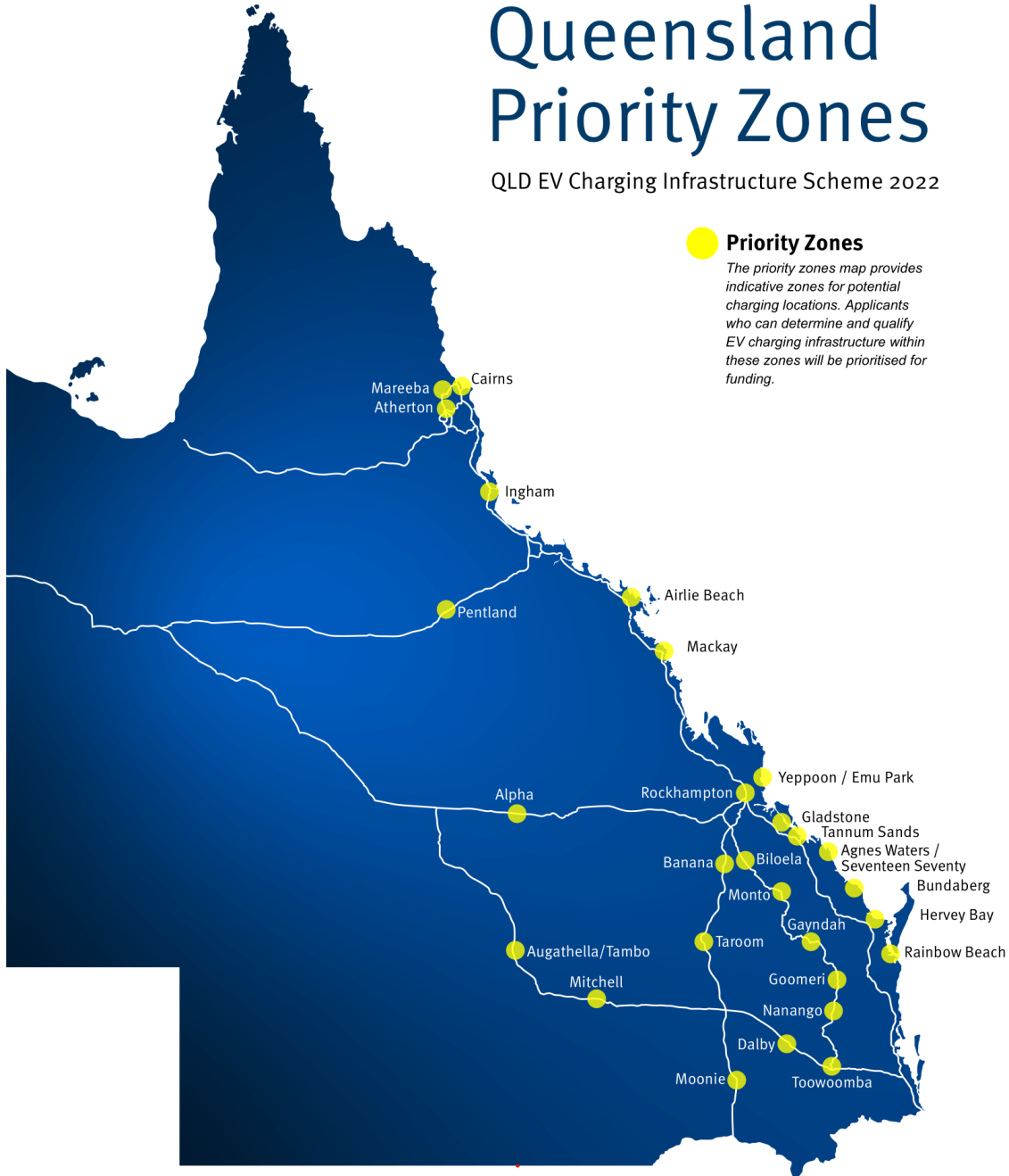
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## 23. Appendix 3a: Map of Priority Zones

# Queensland Priority Zones

QLD EV Charging Infrastructure Scheme 2022



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24. Appendix 3B: Map of QESH Phases 1, 2 and 3



Always plan your trip accordingly. Please take into account circumstances such as road, weather and vehicle operating capabilities which will impact your vehicles driving range.



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## **25. Appendix 4: Eligible expenditure for the Scheme**

- 25.1 Funding from the Scheme can only be used for eligible expenditure on Charging Stations.
- 25.2 Eligible expenditure is restricted to the capital costs related to installing and commissioning Charging Stations and is incorporated into the Funding Agreement.
- 25.3 Where an Applicant is unsure as to the eligibility of proposed expenditure item, the Applicant must bring the matter to QRIDA for decision.
- 25.4 QRIDA's determination on the eligibility of expenditure will be final.

### **Accounting Systems**

- 25.5 Recipients are required to have in place suitable accounting systems and provide to QRIDA assurances that the accounting system used by the recipient and any consortium partners allows for the separate and accurate identification of contributions and eligible expenditure on the Charging Station/s. A clear audit trail of all program funding contributions and eligible expenditure must also be available on request and as required to meet the requirements in the Funding Agreement.

## **Eligible Expenditure**

- 25.6 For the purposes of the Scheme, the following is considered eligible expenditure:

### **Equipment**

- Expenditure for plant equipment installed for the Charging Station/s at the full delivered cost of the plant GST inclusive, less any GST credits the recipient is entitled to claim. Plant equipment may include Charging Station infrastructure and equipment, electrical equipment installed (for example, electrical upgrades and connection equipment such as transformers and higher capacity wiring) and any other EVSE technology installed.
- Other eligible equipment includes the capital costs of on-site battery or Renewable Energy generation sources. Greater merit will be given to applications that include Renewable Energy generators and battery storage.
- Expenditure on plant used for the construction of a Charging Station/s, calculated based on hire or lease costs, and running costs directly related to the construction of the project, such as rent, power, fuel and repairs and maintenance.
- Appropriate evidence to validate expenditure on equipment includes purchase orders, tax receipts and paid invoices.

### **Labour**

- Labour expenditure is the gross amount paid or payable to an employee of the recipient entity for work related to the Charging Stations. Eligible salary includes any components of the employee's total remuneration package that are itemised on their pay-as-you-go annual payment summaries submitted to the Australian Taxation Office.
- Recipients must provide evidence to show the amount of time that an employee spent on the development of charging station/s. Evidence to support eligible expenditure on labour could include timesheets, job cards, or diaries. Labour costs cannot be claimed based on an estimation of the employee's worth to the company, where no cash has changed hands.



## Contractor Expenditure

- Eligible contract expenditure is the cost of any activities or equipment to support the project performed for the recipient by another organisation. Work to be performed on a charging station must be the subject of a written contract, including a letter or purchase order, which specifies the nature of the work to be performed for the recipient and the applicable fees, charges, and other costs payable. The written contract must be executed before the start of the works carried out under the contract.
- It is not a requirement for contracts to be in place at the time an Applicant submits an application. However, for major items of contract expenditure, such as purchases of major items of hardware to be incorporated in the Charging Station/s, Applicants will be expected to have some form of documentary evidence, such as written quotes from suppliers, to substantiate the expenditure included in the financial estimates.
- Where the contractor and the recipient are not at 'arm's-length', the amount assessed for work performed will be an amount considered to be a reasonable charge for that work and contain no unacceptable overheads and no element of 'in group profit'. Organisations considered not at 'arm's-length' include related companies and companies with common directors or shareholders.

## General

- Administrative expenses including expenses incurred on communications, accommodation, computing facilities, travel, recruitment, printing and stationery, where such expenses are related directly to the development of the charging station/s successful in the Scheme
- Generally accepted accounting principles are to be followed and it must be possible to track expenditure relating to the charging station/s through a recipient's accounting system to meet the financial reporting and audit requirements in the Funding Agreement.
- Queensland Government funded expenditure outside of Australia incurred by a recipient, other than for equipment or materials, must be limited to no more than 10 per cent of the total Queensland Government funds. In exceptional circumstances, recipients must justify extra overseas spend, with QRIDA agreeing in writing before the expenditure takes place.

## Ineligible Expenditure

25.7 The following will be deemed ineligible for grant funding under the Scheme:

- Activities that directly relate to the cost of preparing an application for the purposes of this co-funding charging expenditure on the acquisition of land for Charging Station/s
- Any expenditure past the date of the Charging Site being commissioned, including ongoing maintenance, administration, operational costs, as well as future upgrades costs associated with the charging infrastructure.
- Sales or promotional activities.

## 26. Appendix 5: Relevant Standards and Legislation

26.1 The Australian Standards, International Standards and Legislation referenced below (as may be amended from time to time) must be complied with by successful Applicants when installing and commissioning EV infrastructure as part of the Scheme.

### Applicable Australian Standards

- AS 1102 Graphical symbols for electrotechnical documentation
- AS 1319 Safety signs for the occupational environment
- AS/NZS 3000 Electrical installations (known as the Australian/New Zealand Wiring Rules), Standards Australia.
- AS/NZS ISO 9001 Quality management systems – Requirements, Standards Australia.
- AS/NZS ISO 31000 Risk management – Principles and guidelines, Standards Australia.
- AS 60038-2012 Standard voltages
- AS 60529 Degrees of protection provided by enclosures (IP code), Standards Australia.
- AS/NZS 61000.6.1 Electromagnetic compatibility (EMC) – Part 6.1: Generic standards – Immunity for residential, commercial and light-industrial environments, Standards Australia.
- AS/NZS 61000.6.3 Electromagnetic compatibility (EMC) – Part 6.3: Generic standards – Emission standard for residential, commercial, and light-industrial environments, Standards Australia.
- AS IEC 61672.1 Electroacoustics – Sound level meters – Specifications, Standards Australia.
- AS IEC 61672.2 Electroacoustics – Sound level meters – Pattern evaluation tests, Standards Australia.

### Applicable International Standards

- IEC 60664-1 Insulation coordination for equipment within low-voltage systems - Part 1: Principles, requirements and tests, International Electrotechnical Commission.
- IEC 60721-2-4 Classification of environmental conditions - Part 2-4: Environmental conditions appearing in nature - Solar radiation and temperature, International Electrotechnical Commission.
- IEC 60721-3 Classification of environmental conditions - Part 3: Classification of groups of environmental parameters and their severities, Parts 1, 3 and 4, International Electrotechnical Commission.
- IEC 61082-1 Preparation of documents used in electrotechnology – Part 1: Rules
- IEC 61851 Electric vehicle conductive charging system
- IEC 62196 Plugs, socket-outlets, vehicle connectors and vehicle inlets – Conductive charging of electric vehicles
- IEC 62262 Degrees of Protection Provided by Enclosures for Electrical Equipment Against External Mechanical Impacts (IK Code) - Edition 1.0
- IEEE 2030.1.1 Standard Technical Specifications of a DC Quick Charger for Use with Electric Vehicles

- RFC 5905 Network Time Protocol Version 4, Internet Engineering Task Force.
- SAE J2894-1 Power Quality Requirements for Plug-In Electric Vehicle Chargers
- SAE J2894/2 Power Quality Test Procedures for Plug-In Electric Vehicle Chargers

## Legislation

- Electrical Safety Act 2002 (Qld), Queensland Government.
- Electricity Regulation 2006 (Qld), Queensland Government.
- Professional Engineers Act 2002 (Qld), Queensland Government.
- Quarantine Act 1908, Australian Government.
- Radiocommunications (Electromagnetic Compatibility) Standard 2008, Australian Government.
- Radiocommunications Labelling (Electromagnetic Compatibility) Notice 2008, Australian Government.
- Work Health and Safety Act 2011 (Qld), Queensland Government.

## 27. Appendix 6: Definitions

**ABN** means an Australian Business Number

**Alternating Current (AC)** means an electric current that reverses its direction many times a second at regular intervals, typically used in power supplies.

**Applicant** means an eligible organisation or consortium of organisations as defined in Eligibility Criteria, Applicant eligibility, that applies for grant funding under the Scheme.

**Charging Bay** means a dedicated space to park an electric vehicle for charging, located next to a Charging Station.

**Charging Infrastructure** means the equipment which collectively support EV charging, including but not limited to charging plug(s), charging station, electrical equipment, on-site battery, renewable energy generation equipment.

**Charging Location** mean the entire Charging Site, encompassing the Charging bay(s), Charging Station(s) and any other facilities at the site.

**Charging Network** means a charging infrastructure system made up of multiple Charging Stations across QLD for the purpose of providing recharging at convenient locations.

**Charging Plug** means a part of the charging station that can be plugged into an EV to charge the vehicle.

**Charging Site** means a publicly accessible location that can charge an EV, containing one or more Charging Bays and Charging Stations, inclusive of all necessary infrastructure and EVSE to support EV charging.

**Charging Session** means an event starting when a user or a vehicle initiates a recharging event and stops when a user or a vehicle ends a recharging event.

**Charging Station** means the piece of equipment that connects to and supplies electrical power for charging an EV. The station may have one or more electrical plugs (outlets).

**Co-fund** means financial support for successful project/s under the EV fast charging grants, provided by the department and an applicant.

**Conflict of Interest** means a situation where a person makes a decision or exercises a power in a way that may be, or may be perceived to be, influenced by either material personal interests (financial or non-financial) or material personal associations.

**Direct Current (DC)** means an electric current flowing in one direction only.

**Electric Vehicle (EV)** means any vehicle that is fully or partially driven by an electric motor.

**Eligibility Criteria** means the eligibility criteria for applications set out in on section 6 of these guidelines.

**Eligibility Expenditure** means expenditure of the kind defined as eligible in Appendix 4 of these guidelines.

**EVSE** stands for Electric Vehicle Service Equipment. A unit of fuelling infrastructure that supplies electric energy for the recharging of EV's. It is usually the unit that sits outside the EV on the wall or ground.

**Electric Vehicle (EV) Charging Practice Note** means a Practice Note developed by Economic Development Queensland, which outlines the principles for planning EV charging infrastructure in Priority Development Areas (PDAs) in Queensland, to support the selection of the right type of Charging Infrastructure at the right location. The Practice Note assists entities looking at installing EV Charging Infrastructure.

**Federal Chamber of Automotive Industries (FCAI)** stands for Federal Chamber of Automotive Industries. The peak representative organization for companies who distribute new passenger vehicles, light commercial vehicles and motorcycles and all-terrain vehicles in Australia.

**Funding Agreement** means an agreement entered between the successful Applicant and Queensland Government (acting through QRIDA) for the execution and grant funding of the relevant project as approved under the Scheme.

**Kilowatt (kW)** refers to 1,000 watts and is used as a unit of measurement to express the output of power, such as for EVSE or an EV's electric motor.

**Merit Criteria** means the merit criteria set out in Appendix 2 of these guidelines.

**Network** means, unless stated otherwise, the electricity system operated by either a distribution network service provider or a transmission network service provider.

**Official receipt** means a receipt which includes the name, address, ABN (if applicable) of the entity that issued the receipt.

**Open-source data feed** a data feed that provides an ongoing stream of structured data, in the form of a live dashboard, that provides authorised users with updates of current information from the charging site/s. Current information required is detailed under Project eligibility (section 6).

**Partner Organisation** means another organisation participating in partnership and contributing to the success of the project.

**Priority Zone** means a prioritised list of zones selected for charging station development to align with this QLD EV Charging Infrastructure Scheme objectives.

**Queensland Electric Super Highway (QESH)** means a series of Queensland Government-led fast-charging sites that connect Queenslanders and tourists travelling in a low or zero EV.

**Queensland Procurement Policy (QPP)** is the Queensland government's overarching policy for the procurement of goods and services, establishing a framework that maximises the benefits delivered through procurement.

**Queensland Indigenous Procurement Policy (QIPP)** is the Queensland Indigenous (Aboriginal and Torres Strait Islander) Procurement Policy (QIPP), which provides a whole-of-government framework to

increase procurement with Indigenous businesses to be three per cent of the value of government procurement contracts by 2022.

**Queensland Rural and Industry Development Authority (QRIDA)** is a Queensland statutory authority and professional administrator of government financial assistance programs including loans, grants and rebates.

**Queensland Manual of Uniform Traffic Control Devices, Part 6: Tourist and services signs** Specifies requirements for traffic control devices and services signs to direct road users to tourist facilities in Queensland.

**Renewable Energy** means energy that is collected from renewable resources, which are naturally replenished on a human timescale, including sunlight, wind, rain, tides, waves, and geothermal heat.

**Scheme** means the Queensland Government's Electric Vehicle Charging Infrastructure Scheme.

**Service Level Agreement** means a contract that establishes a set of deliverables that one party has agreed to provide another.

**Standards** means all relevant standards outlined in Appendix 5 to these guidelines and as amended from time to time.

**Subcontractor Organisation** an individual or business that performs all or part of the Applicant's project.

**Total Project Value (TPV)** means the total project cost that involves the capital costs and costs of services procured for the construction of a project, but excludes finance charges, land costs, mobilisation fees to the operations contractor and the costs payable to the distributor, national transmission company and/or a contractor for the distribution or transmission connection works.

**Zero emission vehicle (ZEV)** ZEVs produce no exhaust fumes or other pollutants from their onboard source of power.