

CleanBC - Go Electric EV Charger Rebate Program

A Program funded by the Province of British Columbia



Funded by the Government of Canada



CleanBC - Go Electric EV Charger Rebate Program

The Provincial climate and energy strategy, CleanBC, sets ambitious greenhouse gas reduction targets across all sectors including transportation. To reach the targets, the adoption of zero-emission vehicles (ZEVs) will be integral. The Zero-Emission Vehicles Act legislates that 26% of all new light-duty vehicle sales must be ZEV by 2026, 90% by 2030 and 100% by 2035. The CleanBC - Go Electric EV Charger Rebate Program addresses a key barrier to ZEV adoption, access to charging infrastructure.

Funded by the Ministry of Energy, Mines and Low Carbon Innovation (the Ministry) and administered by BC Hydro and FortisBC, the CleanBC - Go Electric EV Charger Rebate Program (the Program) provides rebates towards the cost of the purchase and installation of eligible electric vehicle (EV) charging equipment, and support services for multi-unit residential buildings (MURBs) and workplaces seeking solutions for their EV charging needs.

Goals of the program include:

- EV-ready homes and workplaces across B.C.
- Customers have seamless access to a station and installer at the point-of purchase of a ZEV and at the utility customer interface.

The Program consists of the following components:

1. Rebates for single-family homes (SFH) to purchase and install EV charging equipment.
2. Rebates for MURBs to purchase and install EV charging equipment.
3. Rebates for MURBs to develop and implement an EV ready plan.
4. Rebates for workplaces to purchase and install EV charging equipment.
5. Support to assist MURBs and workplaces to plan and install EV charging stations.

This guide provides details of the eligibility requirements and application process to participate in this Program. The guide may be periodically updated as needed to clarify Program requirements and improve Program effectiveness.

Program Guide Changes Effective October 31, 2023

1. Townhouse complexes are now eligible for the EV Ready and EV charger standalone offers. Townhouses will no longer apply through the single-family home application process.
2. There are three changes to the EV Ready program requirements:
 - a. Distance from parking stall requirement has changed from up to 3 metres (M) to up to 5M to accommodate load sharing designs where more EV chargers are shared on a single circuit.
 - b. Updated labelling requirements to ensure it is clear which parking stall(s) is being supported by an electrical circuit.
 - c. Removed the word 'energized outlet' and included an updated description of an EV ready parking stall.

EV Ready changes are applicable to any new project submitted on or after October 31, 2023.

See specific sections in program guide for more details.

For questions relating to the guide or design of the Program, please contact:

ZEVPrograms@gov.bc.ca

Table of Contents

1.0 CleanBC - Go Electric EV Charger Rebate Program	1
Program Administration	1
Program Communications	1
2.0 Single-Family Home Charging Installation Rebates	1
a) Eligible Applicants	1
b) Rebate Amounts	2
c) Eligible Costs	2
d) Ineligible Costs	2
e) EV Charging Equipment Requirements	2
f) Application Process	3
g) Stacking Rebates	3
3.0 MURB Support	4
3.1 MURB EV Ready Plan and Electrical Infrastructure Rebates	4
a) Eligible Applicants	4
b) Rebate Amounts	5
c) Eligible Costs	6
d) Ineligible Costs	6
e) EV Ready Plan Requirements	6
f) Electrical Infrastructure Requirements:	9
g) Application Process	10
h) Stacking Rebates	10
3.2 MURB Charger Rebates	11
a) Eligible Applicants	12
b) Rebate Amounts	12
c) Eligible Costs	13
d) Ineligible Costs	13
e) EV Charging Equipment Requirements	14
f) Eligible Electricians	15
g) Application Process	15
h) Stacking Rebates	15
4.0 Workplace Charging Rebates	16
a) Eligible Applicants	16

- b) Rebate Amounts 17
- c) Eligible Costs 17
- d) Ineligible Costs 18
- e) EV Charging Equipment Requirements 18
- f) Eligible Electricians 19
- g) Application Process 19
- h) Stacking Rebates 19
- 5.0 EV Charging Station Advisor for MURBs and Workplaces 20
 - a) Consultation and Installation Support 20
 - b) Education and Outreach 20
 - c) Services Out-of-Scope 21
 - d) Eligible Applicants 21
 - e) Eligible Costs 22
 - f) Requesting an EV Charging Station Advisor 22
- Appendix A: EV Ready Program - Charging Performance Minimum Guidelines 23

1.0 CleanBC - Go Electric EV Charger Rebate Program

Program Administration

The Program is administered by BC Hydro and FortisBC on behalf of the Ministry. The Ministry is responsible for overall CleanBC Transportation Program management, and oversight of the administration of the Program. In order to meet Government objectives, the Ministry reserves the right to modify or cancel any component of the Program at any time without notice.

The EV Charging Advisor component of the Program, which provides support for multi-unit residential buildings (MURBs) and workplaces, will be delivered by Fraser Basin Council in coordination with BC Hydro and FortisBC.

Program Communications

All program information, resources, and application forms for the Program will be made available on BC Hydro and FortisBC websites. Program information will also be hosted on the Province's EV central resource webpage and will link to Program websites of BC Hydro and FortisBC.

BC Hydro and FortisBC will coordinate with the New Car Dealership Association of BC and the Automotive Retailers Association to facilitate customer access to the program at the point-of-purchase of a ZEV.

Enquiries related to the administration of the Program including, but not limited to, eligibility requirements, and application processing, should be directed to ***evchargerincentives@bchydro.com*** or ***EV@fortisbc.com***.

2.0 Single-Family Home Charging Installation Rebates

Because the vast majority of EV charging occurs at home, the Program provides a financial reimbursement rebate to support the purchase and installation of eligible, new, Level 2 (208V or 240V AC) electric vehicle charging stations for single-family homes (SFHs), duplexes, and semi-detached houses. Applicants may only apply for one Level 2 charging station rebate.

a) Eligible Applicants

To be considered eligible under this Program, a SFH home must:

- Be located in B.C.
- Be the applicant's primary residence.

- Be constructed no later than six months prior to the equipment installation date, which must be clearly stated on the installer invoice; this rebate is intended for retrofit solutions only, new builds are ineligible.
- Have dedicated parking for residents.

b) Rebate Amounts

The Program includes rebates for SFH EV charging installations. The offer will reimburse eligible purchase and installation costs of eligible, new, Level 2 charging equipment up to 50% of costs, up to a maximum of \$350 per approved station. All work must be completed, and applications submitted no later than 90 days after the installation of the charging station. Rebates will be issued until program funds are fully expended.

Indigenous communities are eligible for rebates of 75% of costs to purchase and install eligible, new, Level 2 charging equipment up to a maximum of \$750.

c) Eligible Costs

Eligible costs include:

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

d) Ineligible Costs

Costs that are not eligible costs include, but are not limited to:

- Installation of non-EV charging infrastructure.
- Painting of parking area.
- Taxes paid on charging station, labour, etc.
- Charging infrastructure already required under regulation, building codes, or other programs.
- Installation of electrical outlet only.

e) EV Charging Equipment Requirements

- Be approved for sale and use in Canada (cUL, ULC, cETL, CSA, or cQPS certification).
- Be a Level 2 (i.e., 208 or 240 Volt) station, and feature a SAE J1772 standard plug head. The only exceptions to the SAE J1772 plug head requirement are the Tesla Wall

Connector charger, the Tesla Mobile Connector charger, and the Tesla Universal Wall Connector Charger.

- Be purchased, not leased.
- New, not used or refurbished.
- All level 2 chargers must be wall-mounted at the electrical service address provided in the rebate application.
- Hardwired charging stations and plug-in chargers are eligible.

A list of pre-approved Level 2 EV charging equipment models will be provided on the Program website and maintained by BC Hydro and FortisBC. This list will be continually updated and maintained but will not be exhaustive. Before a SFH customer purchases and installs they must verify if their EV charger is eligible for the Program. If a customer is unsure or has a charger model that is not currently listed but would like to see if it qualifies, they can email alliance@bchydro.com to determine if it meets the charging station eligibility requirements. Charging equipment manufacturers and/or suppliers may request that their stations be included on the list by contacting alliance@bchydro.com.

To be eligible, applicants must agree to a potential site visit to verify program requirements have been completed.

f) Application Process

Apply online at bchydro.com/evcharger if you are a BC Hydro customer or fortisbc.com/EV if you are a Fortis Electric customer.

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.

Applicants must agree to participate in follow up interviews and/or surveys conducted by or on behalf of BC Hydro, FortisBC or the Province, if selected to do so.

g) Stacking Rebates

The following stacking policies apply for SFH EV charger rebates:

- CleanBC Go Electric EV Charger Program rebates cannot be combined with rebates from ZAPBC or with other programs that receive Provincial funding. Reimbursement of eligible costs will not be issued if an applicant receives another rebate, and the applicant must repay the rebate if post-receipt it is found that the applicant subsequently received a rebate from another rebate program.
- If the Provincial rebate is combined with any other rebates, the Provincial rebate will be capped so that the total rebates do not exceed total costs of the purchase and

installation of the charging station. The applicant must repay the difference if post receipt it is found the applicant received rebates in the amount higher than total costs.

- The Province continues to reserve the right to not allow stacking with any particular program.

3.0 MURB Support

MURB residents face barriers to accessing EV charging in their homes and, as a result, becoming EV owners. This is due to the added administrative layers associated with buildings containing multiple residences, Strata bylaws and rules, more complex technical requirements and associated higher costs. To support residents in MURBs to overcome barriers to EV adoption, the program is offering two pathways:

- 1) rebates towards the development of an EV Ready Plan and rebates to install electrical infrastructure required to implement their EV Ready Plan.
- 2) rebates towards the purchase and installation of charging stations.

3.1 MURB EV Ready Plan and Electrical Infrastructure Rebates

To help MURBs plan for widespread EV adoption, rebates are being offered for MURBs to develop an EV Ready Plan. The EV Ready plan must be developed by a registered professional electrical engineer and/or licensed electrical contractor. This document will provide MURBs with a strategy to provide at minimum, each residential unit at least one EV Ready parking space.

EV Ready means the parking space must have a termination point in an electrical wiring installation to power Electric Vehicle Supply Equipment (EVSE). The termination point must be no more than 5 meters from any part of the parking stall it is supporting or the intended EVSE location(s). In the case where a junction box is serving more than one parking stall, the electrical wiring within the junction box must be clearly labelled to identify which parking stalls it is supporting.

Units that do not have parking spaces are exempt from the EV Ready requirement. Additionally, rebates are offered for customers to install electrical infrastructure required to implement their EV Ready Plan.

a) Eligible Applicants

This Program component is open to building owners, managers, or other building representatives (such as strata councils) who reside in or have oversight of an eligible MURB in B.C. Eligible MURB's include:

- Strata condos (low, mid, high rise).

- Rental apartments (low, mid, high rise).
- Co-operative condos/apartments (low, mid, high rise).
- Co-operative townhouses
- Strata townhouses
- Rental townhouses

Other eligibility criteria include:

- The MURB must be located in B.C.
- The dwelling is the occupant's primary residence.
- The building was constructed no later than August 31, 2021. This rebate is intended for retrofit solutions only, new MURB builds are ineligible. In municipalities that require 100% of parking stalls to be EV Ready, any MURBs built since those bylaws were in place would be ineligible. Exceptions will be considered on a case-by-case basis for applicants who reside in a building that was constructed later than August 31, 2021, if that municipality that does not already have an EV Ready bylaw.
- Timeshares, hotels, strata, and/or individuals who use a hotel management company to rent out their units or who rent out their units themselves for short term stays (i.e., not someone's primary residence) are not eligible for EV Charger Rebate Program.

b) Rebate Amounts

The Program includes rebates for EV Ready plans, EV Ready Electrical Infrastructure, and EV Ready charging installations. An EV Ready Plan that provides a strategy to provide at minimum, each residential unit at least one EV Ready parking space. To be considered EV Ready, a parking must have a termination point in an electrical wiring installation to power Electric Vehicle Supply Equipment (EVSE). The termination point must be no more than 5 meters from any part of the parking stall it is supporting or the intended EVSE location(s). In the case where a junction box is serving more than one parking stall, the electrical wiring within the junction box must be clearly labelled to identify which parking stalls it is supporting.

- EV Ready Plans that meet the specific requirements will be eligible for 75% of the costs to a maximum of \$3,000. There is a maximum of one EV Ready Plan per MURB complex.
- Successful applicants to the Electrical Infrastructure rebate will be reimbursed for up to 50% of the costs of electrical work needed to make a parking stall EV Ready (excluding costs associated with a charging station itself), up to \$600 per parking space. The maximum rebate will be capped at \$120,000 per MURB complex or rental MURB complex.
- Successful applicants to the Electrical Infrastructure rebate may receive up to 50% of eligible costs or up to a maximum of \$1,400 per charging station with a total maximum rebate of \$14,000 per MURB complex. Applicants in FortisBC electrical service territory may receive up to 75% of the costs or up to a maximum of \$4,400 per charger with a total maximum rebate of \$25,000 per MURB complex while federal ZEVIP funding lasts.

- When combined, total max rebate for the EV Ready rebate offers is \$137,000, excluding any municipal top-up rebates.

c) Eligible Costs

The costs of obtaining the EV Ready Plan from a licensed electrical contractor and/or a registered professional electrical engineer can be reimbursed providing that the plan meets the requirements listed in the “EV Ready Plan Requirements” section of the program guide.

Eligible costs for the electrical infrastructure rebate include:

- Engineering design services.
- Legal services.
- Electrical and communication infrastructure installation (but not for charging stations).
- Associated construction costs.
- Permit costs.
- Utility extension fees.

d) Ineligible Costs

Costs that are not eligible 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.
- Legal costs for applicants.

e) EV Ready Plan Requirements

EV Ready plan requirements

Ensure your plan meets the eligibility criteria for the rebate.

B.C.’s EV charger rebate program includes a rebate for multi-unit residential buildings to create an EV Ready plan.

WHAT IS AN EV READY PLAN?

The EV Ready Plan outlines a strategy that provides a minimum of one EV Ready parking space per residential unit. This helps ensure Multi-Use Residential Buildings have an approach to make their building future proofed to provide all residents with a simple process to access EV charging at their parking space.

WHAT DOES EV READY MEAN?

EV Ready means the parking space must have a termination point in an electrical wiring installation to power a level 2 Electric Vehicle Supply Equipment (EVSE). The termination point must be no more than 5 meters from any part of the parking stall it is supporting or the intended EVSE location(s). In the case where a junction box is serving more than one parking stall, the stalls it is supporting must be clearly labelled, including the electrical wiring within the junction box.

WHO CAN CREATE THE EV READY PLAN?

To be eligible for the rebate, an EV Ready plan must meet the program requirements. The plan can be created by a licensed electrical contractor and/or a registered professional electrical engineer.

Please note that BC Hydro will accept only one proposed solution with a single cost that describes the strata and/or building owners preferred option. This single cost must include for EV Readiness as described in the program, and address all costs, including those associated with network/telecom equipment and infrastructure as needed to ensure its operation.

An EV Ready Plan must include the following elements:

1. Property and Company Details

- a) Date the EV Ready Plan was prepared.
- b) Building address (indicate if it's a strata or rental building).
- c) Strata and/or contact (including phone number and email address) for the building.
- d) Name and contact information (including phone number and email address) of who the Plan was created by (must be a licensed electrical contractor and/or a registered professional electrical engineer).
- e) Within the EV Ready Plan, the electronic signature of the Plans author declaring they understand and have met the EV Ready Plan requirements.
- f) Number of residential units.
- g) Number of residential parking stalls.
- h) Number of strata own commercial/visitor parking stalls if it is applicable.
- i) Number of parking stalls to be made EV Ready (Minimum requirement of one EV Ready stall per residential unit).
- j) Number of EVSE's to be installed.
- k) Number of existing EV parking stalls.

2. Electrical capacity assessment - All units of measure must be kilowatt (kW)

- a) What is the existing electrical main service size?
- b) What is the existing peak demand on the main service and how was it determined?
- c) What is the spare capacity prior to EVSE installation?

3. Charging performance assessment

A charging performance assessment is the analysis of required charging power in order to achieve reasonable driving range, when all parking spaces are used by an EV. This is used to determine power requirements based on the resident's needs.

Include an explanation of how the charging performance was determined and all the variables that were accounted for.

The charging performance assessment must include the following factors:

- a) Average daily distance travelled by vehicles and how this was determined.
- b) If any recommendations, guidelines, regulations, or standards were used, describe which ones and why they were referenced.
- c) Charging performance per vehicle as they relate to the needs of the user. This should include minimum kW required per vehicle, when all parking spaces are used by an EV. Based on this minimum kW, include the estimated minimum kilometers charged per hour as well. Explain how this was calculated.

The charging performance assessment may include the following factors:

- a) Climate (e.g., colder temperatures).
- b) Topography (e.g., hillier landscapes).
- c) Demographics of building residents (e.g., age, household sizes).
- d) Vehicle sizes.

See Appendix A for the minimum charging performance guidelines.

4. Recommended solution for parking spaces to be made EV Ready

The single recommended solution must meet or exceed the EV Ready Program requirement for a parking stall and the stall must have a termination point in an electrical wiring installation to power a level 2 Electric Vehicle Supply Equipment (EVSE). The termination point must be no more than 5 meters from any part of the parking stall it is supporting or the intended EVSE location(s).

Identify the EVSE to breaker ratio of the recommended solution (e.g., 4 chargers per 40A breaker). Explain why this solution was chosen.

- a) What is the total potential EVSE load based on the recommended number of EVSE's per circuit?
- b) What would be the main service spare capacity after EVSE installation?
- c) Provide a clear statement for:
 - i) Is the existing service sufficient and why, or?
 - ii) Is a service upgrade required, and if so, what is required?
- d) Identify any existing EV chargers and how they will be integrated into the new EV charging system, including load analysis and the effects on the main distribution.
- e) Identify conditions of the existing telecom/network infrastructure and if it can handle the new EV charging equipment.
- f) Identify the costs associated with the telecom/network hardware and infrastructure that is required to ensure its operation and functionality. For designs where integration with an existing Energy Management System or establishment of a new Energy Management System is intended, the electrical infrastructure should include all communications equipment, control systems installation, licensing, and permitting required to operate the system.
- g) Specify what Level 2 Networked EVSE model(s) will be compatible with the one recommended design solution, as well as a compatible EV energy management system (may be built into the EVSE).

5. Cost estimates sufficient for budgeting purposes

- a) Include a cost estimate to install the electrical infrastructure, telecommunication/network upgrades if required, and EVSE (if applicable) for the one design option being recommended.

f) Electrical Infrastructure Requirements:

To be eligible for the electrical infrastructure rebate of up to \$600 per parking stall the applicant must first apply for pre-approval before starting their project and the following is required:

- An approved EV Ready Plan.
- At least one parking space per dwelling unit to be made EV Ready (i.e., the parking space must have a termination point in an electrical wiring installation to power a level 2 Electric Vehicle Supply Equipment. The termination point must be no more than 5 meters from any part of the parking stall it is supporting or the intended EVSE location.
- Junction box needs to be labelled for EV Charging only. In the case where a junction box is serving more than one parking stall, the stalls it is supporting must be clearly labelled, including the electrical wiring within the junction box.
- Electrical permits as required by Technical Safety B.C. or your municipality. [Check your jurisdiction.](#)

- Back-end infrastructure installed with any Building or EV Energy Management System is activated.
- Back-end infrastructure achieves applicable charging performance requirements.

Once pre-approved for a rebate, applicants will need to complete their project and apply online within six months of their pre-approval date. **Only costs incurred after application approval will be considered eligible.**

*If the EV Ready Plan documents that meeting the EV Ready Program requirement is not possible without an electrical service upgrade for a building given its electrical capacity and EV charging performance requirements, a lesser percentage of stalls to be made EV Ready will be considered for rebates.

g) Application Process

Apply online at bchydro.com/evcharger if you are a BC Hydro customer or fortisbc.com/EV if you are a Fortis Electric customer.

Once pre-approved for a rebate, applicants will need to complete their project and apply online within six months of their pre-approval date. **Only costs incurred after application approval will be considered eligible.**

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.

Townhouse application process for EV Ready program rebates:

- 1) If a townhouse complex has common area parking stalls (i.e., a parkade similar to a condo), they need to install the electrical infrastructure all at one time, in accordance with their EV Ready Plan. This follows the normal EV ready process for condos/apartments.
- 2) If a townhouse complex has private parking (e.g., private garage, private parking pad) and private electrical panels, they do not have to install all the electrical infrastructure at the same time. Rather, after the townhouse EV Ready Plan has been approved, individual townhouse owners can apply when they are ready to install electrical infrastructure and/or chargers (subject to program funding being available), in accordance with the townhouse complexes' approved EV ready plan.

h) Stacking Rebates

The following stacking policies apply for MURB EV Ready rebates:

- CleanBC Go Electric EV Charger Program rebates cannot be combined with rebates from other programs that also receive Provincial funding. Reimbursement of eligible costs will not be issued if an applicant receives another rebate, and the applicant must repay the rebate if post-receipt it is found that the applicant subsequently received a rebate from another rebate program.
- If the Provincial rebate is combined with any other rebates, the Provincial rebate will be capped so that the total rebates do not exceed total project costs. The applicant must repay the difference if post receipt it is found the applicant received rebates in the amount higher than total costs.
- The Province continues to reserve the right to not allow stacking with any particular program.

3.2 MURB Charger Rebates

The second program stream for MURBs includes rebates for standalone charging station equipment and installation. In this program stream, applicants submit an initial application to reserve a rebate, and then only receive the reimbursement rebate once all work is completed and paid for and final application requirements are met.

Increased charger rebates for apartment/condos and workplaces have ended in BC Hydro electric service territory. Increased charger rebates continue to be available for applicants who receive electric utility service from FortisBC while funding lasts.

Natural Resource Canada's (NRCan) Zero Emission Vehicle Infrastructure Program (ZEVIP) funding that enabled the EV Charger Rebate Program to offer increased rebates as of June 15, 2023, for the apartment/condo and workplace offers has now been fully allocated. Rebate values have returned to their regular amounts. The NRCan ZEVIP funding was available on a first come first serve basis until the additional funding had been used.

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>.

ZEVIP Stacking rules: Total funding from all levels of government (e.g., federal, provincial/territorial and/or municipal) cannot exceed 75% of the Total Project Costs, unless the Proponent is a provincial, territorial or municipal government or their departments or agencies, or Indigenous organizations, in which case the stacking limit is 100% of Project costs.

a) Eligible Applicants

This Program component is open to building owners, managers, or other building representatives (such as strata councils) who reside in or have oversight of an eligible MURB in B.C. Note that condo residents must have their strata corporation apply for EV charger rebates on their behalf to qualify for federal funding. Eligible MURB's include:

- Strata condos (low, mid, high rise).
- Rental apartments (low, mid, high rise).
- Co-operative condos/apartments (low, mid, high rise).
- Co-operative townhouses
- Strata townhouses
- Rental townhouses
- Unit(s) is someone's primary residence.
- The MURB must be located in B.C. and be constructed no later than August 31, 2021. This rebate is intended for retrofit solutions only, new MURB builds are ineligible. In municipalities that require 100% of parking stalls to be EV Ready, any MURBs built since those bylaws were in place would be ineligible. Exceptions will be considered on a case-by-case basis for applicants who reside in a building that was constructed later than August 31, 2021, if that municipality that does not already have an EV Ready bylaw.

Timeshares, hotels, strata and/or individuals who use a hotel management company to rent out their units or who rent out their units themselves for short term stays (i.e., not someone's primary residence) are not eligible for EV Charger Rebate Program.

b) Rebate Amounts

- BC Hydro customers can receive up to 50% of purchase and installation costs of eligible, new, Level 2 (208-volt or 240-volt) charging stations to a maximum of up to \$2,000 per station with a total project maximum of \$14,000 per MURB complex.
- FortisBC customers can receive up to 75% of purchase and installation costs of eligible, new, Level 2 (208-volt or 240-volt) charging stations to a maximum of up to \$5,000 per station with a total project maximum of \$25,000 per MURB complex, while NRCan funding lasts.
- Single port stations count as one charging station, dual port stations count as two charging stations. As such, BC Hydro customers may be eligible to receive up to \$4,000 or 50% of total costs for a dual port charging station. FortisBC customers who purchase and install an eligible level 2 dual port charging station may receive up to 50% of project costs or up to \$10,000.
- Applicants can have separate applications for different sites but can only receive rebates for a maximum of four sites.

- Indigenous applicants who receive electricity from BC Hydro are eligible for rebates of up to 75% costs to purchase and install eligible, new, level 2 charging stations up to a maximum of \$4,500 per charging station.
- Indigenous applicants who receive electricity from FortisBC are eligible for rebates of up to 75% of costs to purchase and install eligible, new, level 2 charging stations up to a maximum of \$6,000 per station while federal ZEVIP funding lasts.

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.
- Parking and electrical design to accommodate the charging stations and conduit.
- EV parking signage.
- Capital expenses, including informatics and other equipment or infrastructure.
- License fees and permits.
- Costs associated with Environmental Assessments.

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. To avoid disappointment, if you are unsure about a requirement, please contact BC Hydro or FortisBC before completing the work.

d) Ineligible Costs

Costs that are not eligible include, but are not limited to:

- Cost of network connection fees.
- 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.
- Legal costs for applicants.

e) EV Charging Equipment Requirements

- Be approved for sale and use in Canada (cUL, ULC, cETL, CSA, or cQPS certification).
- Be a Level 2 (208 or 240 Volt) station and feature a SAE J1772 standard plug head. The only exception to the SAE J1772 plug head requirement is the Tesla Universal Wall Connector charger.
- Be purchased, not leased.
- Be a permanent installation in British Columbia.
- New, not used or refurbished.
- Be for a new installation, or expansion of an existing installation (not for the replacement of an existing installation).
- Proof of ownership or access to land where infrastructure is to be installed.
- Networked chargers that communicate to other stations and/or to a server or the cloud through cellular/wireless signal or connected vehicle communications using software to report on usage and/or other capabilities such as providing real-time status of charging stations; networked chargers can be connected to a central system via internet communication such as open protocol (e.g., OCPP, OpenADR or other) or a proprietary system. Select smart chargers that are on the eligible charger list are eligible for townhouse customers with private parking and private electrical panels.
- Stations must remain networked for a minimum of 2 years. The Province will consider exemptions for townhouses with private parking and private electrical panels on a case-by-case basis.
- Be installed by a licensed electrical contractor.
- The 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 BC Hydro and FortisBC. 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 in the equipment requirements above. If a customer is unsure if the charger model that they would like to purchase is eligible, they can email alliance@bchydro.com to confirm. Charging equipment manufacturers and/or suppliers may request that their stations be included on the list by contacting alliance@bchydro.com.

To be eligible, applicants must agree to a potential site visit to verify program requirements have been completed.

Once pre-approved for a rebate, applicants must purchase and install eligible EV charging equipment, and complete applications within 6 months. **Only costs incurred after application approval, and before the deadline to install, will be considered eligible.**

f) Eligible Electricians

For any costs to be reimbursable, the charging station installation must be conducted by a licensed electrical contractor. It is encouraged that the charging stations be installed by electricians who have completed the Electric Vehicle Infrastructure Training Program (EVITP).

g) Application Process

Apply online at bchydro.com/evcharger if you are a BC Hydro customer or fortisbc.com/EV if you are a Fortis Electric customer.

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.

h) Stacking Rebates

The following stacking policies apply for MURB EV charger rebates:

- CleanBC Go Electric EV Charger Program rebates cannot be combined with rebates from ZAPBC or with other programs that receive Provincial funding. Reimbursement of eligible costs will not be issued if an applicant receives another rebate, and the applicant must repay the rebate if post-receipt it is found that the applicant subsequently received a rebate from another rebate program.
- Total funding from all levels of government (e.g., federal, provincial/territorial and/or municipal) cannot exceed 75% of the Total Project Costs, unless the Proponent is a provincial, territorial, or municipal government or their departments or agencies, or Indigenous organizations, in which case the stacking limit is 100% of Project costs.
- Applicants are not permitted to receive federal ZEVIP funding from different delivery organizations and 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 EV Charger Rebate Program.
- If the Provincial rebate is combined with any other rebates, the Provincial rebate will be capped so that the total rebates do not exceed total costs of the purchase and installation of the charging station. The applicant must repay the difference if post receipt it is found the applicant received rebates in the amount higher than total costs.
- The Province continues to reserve the right to not allow stacking with any particular program.

4.0 Workplace Charging Rebates

After charging at home, the workplace is the most important secondary charge point for EV drivers. However, workplaces can face barriers to deploying EV charging due to the technical requirements and associated costs. The Workplace rebate is intended to help address the financial burden for workplaces to support increased EV adoption. In this program stream, applicants submit an initial application to reserve a rebate, and then only receive the reimbursement rebate once all work is completed and paid for, and final application requirements are met.

Providing workplace EV charging creates access to EV charging for employees who do not have home charging, demonstrates the employer's leadership and commitment to employees and customers, and supports employer goals for improving employee commuting practices and reducing carbon emissions.

Increased charger rebates for apartment/condos and workplaces have ended in BC Hydro electric service territory. Increased charger rebates continue to be available for applicants who receive electric utility service from FortisBC while funding lasts.

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>.

a) Eligible Applicants

This Program is open to B.C. residents, B.C. registered companies, building owners, managers, or other building representatives who reside or have oversight of an eligible workplace or building. Provincial Government (Ministries) and Crown Corporations are not eligible for the workplace charger program. The workplace property may be owned or leased.

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

- Be located in B.C.
- Have a minimum of 5 employees that work primarily based on the premises.
- Be constructed no later than August 31, 2021; this rebate is intended for retrofit solutions only, new builds are ineligible. Exceptions will be considered on a case-by-case basis.
- Have dedicated parking for employees: the rebated charging stations must be dedicated for the use of employees only (not fleet vehicles), during employee working hours.

b) Rebate Amounts

- BC Hydro customers can receive up to 50% of purchase and installation costs of eligible, new, Level 2 (208-volt or 240-volt) charging stations to a maximum of up to \$2,000 per station with a total project maximum of \$14,000 per location.
- FortisBC customers can receive up to 75% of purchase and installation costs of eligible, new, Level 2 (208-volt or 240-volt) charging stations to a maximum of up to \$5,000 per station with a total project maximum of \$25,000 per location, while NRCan funding lasts.
- Single port stations count as one charging station, dual port stations count as two charging stations. As such, BC Hydro customers who apply for a dual port station may receive up to \$4,000 or 50% of total costs, whichever is lower. FortisBC customers who purchase and install an eligible level 2 dual port charging station may receive up to 50% of project costs or up to \$10,000.
- Applicants can have separate applications for different sites but can only receive rebates for a maximum of four sites.
- Indigenous applicants who receive electricity from BC Hydro are eligible for rebates of up to 75% costs to purchase and install eligible, new, level 2 charging stations up to a maximum of \$4,500 per charging station.
- Indigenous applicants who receive electricity from FortisBC are eligible for rebates of up to 75% of costs to purchase and install eligible, new, level 2 charging stations up to a maximum of \$6,000 per station while federal ZEVIP funding lasts.

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.
- Site assessments of the building's requirements and costs to install EV charging infrastructure. A site assessment to include:
 - Analysis of electrical capacity.
 - Review of panel capacity.
 - Review of physical electrical set up in building and identifying points of interconnection.
- Identification of potential design options for up to 100% electrification.
- Electrical and other related permits.
- Parking and electrical design to accommodate the charging stations and conduit.
- EV parking signage.

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. To avoid disappointment, if you are unsure about a requirement, please contact BC Hydro or FortisBC before completing the work.

d) Ineligible Costs

Costs that are not eligible include, but are not limited to:

- Cost of network connection fees.
- 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.

e) EV Charging Equipment Requirements

- Be approved for sale and use in Canada (cUL, ULC, cETL, CSA, or CQPs certification).
- Be Level 2 (208 or 240 Volt) station and feature a SAE J1772 standard plug head. The only exception to the SAE J1772 plug head requirement is the Tesla Universal Wall Connector charger.
- Be purchased, not leased.
- New, not used or refurbished.
- Be a permanent installation.
- Networked chargers that communicate to other stations and/or to a server or the cloud through cellular/wireless signal or connected vehicle communications using software to report on usage and/or other capabilities such as providing real-time status of charging stations; stations must remain networked for a minimum of 2 years.
- Be installed by a licensed electrical contractor.

A list of pre-approved Level 2 EV charging equipment models will be provided on the Program website and maintained by BC Hydro and FortisBC. This list will be continually updated and maintained but will not be exhaustive. It is the customers responsibility to ensure a charger is eligible. If a customer is unsure if the charger model they would like to purchase is eligible they can email alliance@bchydro.com to confirm. Charging equipment manufacturers and/or suppliers may request that their stations be included on the list by contacting alliance@bchydro.com.

To be eligible, applicants must agree to a potential site visit to verify program requirements have been completed.

Once pre-approved for a rebate, applicants must purchase and install eligible EV charging equipment, and complete application within 6 months. **Only costs incurred after application approval, and before a customer's deadline to install and submit their final application online, will be considered eligible.**

f) Eligible Electricians

For the any costs to be reimbursable, the charging station installation must be conducted by a licensed certified electrical contractor. It is recommended that the charging stations be installed by electricians who have completed the Electric Vehicle Infrastructure Training Program (EVITP).

g) Application Process

Apply online at bchydro.com/evcharger if you are a BC Hydro customer or fortisbc.com/EV if you are a Fortis Electric customer.

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.

h) Stacking Rebates

The following stacking policies apply for MURB EV charger rebates:

- CleanBC Go Electric EV Charger Program rebates cannot be combined with other programs that receive Provincial funding. Reimbursement of eligible costs will not be issued if an applicant receives another rebate, and the applicant must repay the rebate if post-receipt it is found that the applicant subsequently received a rebate from another rebate program.
- Total funding from all levels of government (e.g., federal, provincial/territorial and/or municipal) cannot exceed 75% of the Total Project Costs, unless the Proponent is a provincial, territorial, or municipal government or their departments or agencies, or Indigenous organizations, in which case the stacking limit is 100% of Project costs.
- Applicants are not permitted to receive federal ZEVIP funding from different delivery organizations and 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 EV Charger Rebate Program.
- If the Provincial rebate is combined with any other rebates, the Provincial rebate will be capped so that the total rebates do not exceed total costs of the purchase and

installation of the charging station. The applicant must repay the difference if post receipt it is found the applicant received rebates in the amount higher than total costs.

- The Province continues to reserve the right to not allow stacking with any particular program.

5.0 EV Charging Station Advisor for MURBs and Workplaces

To support the uptake of electric vehicles in British Columbia, the Program will offer an EV Charging Advisor to MURBs and workplaces. The EV Charging Advisor will provide expert support at no cost, in the form of consultation, education, advice, and installation support for EV charging equipment and the development of EV Ready Plans. This suite of services is designed to guide and support MURB and workplace participants through the steps required for approval and of development of EV Ready Plans and charging equipment installations by property managers, building owners, and strata councils. The primary goal of the EV Charging Advisor is to provide knowledge on EV technology and reduce the institutional and technical challenges associated with MURB and workplace charging.

The EV Charging Advisor services will be provided by Fraser Basin Council in coordination with BC Hydro and FortisBC. Customers will access the EV Charging Advisor through the evadvisor@pluginbc.ca email or inquires via the Program websites of BC Hydro and FortisBC. The EV Charging Advisor services will include the following:

a) Consultation and Installation Support

Those interested in developing an EV Ready Plan or installing workplace or MURB EV charging stations can contact an EV Charging Advisor for an initial consultation. During the consultation the Advisor will collect information on the building and site layout, parking space allocation and ownership situation, charging wants and needs, amount of interest, etc. The Advisor will help the interested party to initiate the process of developing an EV Ready Plan or having EV charging equipment installed at their facility and answer any questions they may have. The Advisor will make efforts to make site visits to MURBs that request so, including those outside the lower mainland.

MURBs or workplaces that decide to continue with the develop of an EV Ready Plan or implementation of EV charging equipment will have access to support throughout the phases of the project, including:

- Support with applying for rebates.
- Assistance, if necessary, with obtaining quotes from certified contractors and determining project and EV charging equipment specifications.
- Guidance in conversations with landlords.

b) Education and Outreach

The EV Charging Advisor will be able to provide interested parties with onsite education events. These events will allow for employers, staff, residents etc. to ask any questions or address any concerns they may have and to learn more about EV charging. It will also allow for the Advisor to provide key decision makers with expert advice and direction in choosing charging equipment based on current and future needs.

Eligible events could include:

- Lobby events.
- Lunch & learns.
- Presentations or webinars at Annual General Meetings (AGMs) and/or Special General Meetings (SGMs) for Strata Councils.
- Presentations or webinars for management and decision makers at workplaces.

c) Services Out-of-Scope

Site inspections: Applicants are responsible for obtaining a quote and site inspection from a certified electrician.

Single-family homes: While not having access to the EV Charging Advisor, SFH applicants will have access to online, telephone and email resources to help them make charging equipment decisions appropriate for their needs. These resources will include: a list of available hardware eligible for rebates, recommended certified electricians, a regularly updated list of Frequently Asked Questions, and other supporting materials.

d) Eligible Applicants

The EV Charging Advisor is open to B.C. residents, B.C.-registered companies, building owners, managers, or other building representatives (such as strata councils) who reside or have oversight of an eligible MURB or workplace.

To be considered eligible under this Program, a MURB or workplace must:

- Be located in B.C.
- Be constructed no later than August 31, 2021; this rebate is intended for retrofit solutions only, new construction is ineligible. In municipalities that require 100% of parking stalls to be EV Ready, any MURBs built since those bylaws were in place would be ineligible. Exceptions will be considered on a case-by-case basis for applicants who reside in a building that was constructed later than August 31, 2021, if that municipality that does not already have an EV Ready bylaw.
- If a MURB, contain 3 or more self-contained residential units. Eligible MURBs may be multiple resident buildings or mixed-use buildings.

- If a MURB, be in the form of condominiums, rental apartments, or housing co-ops.
- If a workplace, have a minimum of 5 employees that work primarily based on the premises.
- Have dedicated parking for residents or employees, and if a MURB the incentivized charging stations must be accessible to the use of existing or future residents of the MURB, and if a workplace the incentivized charging stations must be for employee use only during working hours.

e) Eligible Costs

EV charging solutions services are provided free of charge to eligible participants, up to a maximum of five hours of total EV Advisor time. For services totaling more than five hours, additional EV Advisor services can be provided at rates defined by the Program.

f) Requesting an EV Charging Station Advisor

To request the assistance of an EV Charging Station Advisor please email evadvisor@pluginbc.ca and the EV Charging Advisor will follow up with you.

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.

Appendix A: EV Ready Program - Charging Performance Minimum Guidelines

Purpose of the Guidelines

Performance guidelines ensure adequate power is delivered to residential parking spaces for the purposes of EV charging. Without such performance guidelines, electrical designs may include excessive load sharing, resulting in insufficient power to provide an adequate rate of charging.

The following table outlines minimum charging performance guidelines.

Annual Distance in Kilometers	9,125	12,775	16,425	21,900
Daily Kilometers Travelled	25	35	45	60
Breaker Amperage	Maximum number of EVSE per circuit	Maximum number of EVSE per circuit	Maximum number of EVSE per circuit	Maximum number of EVSE per circuit
20	3	1	0	0
30	7	4	2	0
40	10	6	4	2
50	14	8	5	3
60	17	11	7	4
70	21	13	9	5
80	24	15	10	6
90	28	17	12	7
100	31	20	13	8
125	35	26	18	11
150	45	32	22	14
200	62	40	31	20

Variables Affecting Charging Performance That Should be Considered:

1. Distance travelled by vehicles.
2. Temperature – the climate where the MURB is located.
3. Demographics of the building residents (i.e., age, household sizes).
4. Topography where MURB is located – (e.g., mountains, hills, flat).
5. Size of vehicles in the building.