

Office of Energy and
Climate Change

Drive electric NSW EV destination charging grants



Funding guidelines – round one

May 2022





Published by Office of Energy and Climate Change, NSW Treasury

Title Drive electric NSW EV destination charging grants

Sub-title Funding guidelines –round one

First Published May 2022

EES 2022/0221

ISBN 978-1-922767-89-9

Office reference number DOC22/133685-1

Cover image Image courtesy of Destination NSW. Yamba Main beach, Yamba.

© State of New South Wales through Office of Energy and Climate Change - May 2022. You may copy, distribute, display, download and otherwise freely deal with this publication for any purpose provided you attribute the Office of Energy and Climate Change as the owner. However, you must obtain permission if you wish to charge others for access to the publication (other than at cost); include the publication in advertising or a product for sale; modify the publication; or republish the publication on a website. You may freely link to the publication on a departmental website.

Disclaimer The information contained in this publication is based on knowledge and understanding at the time of writing (April 2022) and may not be accurate, current or complete. The State of New South Wales (including the Office of Energy and Climate Change and NSW Treasury), the author and the publisher take no responsibility, and will accept no liability, for the accuracy, currency, reliability or correctness of any information included in the document (including material provided by third parties). Readers should make their own inquiries and rely on their own advice when making decisions related to material contained in this publication.

Contents

Introduction	5
NSW Electric Vehicle Strategy	6
EV destination charging grants snapshot	7
Site, application, and payment eligibility requirements	8
Types of EVs and EV chargers	9
Importance of EV charging at destinations	12
Visitor economy	13
Benefits of EV destination charging	13
Renewable energy	15
Funding details	16
Funding and timeframes	17
Funding breakdown	17
What the grants will co-fund	17
What the grants will not co-fund	17
EV charger installation	17
EV charger software	18
Eligibility	20
Eligible site requirements	21
Eligible application requirements	21
Eligible payment requirements	22
Eligible local government areas	23
Eligible destination types	25

[Applying for the grants](#) 28

Application process	29
Application assessment	31
Notification of assessment outcome	32

[Terms and conditions](#) 36

Late submissions	37
Applicant obligations	37
Funding payment	38
Insurance	40
Liability and indemnities	40
Provision of false or misleading information	40
Auditing	41
Application withdrawal	41
Disqualification of applicants	41
Suspension or cancellation of funding rounds	41
Governance, probity, and complaints	42
Branding	43
Disclosure of information and promotion	44

[Further information and support](#) 45

[References](#) 47

Glossary	48
Photo credits	50

An aerial photograph of a long, curved concrete bridge spanning a wide river. The bridge has a single lane in each direction, marked with white lines. A white car is driving on the bridge. The surrounding landscape is lush green with trees and rolling hills under a clear blue sky.

Introduction

The NSW Government is determined to take action on climate change while continuing to grow our economy. That is why the NSW Government has committed to reach net zero emissions by 2050 with a plan to achieve this by creating new jobs, reducing household costs, and attracting investment to NSW.

In 2021, the NSW Government launched the [NSW Electric Vehicle Strategy](#) to make NSW the easiest and most affordable place to buy and operate an electric vehicle (EV) in Australia.

The transport sector is currently the state's second-largest source of CO₂ emissions and is predicted to become the state's leading source of emissions by 2035. It was responsible for 22% of all NSW emissions in 2018, and 87% of these emissions were from road transport. Half of the road transport emissions came from passenger vehicles. Reducing transport emissions is therefore crucial to meeting our net zero target.

NSW Electric Vehicle Strategy

The Electric Vehicle Council's (EVC) Consumer Attitudes Survey (2021) found one of the biggest barriers to consumers purchasing plug-in EVs is range anxiety (battery charge), with 69% of respondents saying destination charging would encourage them to purchase a battery electric vehicle (BEV). More than two-thirds of respondents said the provision of public charging infrastructure was an important role for government.

Under the NSW Electric Vehicle Strategy, and in consultation with Transport for NSW, the Office of Energy and Climate Change, NSW Treasury has designed the Drive electric NSW

EV destination charging grants. These grants will invest \$20 million to roll out widespread, public EV charging infrastructure at visitor destinations across regional NSW.

The grants aim to:

- overcome range anxiety and help to create a world-class EV charging network
- support destinations across regional NSW to be EV-ready
- support the growth of the NSW visitor economy and the ability to cater for an increasing number of EV drivers.

This document establishes the guidelines for the first funding round of the EV destination charging grants, which open in May 2022. The purpose of these guidelines is to provide rules and guidance to applicants looking to apply for co-funding to assist with the procurement and installation of an EV destination charger.

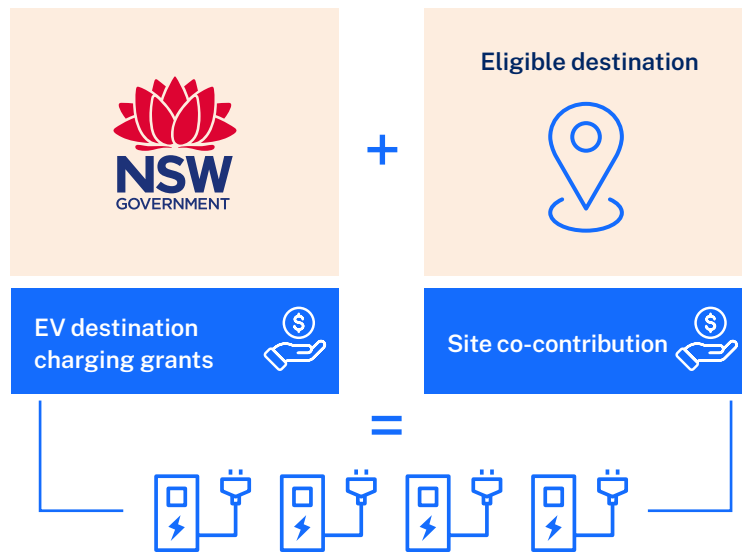
Potential applicants should read these guidelines along with the frequently asked questions (FAQ) and supporting resources provided at www.energysaver.nsw.gov.au/EVdestinationgrants.



EV destination charging grants snapshot

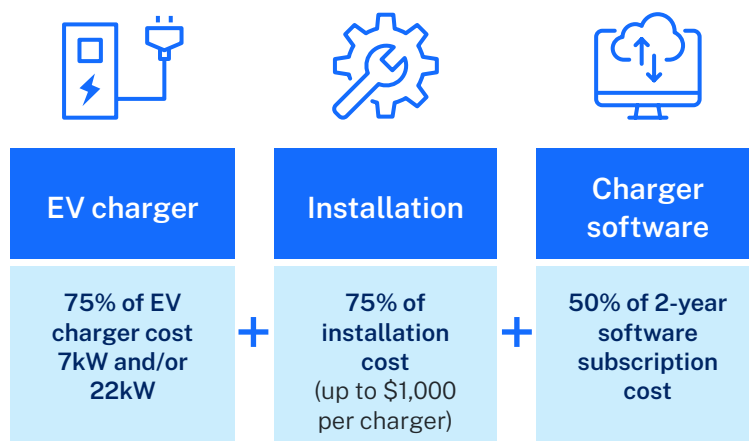
The grants

Provide co-funding towards the purchase and installation of EV chargers at eligible destinations in regional NSW.



See page 16 for further information.

What can be co-funded



See page 17 for further information.

Eligible destination categories



Accommodation



Attractions



Caravan, camping and holiday parks



Food and drink






Information services

See page 25 for further information.










Site, application, and payment eligibility requirements

Eligible site requirements

	Located in designated NSW LGA		Approved destination type		Site has no more than one existing EV charger installed
---	-------------------------------	---	---------------------------	---	---






See page 21 for further information.

Eligible application requirements

	Provide an Australian Business Number (ABN)		Provide electrical National Metering Identifier (NMI)		Commitment to operate and maintain the charger
	Approved EV charger and software		Written approval for leased / managed sites		Software if 3+ chargers or 100 or more parking spaces
	Commercial quote / licensed contractor		Photo of proposed charger(s) location		Publicly accessible off-street parking

See page 21 for further information.

Eligible payment requirements

	Charger positioned to service 2 parking spots		Charger location listed online		Invoice from licensed contractor
	Invoice from software provider (if applicable)		Photos of installation, location, and branding		

See page 22 for further information.



Types of EVs and EV chargers

There are various ways to charge an EV:

- a slower charge at home or work
- a faster charge when visiting a destination
- an even faster or ultra-fast charge at a dedicated charging station.

There are different types of plug-in EVs that could be visiting a destination to charge, both now and in the future (Figure 1). How fast a charge takes depends on how the car itself is configured and the type of charger used.

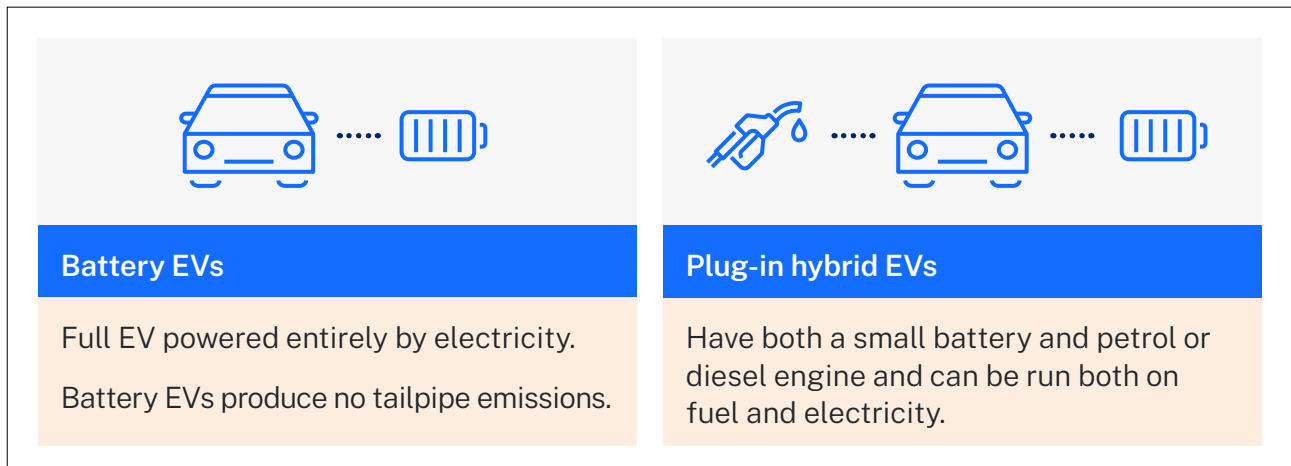


Figure 1 Types of EVs



Unlike petrol and diesel cars, the best practice for charging EVs is to top up the vehicle when convenient rather than discharging down to almost zero each time. Providing reliable and accessible charging infrastructure allows more drivers to confidently purchase an EV and travel throughout the state.

The different types of chargers currently on the market are shown in Figure 2. The grants will be co-funding Level 2 chargers.

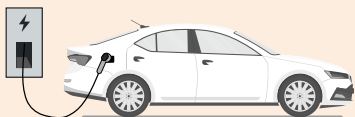
Types of EV chargers

Level 1



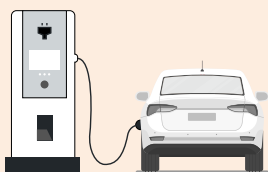
AC slow charging ranging from 1.4 kW to 2.4 kW AC charging capability. This is the same as plugging into a regular power point at home or work. Ten km to 20 km range is added after being plugged in for an hour, which is why it is usually only done overnight to recharge the vehicle by 100 km to 300 km.

Level 2



AC fast charging ranging from 7 kW to 22 kW AC charging capability. This is a dedicated charger with its own plug or socket. This is faster than a Level 1 charger. Typically, 40 km to 100 km of range per hour is added, dependent on each individual car configuration.

Level 3



DC fast charging is the fastest charging option, ranging from 25 kW to 350 kW DC fast charging capability. This level charger can add 150 km range per hour at the lower end and a full charge at highest charging speeds in 15 minutes (depending on the charger size and car technology).

Figure 2 Types of EV chargers



Importance of EV charging at destinations

Visitor economy

The term ‘visitor economy’ refers to the direct and indirect contributions to the economy resulting from a person (a visitor) travelling outside their normal place of residence. For the purpose of the grants, a destination is a location that supports the NSW visitor economy and can be publicly or privately owned.

Benefits of EV destination charging

The NSW Electric Vehicle Strategy will drive sales of EVs to more than 50% of new car sales by 2030–2031. Destination charging, along with fast charging infrastructure, are key elements in developing a world-class, state-wide public EV charging network.

Destination charging provides benefits for both the site host and the EV driver, including:

- **Acquiring new visitors:** EV drivers may consider destinations as stops to visit or final destinations because of the site’s available chargers. Drivers that also require charging along their journey and aren’t within the vicinity of an ultra-fast charger may choose to visit your location.
- **Enhanced visitor experience:** Providing a charger entices new visitors to a

destination and promotes the concept to existing patrons who may be looking to make the switch to an EV while continuing to visit their favourite destinations.

- **Improved travel planning:** EV drivers often plan and align their trips to visit locations where they can charge while enjoying attractions at, or near, that destination (Figure 3).
- **Length of visit:** EV drivers may stay longer at a particular location if charging is available, enabling destinations to use this as an opportunity to improve their visitor offerings.
- **Promotion of destinations:** EV drivers use a few different methods to determine where EV chargers are located. These include general online maps, online EV charging location maps, vehicle dashboard interfaces, EV charger apps, and word of mouth, all of which help to enhance a destination’s visibility.

Providing a seamless charging experience to customers will help attract more EV drivers to a destination. In the EV driving community, sharing their charging experience via word of mouth or by rating and reviewing their experience through online platforms can help to promote locations that provide an enjoyable charging experience.



Figure 3 Travel planning with an EV

Examples of the driving range that could be added to an EV when plugged into a destination charger are shown in Figure 4 below. Further information on providing a positive destination charging experience for EV drivers can also be found at energysaver.nsw.gov.au/EVdestinationgrants.


 Example destination	 Coffee	 Winery	 Museum	 Restaurant dinner	 Trip to the zoo	 Overnight accommodation
Example dwell time	10 min	1 hr	1.5 hr	2 hr	5 hr	12 hr
Average driving range added from a 7 kW charger	7 km	40 km	60 kms	80 km	200 km	Full charge
Average driving range added from a 22 kW charger*	6 km – 22 km	40 km – 130 km	60 km – 198 km	80 km – 260 km	200 km – full charge	Full charge
*Range added is dependant on the individual car's charging capability. Not all EVs can charge at 22kW AC.						

Figure 4 Average range provided by 7 kW AC and 22 kW AC EV destination chargers

Renewable energy

Compared to a petrol or diesel vehicle, hybrid EVs have significantly less tailpipe emissions, while BEVs have zero tailpipe emissions. Despite the significant improvement over petrol or diesel vehicles, charging any EV without renewable energy means emissions are still produced by the electricity generated to charge the vehicle. While grid-sourced electricity creates lower emissions than liquid fuels, an EV charger powered by electricity produced from renewable sources greatly reduces emissions (if driving a hybrid) or eliminates them entirely (if driving a BEV).

Destination sites can power EV chargers with renewable energy in a few different ways, including:

- installing solar panels
- purchasing certified GreenPower (if renewables are not on-site).

Using renewables to power entire sites and/or EV chargers helps reduce ongoing electricity costs and lowers emissions. It may also have additional benefits, such as attracting EV drivers and increasing brand awareness within the EV and wider community. While powering a charger from renewable energy is a preferred approach, it is not a requirement for owning and operating an EV destination charger supported by the grants.

What is GreenPower?

GreenPower is government accredited renewable energy that can be purchased through most electricity retailers in Australia. It's a great alternative if you want to use renewable energy at your home or business, but don't have the infrastructure at your site.

Visit www.greenpower.gov.au for more information.





Funding details

Funding and timeframes

The NSW Government will deliver the EV destination charging grants to regional NSW across separate funding rounds between 2022 and 2024. A total of AUD \$20 m of grant funding is available, with AUD \$7 m available in round one.

The grants will help co-fund the purchase and installation of select EV chargers and a 2-year software subscription for each charger installed. The funds are designed to support owners and operators ready and willing to support EVs at destination sites both now and in the future.

NOTE: The total funding amount and timeframes for the grants may change at the discretion of the office.

Funding breakdown

The office will fund up to:

- 75% towards the cost of an eligible EV charger(s).
- 75% towards the cost of EV charger installation (capped at \$1,000 per charger).
- 50% towards an eligible EV charger software subscription for 2 years.

What the grants will co-fund

- Sites located within regional NSW and on the list of [eligible destination types](#).
- The purchase and installation of 7 kW and/or 22 kW EV charger(s) listed on the [EV destination charger list](#).
- A maximum of 4 chargers per site.
- A 2-year EV charger software subscription from the [EV charger software list](#).

What the grants will not co-fund

- Grants application costs.
- Destinations that do not meet the eligibility criteria.
- Feasibility studies, business case development or council approval costs (if required).
- Chargers that have already been purchased and/or installed.
- Chargers not listed on the [EV destination charger list](#).
- Software subscriptions not listed on the [EV charger software list](#).
- Additional charger cables (EV drivers typically carry their own).
- Ongoing costs to operate or maintain charger(s).
- Internet costs.
- Electricity costs.
- Salaries or staffing expenses.
- Promotion or marketing costs.

EV charger installation

The cost to install an EV charger varies depending on the site location and configuration. It is important to speak to a licensed electrical contractor to understand the installation costs. The cost of each of the eligible EV chargers that can be funded under the grants are outlined in the [EV destination charger list](#). The percentage of government co-funding is based on the manufacturer's suggested retail price (MSRP) of each charger.

Note: The grants can contribute 75% towards the cost of installation, however, this funding is capped at \$1,000 per charger.

EV charger software

The EV destination charging grants allows co-funding for EV charging software subscriptions from the [EV charger software list](#). This software is integral to leveraging the smart capabilities of the chargers. The cost of all eligible EV charger software that can be funded under the grants are outlined in the [EV charger software list](#). The percentage of government co-funding is based on each supplier's annual subscription price and is based on a 2-year subscription.

All chargers available on the list have smart capabilities to support charger functionality, data collection, and a growing interconnected charging network. This means each charger can

connect to cloud-based software that benefits both the EV charger owner and EV drivers.

A software subscription helps EV charger owners to 'switch on' any smart capabilities within that charger. The inclusion of software provides a range of benefits for both EV charger owners and EV drivers, including understanding when and how their chargers are being used, managing energy use and charger performance, detecting any issues requiring maintenance, and managing payment or promoting free charging.

The software subscription may also increase visitation by allowing EV drivers to discover EV charger locations, availability, costs and make payments for charging sessions.

Software subscription requirements

Applicants that meet either of the following conditions must purchase a co-funded 2-year software subscription offered under the grants for all co-funded chargers:

- install 3 or more co-funded chargers
- is a destination with 100 or more car parking spaces.

The NSW Government will contribute 50% of the cost for the 2-year period. After this period, charger owners can decide to continue with the total cost of the subscription. Destinations that meet the criteria for the inclusion of software must have a reliable internet connection in place.

Note: Applicants that don't meet the mandatory software requirement can still apply for a co-funded software subscription and access all the benefits associated with a 2-year co-funded EV charger subscription. However, buying a subscription for these sites is voluntary and not a requirement under the grants.

It is a condition of co-funding the software that the NSW Government receive

de-identified data from each charger for the 2-year co-funded period. De-identified data will be remotely collected from each software provider and sent to the NSW Government's Open Data Hub at opendata.transport.nsw.gov.au.

The NSW Government's Open Data Hub provides an extensive, openly accessible catalogue of NSW transport data that can be used by the public, app developers and researchers. No personal or proprietary information will be collected through this process, only charger utilisation information. This data will be used to help the NSW Government, researchers and industry better understand and plan for the growing EV charging network. Following the 2-year software co-funding period, applicants will have the opportunity to opt-out of data collection from their co-funded EV charger(s) by the NSW Government. Data will still be accessible for charger owners.

Chargers that are co-funded, but do not include a software subscription, will not provide data to the NSW Government.

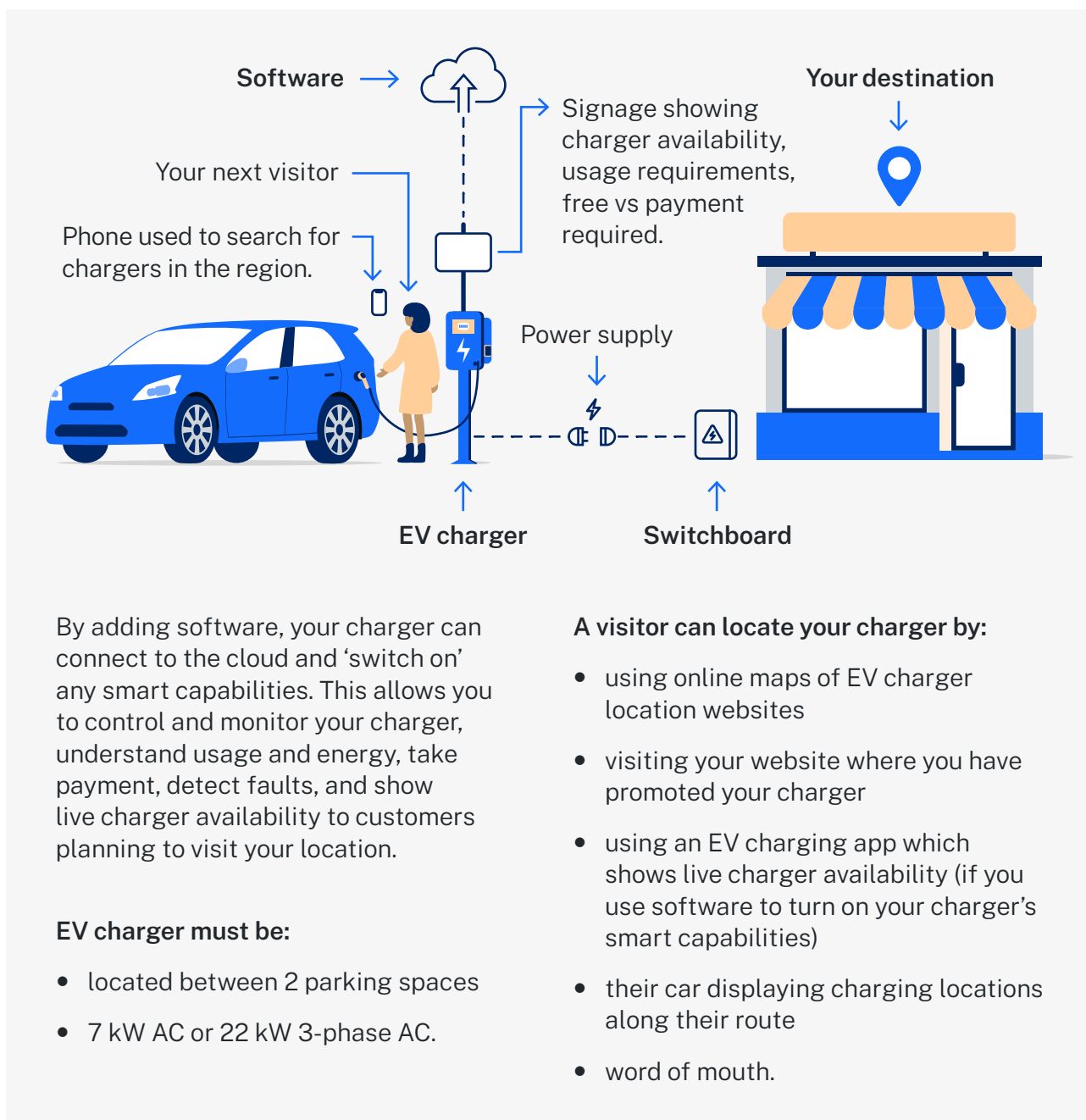


Figure 5 Destination charging experience



Eligibility

Eligible site requirements

To be eligible to apply for co-funding, applicants must meet the following eligibility requirements:

- site(s) located in a designated NSW local government area
- site(s) is a specified destination type(s) (either publicly and privately owned/operated)
- site(s) has no more than one existing EV charger.

Eligible application requirements

More than one proposed site can be included in each application, provided sites are owned or managed by the one applicant. The following important information is required at the point of application for each site:

- completed [pre-application checklist](#)
- an Australian Business Number (ABN)
- details of each site, including:
 - street address
 - destination type
 - National Meter Identifier (NMI)
 - priority (in the instance that not all sites in an application are approved)
- written consent from the property owner if operating the site through a lease agreement
- written consent from Crown Lands if operating the site on behalf of NSW Crown Lands

- a photo of the off-street parking location where your charger(s) would be installed
- a commercial quote for the purchase and installation of an approved [EV destination charger](#)
- a commercial quote for the purchase of a 2-year subscription for approved [EV charger software](#) when:
 - applying for 3 or more chargers
 - it is a destination with 100 or more car parking spaces
 - opting in for co-funded software, despite it not being a requirement for your site
- a declaration committing to ensure that each charger will:
 - be appropriately operated, maintained, and positioned to service 2 parking bays for the life of the charger
 - be accessible to the public
 - include the NSW Government branding decal
 - have location details published on at least one publicly available website or app.

The office may contact an applicant to seek clarification on information included in their application. Applicants need to resolve the matter with the office within the funding round window to ensure their application is assessed in time.

Eligible payment requirements

When providing evidence of successful EV charger installation, the following important information is required to be eligible for payment:

- a final invoice and certificate of compliance to prove a licensed electrical contractor installed the eligible EV charger at the approved site
- a final invoice showing the purchase of a 2-year EV charger software subscription (if required)
- photo evidence that each charger:
 - is operational and positioned to service 2 parking bays
 - is accessible to the public
 - includes NSW Government branding decal (installed per **branding guidelines**). This decal will be sent to applicants following notification of the assessment outcome
- evidence that the location details of each charger are published on at least one online public platform (this can be a confirmation email from an online maps platform or URL link to each specific charger location uploaded online).



Eligible local government areas

The NSW Government aims to co-fund destinations across all regional NSW and align EV charger coverage with current visitation patterns. Sites must be located in one of the NSW local government areas (LGAs) listed below.

Future rounds may be more targeted towards certain regions or destination types to ensure equitable charger coverage is achieved across the state and with consideration for future allocation of destination chargers.

The LGAs across NSW eligible for round one applications are outlined in table 1 below.

Albury City Council	Armidale Regional Council
Ballina Shire Council	Balranald Shire Council
Bathurst Regional Council	Bega Valley Shire Council
Bellingen Shire Council	Berrigan Shire Council
Bland Shire Council	Blayney Shire Council
Blue Mountains City Council	Bogan Shire Council
Bourke Shire Council	Brewarrina Shire Council
Broken Hill City Council	Byron Shire Council
Cabonne Council	Carrathool Shire Council
Central Coast Council	Central Darling Shire Council
Cessnock City Council	Clarence Valley Council
Cobar Shire Council	Coffs Harbour City Council
Coolamon Shire Council	Coonamble Shire Council
Cootamundra-Gundagai Regional Council	Cowra Shire Council
Dubbo Regional Council	Dungog Shire Council
Edward River Council	Eurobodalla Shire Council
Federation Council	Forbes Shire Council
Gilgandra Shire Council	Glen Innes Severn Council
Goulburn Mulwaree Council	Greater Hume Shire Council
Griffith City Council	Gunnedah Shire Council
Gwydir Shire Council	Hay Shire Council

Table 1 Eligible NSW LGAs for round one of the EV destination charging grants

Hilltops Council	Inverell Shire Council
Junee Shire Council	Kempsey Shire Council
Kiama Municipal Council	Kyogle Council
Lachlan Shire Council	Lake Macquarie City Council
Leeton Shire Council	Lismore City Council
Lithgow City Council	Liverpool Plains Shire Council
Lockhart Shire Council	Lord Howe Island (Unincorporated Area)
Maitland City Council	Mid-Coast Council
Mid-Western Regional Council	Moree Plains Shire Council
Murray River Council	Murrumbidgee Council
Muswellbrook Shire Council	Nambucca Valley Council
Narrabri Shire Council	Narrandera Shire Council
Narromine Shire Council	Oberon Council
Orange City Council	Parkes Shire Council
Port Macquarie-Hastings Council	Port Stephens Council
Queanbeyan-Palerang Regional Council	Richmond Valley Council
Shellharbour City Council	Shoalhaven City Council
Singleton Council	Snowy Monaro Regional Council
Snowy Valleys Council	Tamworth Regional Council
Temora Shire Council	Tenterfield Shire Council
Tweed Shire Council	Unincorporated Far West
Upper Hunter Shire Council	Upper Lachlan Shire Council
Uralla Shire Council	Wagga Wagga City Council
Walcha Council	Walgett Shire Council
Warren Shire Council	Warrumbungle Shire Council
Weddin Shire Council	Wentworth Shire Council
Wingecarribee Shire Council	Yass Valley Council

Table 1 Eligible NSW LGAs for round one of the EV destination charging grants (continued)

Eligible destination types

The destination types eligible to apply for round one co-funding are outlined in Table 2 below. Sites can be owned or operated by private entities, NSW Crown Lands, local government, or community groups.

Destination category	Eligible destination type	Definition
Accommodation	Short-term accommodation with 10 or more bedrooms	May include entire apartment blocks, backpackers and hostels, hotels, motels, bed and breakfast, resorts, retreats and lodges. Does not apply to dwellings that operate 9 rooms or less, or that can be partly or wholly used for residential accommodation purposes.
Attractions	Amusement and theme parks	A theme park, amusement park, water park or maze attraction is an enclosed area or site that provides a variety of experiences, amusements and services often relating to a particular theme. An admission fee usually applies.
	Entertainment venues	Entertainment venues include cinemas, clubs, casinos, theatres, performance centres, licensed clubs and nightclubs.
	Galleries, museums and collections	Galleries, museums, collections, interpretative and/or science centres listed here must be open with some regularity. They may be art houses, crafts or any collection of interest.
	Historical sites and heritage locations	A historic or heritage site is a location where pieces of political, military, cultural or social history have been preserved due to their heritage value.
	Landmarks and buildings	Landmarks and buildings listed here will be objects or features that are of interest to visitors. This type can include bridges, places of worship and lighthouses.
	Marinas, cruise terminals, and airports	Regional marinas, cruise terminals and airports utilised by leisure visitors.
	National parks and reserves	National parks and reserves are an area, piece of land, or body of water that is protected by the state for the enjoyment of the general public and/or the preservation of flora and fauna.

Table 2 Eligible destination types

Destination category	Eligible destination type	Definition
Attractions (continued)	Natural attractions	A natural attraction is one that has been created by nature and can be enjoyed by visitors to a destination, for example, beaches, lookouts, nature walks, waterfalls, state forests, rivers, lakes and dams.
	Observatories and planetariums	Observatories and planetarium facilities that are designed and equipped to observe astronomical phenomena or house an instrument(s) for projecting the positions of the planets onto a domed ceiling.
	Parks and gardens	Parks and gardens that are open to the public. They can vary in size and include botanic gardens, arboretums, display gardens and local parks.
	Shopping and markets	Retail shopping centres or arcades with a wide range of offerings. Other businesses must sell local/regional designer/handcrafted wares or goods specific to the area to be listed. Markets include food markets or farmers markets that have a permanent venue and regular opening days. Note: One-off pop-up markets are considered events, not attractions.
	Spas and retreats	Spas and retreats that may provide a variety of services for the purpose of improving health, beauty and relaxation through various treatments and activities, for example, day spas, wellness spas, health and wellness retreats.
		Sports and recreation facilities
Zoos, sanctuaries, aquariums and wildlife parks		These attractions maintain a collection of wild animals, usually in a park or gardens (or tank), for the study, conservation, and display for the general public.

Table 2 Eligible destination types (continued)

Destination category	Eligible destination type	Definition
Caravan, camping and holiday parks	Caravan, camping and holiday parks	Caravan, camping and holiday parks with shared amenities providing any of the following forms of accommodation or the space for cabins, tents, touring caravans, motor homes, caravans, holiday homes, chalets and bungalows. They may be with or without central entertainment and sports facilities, shops and restaurants.
Food and drink	Bars, restaurants and cafes	<p>Bars listed will sell beverage products as their primary offering. Suitable bars will be in locations suited to other leisure tourism activities or precincts.</p> <p>Restaurants and cafes offer dining, food, or beverages as their primary offering.</p> <p>NOTE: This does not include fast-food franchises.</p>
	Breweries	Breweries offer 'brewery or distillery related experiences or products' as their primary offering. Suitable businesses must have 'cellar doors' that are open to the public for tastings. Experiences must be suitable for visitors to the area, not just for locals.
	Wineries	Suitable wineries for this classification must have cellar doors that are open to the public for tastings. They offer 'wine' related experiences or products to the leisure tourism market.
Information services	Visitor information centres	Recognised visitor information centres offering information services in their region.
	Public libraries	Libraries that are accessible to the public

Table 2 Eligible destination types (continued)



Applying for the grants

Application process

Applications for round one must be made using the online grant management portal at energysaver.nsw.gov.au/EVdestinationgrants.

Refer to Table 3 below in regards to the application process. Applications for round one must be received by **5 pm Australian Eastern Standard Time, Friday 23 September 2022**.

Late applications or applications that do not meet the requirements of these guidelines will not be considered. A second round is under consideration for the fourth quarter of 2022.

To apply for co-funding:	
Pre-application checklist	Read these guidelines and complete the pre-application checklist . This checklist clarifies the eligibility requirements and highlights essential steps to take before applying.
Obtain a quote	Choose a selected EV charger and EV charging software (where required) for co-funding. Seek quote(s) to include in the application for the purchase and installation of the selected EV charger. This can be directly from the supplier or a licensed electrical contractor. Note: The number of quotes obtained is at the discretion of the applicant, however, only one quote can be submitted in the application.
Submit an application	Visit: energysaver.nsw.gov.au/EVdestinationgrants to begin the application. The online form requires applicants to complete their pre-application checklist as well as upload their quote(s), key information and supporting evidence for each proposed destination. If the information entered does not meet the eligibility criteria, applicants may not be able to submit their application until these requirements are met. All applications must be submitted by 5 pm Australian Eastern Standard Time, Friday 23 September 2022 and will be assessed within 6 weeks of submission.
Notification of assessment	Applicants will receive an email notification within 6 weeks of their submission date confirming the outcome of their application. Successful applicants can proceed with the purchase and installation of their approved EV charger(s), which is to be completed within 4-months* of notification of their application's success. Unsuccessful applicants will be notified during the same assessment period and advised that they may reapply in future rounds.
Installation and evidence for payment	Successful applicants familiarise themselves with the installation requirements set out in the grants guidelines and then proceed with the purchase of their charger and software (if required). Applicants must return to the grants platform within 4-months* of receiving their successful application notification, to submit a claim for payment. Applicants must read the grants guidelines to understand what evidence is required before submitting a claim for payment.

Table 3 Grant application process

* If your site has been affected by the 2022 floods, you will have 8-months to install your charger and request payment. This will be confirmed in your notification of assessment outcome email.



	Pre-application checklist	Grants open for 4-months* and are assessed on a rolling basis.
	Obtain a quote	
	Submit an application	
	Notification of assessment	Within 6 weeks of submission
	Installation and submit evidence for payment	Within 4-months* of application approval
	Evidence reviewed and notification of results	Notification received within 2-months of submission
	Payment	Within 4 weeks of successful notification.

Figure 6 Round one funding timeframes

* If your site has been affected by the 2022 floods, you will have 8-months to install your charger and request payment. This will be confirmed in your notification of assessment outcome email.

Application assessment

The office will assess applications as they are received. Applications are assessed on:

- the ability to meet all eligibility criteria
- provision of supporting documentation as requested
- their contribution to effective geographic coverage of EV chargers across regional NSW.

The office will review applications for completeness to confirm they meet the eligibility requirements outlined in these guidelines. Submitting a valid application does not guarantee the application will be successful. If an application does not meet eligibility requirements, it will not be considered further in the assessment process.

If multiple destinations propose EV chargers within the same region or locality, the office reserves the right to reject applications to ensure equitable geographic coverage is achieved across the state.



Notification of assessment outcome

Confirmation of application

Applicants that meet eligibility criteria and submit a completed application form will receive an email notification confirming the application has been received by the office for assessment. Applicants will be notified of the outcome within 6 weeks of their application submission.

Successful applicants

If successful, applicants will receive an email specifying:

- the approved site(s) (if more than one site included in application)
- the exact co-funding amount
- the due date being the 4-month timeframe that the EV charger(s) needs to be installed within (approved applications located in flood affected LGAs will receive 8-months to complete installation from the date of application approval)
- supporting documentation required to receive grant payment within the approved installation timeframe set out in the email notifying you of your application outcome (this may be 4-months or 8-months based on your LGA and recent flood impacts)
- next steps.

Successful applicants are directed to proceed to the next stage, where they can work with their nominated licensed electrical contractor to purchase and install each charger(s) within the 4-month or 8-month window set out in the notification email.

Once the EV charger(s) (and software, where applicable) is installed and operational, applicants must return to the grants application portal to provide evidence the work is complete to receive funding. This must take place within the 4-month or 8-month installation window.

Within 2 weeks of submitting the required evidence to the grants management platform, the office will notify applicants in writing and confirm their evidence has been accepted, or if required, will request further information. The office will process payment for successful applicants within 6 weeks of this confirmation email.

If evidence is deemed to not meet the requirements, the office will contact applicants to request further documentation or evidence. Payment will be withheld until applicants submit this required evidence.

Read the details outlined in the [terms and conditions](#) section of these guidelines for further details before applying.

Unsuccessful applicants

Unsuccessful applicants will receive an email advising that their application is unsuccessful on this occasion. Only one application can be submitted per funding round. However, if an applicant meets the eligibility criteria, they can re-apply for the grants during future funding rounds.

The office encourages unsuccessful applicants to continue to use the information provided in these guidelines to purchase and install an EV charger at destination sites outside of these grants.

Further information can be found at energysaver.nsw.gov.au/electricvehicles.

Application process examples

Below are 3 instances that illustrate the importance of following the process and how our supplementary information can assist destinations outside of the grants. If there are any questions or uncertainty about the process at any stage, please email destination.charging@environment.nsw.gov.au.

Example 1: Applying for multiple sites in one application

This example shows how applicants can bundle sites for assessment and the importance of reviewing successful notifications.


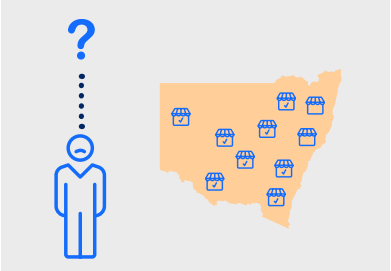

Eligibility	Application	Assessment
 <ul style="list-style-type: none"> • A hotel chain operator wants to install EV chargers at each of their 10 locations across NSW. • After reading the grant guideline eligibility requirements they realise that 2 of the 10 sites are not eligible as they are located in metro Sydney. • The other 8 sites meet all eligibility criteria outlined. • Owner is unsure if they can apply for all 8 sites in one application form. <ul style="list-style-type: none"> ✓ Approved destination site ✓ Eligible LGAs ✗ Not eligible (metro) 	 <ul style="list-style-type: none"> • After re-reading the grant guidelines the hotel chain discovers multiple sites can be applied for in a single application form. • This is on the basis the applicant owns or operates all sites, which are all registered under the same ABN. • The hotel’s application lists the number of EV chargers requested for each location, and the required evidence. <ul style="list-style-type: none"> ✓ Provides one ABN ✓ Provides NMI ✓ Provides a declaration from owner ✓ Max 4 EV charger per site 	 <ul style="list-style-type: none"> • NSW Government assesses application, and the hotel is approved for EV chargers at 6 of the 8 locations. • The 2 locations that were unsuccessful had already received a large number of EV charger applications which were already sufficiently allocated to those towns. • The hotel chain operator saw the overall benefits of EV charging, used the online guidance materials and paid to install EV chargers at the unsuccessful locations outside of the grants.

Figure 7 Application examples

Example 2: Application approved, but payment not granted

This example highlights the importance of installing the EV chargers as per the submission and using a licenced electrician as applicants risk grants payment not being provided.




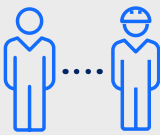


Eligibility	Installation	Evidence and payment
 	 	 
<ul style="list-style-type: none"> • A brewery owner located in Yass confirms their eligibility for grants after reading guidelines. • Nominates a 22kW EV charger from the approved list to be installed in their carpark. • Application is approved. <ul style="list-style-type: none"> ✓ Located in an eligible LGA ✓ Approved destination type ✓ Approved ABN ✓ Approved NMI ✓ Owns the destination site ✓ Provides a commercial quote for an EVSE on the prequalified list 	<ul style="list-style-type: none"> • Discovers friend also has an EV charger installed at their site. • Decides to purchase the EV charger friend has, rather than the one nominated on the approved application. • Friend is also an amateur handyman and will install EV charger for free. 	<ul style="list-style-type: none"> • After the EV charger is installed, the owner submits evidence for payment. • NSW Government assess the evidence. • Owner is informed they will not receive payment, as the EV charger installed was not on the list and was not installed by a licenced electrical contractor. • The brewery will not receive payment and their installation is not compliant and poses a significant safety risk. <ul style="list-style-type: none"> ✗ Non-funded EV charger installed ✗ Installed without a licenced electrical contractor

Figure 7 Application examples (continued)

Example 3: Located in metro NSW

This example illustrates how even if not eligible to apply, the resources available are still advantageous to assist with installation of an EV charger.


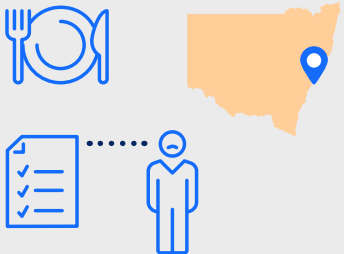
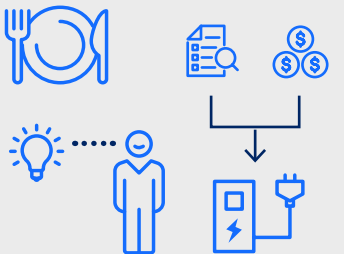
Eligibility	Research	Installation
		
<ul style="list-style-type: none"> • Restaurant owner hears about the grants. • Wants to install 2 EV chargers in their carpark for patrons. • Often have high visitation rate from tourists. • Already regularly visited by EV drivers. • Located in the heart of Sydney’s CBD. ✗ Located in metro LGA ✓ Approved destination type ✓ Provides ABN ✓ Provides NMI ✓ Provides a commercial quote for an EVSE on the prequalified list ✓ Provides a declaration 	<ul style="list-style-type: none"> • After reading grant guidelines, the restaurant owner realises they are not in an eligible LGA. ✗ Site must be located in an eligible LGA 	<ul style="list-style-type: none"> • Restaurant owner has the budget for EV chargers. • Not sure which EV chargers are best suited to their operation. • Discover there is a list of approved EV chargers that the grants will fund and other guidance documents available online. • Follow the steps outlined for grant applicants to purchase and install EV chargers themselves, outside of the grants.

Figure 7 Application examples (continued)



Terms and conditions

General requirements

Applicants must carry out all activities associated with the EV destination charging grants including compliance with all eligibility requirements and timeframes outlined in these grants guidelines.

Applicant obligations

Applicants must:

- ensure co-funding is used only for the approved EV installation project
- ensure the co-funded EV charger(s) are purchased by the entity detailed as the applicant in the approved application
- ensure the co-funded EV charger(s) are installed at the locations specified in the approved application
- ensure the co-funded EV chargers are purchased, received and installed in line with usual industry practices and standards
- ensure the co-funded EV charger(s) are used to support the commercial or community-based operations of the applying entity as they relate to the [visitor economy](#) and in line with usual industry practices and standards
- ensure that the approved EV installation project is completed within the required timeframes specified in these guidelines
- comply with the reporting requirements set out in these guidelines
- comply with all Commonwealth, State and local government laws relevant to the project or the applicant's registration as an entity
- not provide misleading, false, or inaccurate information in or related to the application or project and notify the office immediately on becoming aware of any misleading, false or inaccurate information having been provided to the office
- provide the office with access to the sites where the applicant has installed chargers using the co-funding to enable the office to determine if the chargers are situated as specified in the approved application and are operational and accessible
- comply with all policies, guidelines, and reasonable directions the office provides.

Late submissions

The office will not accept applications after the application deadline. If the office should decide to extend the deadline, any extensions to the funding round will be published on the office's website at least 2 weeks before the current advertised closing date and time.

Funding payment

Conditions of payment

The office provides no guarantee that an application will be funded prior to undergoing the assessment process. No undertaking is given on the amount of individual or total grant monies that will be provided until an application has been assessed, and confirmation provided to an applicant that their application is successful.

For successful applications, the office will make a single payment on the condition that:

- procurement and installation have been performed to the satisfaction of the office within the 4-month or 8-month period following application approval (the specified window will be determined by the LGA your site is located in, and whether it was impacted by the 2022 floods)
- relevant software subscriptions have been purchased (where required)
- the office received a copy of the correctly rendered invoice detailing payment claimed and for the purchase and installation of each EV charger and any software subscription per the requirements in these guidelines, and the related application approved by the office for co-funding
- the office receives sufficient evidence of compliance with these guidelines, including a photo that clearly shows each EV charger installed in compliance with the requirements in these guidelines at the approved application address
- the office received the correct applicant bank details
- successful applicants are not in breach of any term of these guidelines.

Withholding, suspension and repayment

The office's obligation to make a payment may be reduced or suspended when applicants have:

- performed only part of the EV installation project works by the due date 4-months after successful application
- failed to provide sufficient evidence, so the office is not satisfied (acting reasonably) that all works have been finished by the due date
- provided information or made a representation during the application process, or as part of an audit carried out by the office, that is considered by the office, acting reasonably, to be inaccurate, misleading, deceptive, deceitful, or fraudulent, and where further information is needed to resolve discrepancies and apparent inconsistencies
- been identified as not having complied with these guidelines, but not limited to:
 - the EV charger not being purchased, received or installed as per the approved application
 - the EV charger software subscription has not been purchased and connected (where required)
 - using the EV charger not for its intended purpose of charging EVs
 - promoting on-site charging without the charger being connected and operational
 - the EV charger installed on a site not listed as an eligible destination type.

If the office withholds or suspends any payment, it is the responsibility of applicants to fix any non-compliance before future payments are considered.

Applicants must repay to the office any grant amounts received by the applicant as a result of misleading, false or inaccurate information or to which the applicant was not otherwise entitled.

Applicants must repay any grant overpayment, including payments determined by the office (in accordance with these guidelines) that the applicants were not entitled to receive, within 28 business days of a demand being sent by the office. Any grant repayments the office claims from the applicant will be a debt due and owing by the applicant.

The office may exclude applicants that fail to repay any grant overpayments from future funding rounds and future grants.

Goods and Services Tax (GST)

Unless otherwise defined in this agreement, words or expressions used in this clause have the same meaning as defined in the GST Law.

Grants provided by the NSW Government are classified as income, and tax may be payable by applicants. Applicants are responsible for investigating the tax structure and treatment related to their individual organisation. Any grant funding amount payable under the EV destination charging grants will be exclusive of GST.



Insurance

It is the responsibility of applicants to have and maintain appropriate insurance to cover any liability incurred in relation to the procurement, installation and operation of the co-funded EV charger and software, without limitation.

Liability and indemnities

Applicants whose applications are approved must indemnify, and keep indemnified, the office, the Crown in right of the State of New South Wales and their officers, employees and agents from, and against, any loss (including legal costs and expenses on a solicitor/own client basis) or liability incurred or suffered by, or made against, any of those indemnified arising directly or indirectly from any claim by any person as a result of, or in connection with:

- the funding or the EV installation project
- any unlawful or negligent act or omission by the applicant, the applicants' employees, or subcontractors in connection with the EV installation project
- any illness, injury, or death of any person in connection with the EV installation project, caused or contributed to by the applicant, the applicants' employees, or contractors
- any loss or damage to real or personal property in connection with the EV installation project, caused or contributed by the applicant, the applicants' employees, or contractors
- how an EV charger installed as part of the project is used
- any act or omission by the applicant, employees, or subcontractors in connection with the project that is in infringement of any intellectual property or privacy rights of the office or any third party.

The applicants' liability to indemnify the office does not exclude or reduce the liability of, or benefit to, a party that may arise by operation of the common law or statute. Additionally, the office is not responsible for the number of EV drivers that visit and use a destination charger and is not responsible for how each charger is used.

Provision of false or misleading information

The office takes fraud very seriously. It is an offence to provide false or misleading information to the office.

If applicants provide any information or make any representations that the office considers, or may be, inaccurate, intended to mislead, deceptive, deceitful, or otherwise fraudulent, the office may take the following actions against individuals or organisations acting as the applicant:

- refuse to consider applications by, or in any way related to, the applicant
- refuse to accept or consider related applications
- withdraw any related funding offer
- require the return of any payment received by the applicant
- report the matter to the NSW Police.

Auditing

Successful applicants may be subject to audits to confirm the:

- legitimacy of information provided in the application and ongoing information provided
- purchase, receipt, installation and operation of the charger(s)
- acceptable use of the charger(s).

Audits may happen at any time, with reasonable notice, and the office may contact relevant parties/authorities to confirm the above. If an audit reveals non-compliance, the office may take action against the applicant, as described under the provision of false or misleading information section above.

Application withdrawal

Applications may be withdrawn during a funding round. This requires the applicant to contact the office in writing at destination.charging@environment.nsw.gov.au to communicate the withdrawal request. Withdrawal of an eligible application will result in the cancellation of submission for that funding round. All withdrawn applications will become ineligible and will not be assessed further. Subsequent applications may be submitted in future funding rounds.

The office may cancel an eligible application on behalf of the applicant if:

- requested by the applicant in writing during the application and assessment process
- satisfied that the applicant is unable to withdraw the application during the application and assessment process due to a fault or malfunction relating to the grants management platform.

Disqualification of applicants

The office reserves the right to disqualify applicants from participating in funding rounds for an identified period. This may be done if the office believes on reasonable grounds that an applicant has engaged in misconduct relating to any part of the application or assessment process. In determining whether to disqualify an applicant, the office may consider whether the applicant has:

- breached any part of these guidelines
- breached a direction given by the office during the funding application process
- been involved in, or is suspected of, being involved in current, or in the future, conduct intended to affect the integrity of the process.

Suspension or cancellation of funding rounds

The office may suspend or cancel the funding round if it believes on reasonable grounds that the round cannot continue or be conducted in a fair and orderly manner.

The office may suspend or cancel the funding round at any time before publishing the outcome of the round. Any decision to suspend or cancel will be communicated to all applicants. The office will seek the advice of the probity adviser in making any such a decision in a fair and objective manner.

If a funding round is suspended, the office will either decide to continue or cancel the round. If the office is satisfied that a round can continue and be conducted in a fair and orderly manner, the round will continue. If a funding round is cancelled, it may be rescheduled, and the updated application dates will be published on the NSW Government websites.

Governance, probity, and complaints

Probity

The office consults with a probity advisory firm throughout the delivery of the grants. The grants delivery will also be guided by the following principles:

- treat all potential applicants with impartiality and fairness, with all participants having equitable opportunity to access and respond to information and advice
- use a fair assessment process to assess applications against eligibility criteria and geographic coverage
- maintain accountability and transparency of the process, assessing all applications in a systematic manner
- ensure confidentiality and security of all applicant information, including any intellectual property, proprietary and privacy issues
- identify and manage conflicts of interest before carrying out any work or as soon as they arise.

Conflicts of interest

The office will administer its conflict of interest procedures, including procedures for all office staff involved to declare their interests. All external advisers engaged by the office to assist in the assessment of an application are required to disclose any conflicts of interest they may have in relation to applicants and may be excluded from work if required under the office's conflict of interest procedure.

Potential applicants aware of any actual, apparent or potential conflicts of interest must advise the office before or when submitting an application. Applicants must comply with any directions from the office in the management of a conflict of interest.

Complaints

Complaints about the grants can be emailed to destination.charging@environment.nsw.gov.au.

Complaints will be reviewed by the office in the first instance. If the complaint cannot be resolved within 30 business days, the contact details of a nominated complaints and review officer will be provided to advise next steps. If the complaint is still not resolved satisfactorily, the NSW Ombudsman can be engaged for external review of the administrative actions of the office.

Branding

Charger brand and capabilities

All EV chargers that are supported by the grants are required to meet a series of key capabilities, including the ability to support the charging of any EV regardless of vehicle brand.

NSW Government branding

All chargers co-funded under the grants will be required to include NSW Government branding. This will be in the form of a sticker decal that is placed on the charger at the time of installation. Each successful applicant will receive their decal pack in the mail, which will include:

- the decal, instructions for positioning and installation on the charger
- instructions for taking a photo upon installation
- instructions for uploading proof of installation to the grants management platform. Each charger must have one decal installed.

The NSW Government will also make an online branding pack available for successful applicants to use on their website when promoting their newly installed EV charger.



Disclosure of information and promotion

Reporting and data sharing

Applicants agree to provide the required written and photographic evidence outlined by the office in these guidelines. Successful applicants that are eligible for a co-funded software subscription agree to provide the NSW Government with access to de-identified operational data from each co-funded EV charger for a 2-year period following installation (to be supplied by the software supplier).

Confidentiality and disclosure of information

The office may publish information of round results on NSW Government websites. Information contained in applications may also be shared with local councils and other state or Commonwealth Government agencies to seek clarification on an application or applicants.

The office may use de-identified application data in training materials, case studies, evaluations, and other portfolio purposes.

Unless otherwise stated, any commercial-in-confidence information provided by an applicant as part of, or in connection with, a registration, applications or negotiation process will be treated confidentially by the office.

The office may disclose commercial-in-confidence information provided by applicants to the following parties:

- the minister or minister's office
- the NSW Ombudsman and Audit Office of NSW

- office staff or advisers
- where authorised or required by law to be disclosed.

The office will otherwise only disclose commercial-in-confidence information provided by applicants with their expressed consent.

To understand how data is collected, stored, and protected when visiting NSW Government websites visit energysaver.nsw.gov.au/privacy.

Publicity and acknowledgement

The office may ask successful applicants to contribute information on EV charger installation project outcomes for use in program evaluation or in NSW Government communication materials. Successful applicants are obliged to participate in joint media events with NSW Government if and when required.

NOTE: While not all successful applicants will be required to do so, all applicants should be prepared to participate in a launch event or other type of promotional media event if requested.

Following the successful award of all grants funding, the office will develop and promote a series of EV drives across the state that are well serviced by EV charging. Applicants will have an opportunity to indicate interest in supporting these future activities in the application form.



Further
information

Further information and support

Further information can be accessed through energysaver.nsw.gov.au/electricvehicles.

Clarification questions or queries in relation to these guidelines, the application process and the EV destination charging grants can be emailed to the office at destination.charging@environment.nsw.gov.au.

Note: This mailbox is monitored during business hours. During open funding rounds, we will monitor more frequently to ensure any application enquiries are resolved. Staff will aim to respond to all enquiries within 3 business days.

The office, in response to any question raised by a potential applicant that is deemed to be public, may upload information onto the frequently asked questions (FAQ) page at energysaver.nsw.gov.au/EVdestinationgrants. The office will not publicise details of the applicant organisation that has asked the question.





References

Glossary

Applicant: An eligible organisation that applies for grant co-funding under the EV destination charging grants.

Application: An application for co-funding from the office's EV destination charging grants.

Battery electric vehicle (BEV): A vehicle that is fully electric and powered by an electric drive train. BEVs do not include plug-in hybrid or hybrid vehicles.

Charging network: A charging infrastructure system made up of multiple charging stations for the purpose of providing recharging at convenient locations.

Co-fund: Financial support for successful project(s) under the EV destination charging grants, provided by the NSW Government and an applicant.

Conflict of interest: 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.

Destination: A publicly or privately owned location that supports the NSW visitor economy.

Electric vehicle (EV): For the purpose of these guidelines, electric vehicle refers to battery electric vehicle (BEV) and fuel cell electric vehicle (FCEV).

Electric vehicle service equipment (EVSE): A unit of fuelling infrastructure that supplies electric energy for the recharging of electric vehicles, such as BEVs. It is usually the unit that sits outside the vehicle on the wall or ground.

Eligibility criteria: The eligibility criteria for applications set out in these guidelines.

EV charging software: Cloud-based software that an EV charger can use to enable use of the smart features available within the charger.

Funding cap: The maximum amount of co-funding a successful applicant may receive from the NSW Government.

Grants: The EV destination charging grants.

Grants management platform (GMP): The online platform used to administer the EV destination charging grants.

GST: Goods and services tax imposed by A New Tax System (Goods and Services Tax) Act 1999 (Cth) as amended or varied.

GST law: A New Tax System (Goods and Services Tax) Act 1999 (Cth) as amended or varied.

Guidelines: This current document, being the approved framework for the operation and administration of the EV destination charging grants which may be amended and updated by the office.

kW (kilowatt): Refers to 1,000 watts and used as a unit of measurement to express the output of power, such as for EV electric motors.

Manufacturer: Any entity who manufactures a product or has a product designed or manufactured and markets that product under its name or trademark.

Minister: Refers to the relevant minister that has responsibilities to implement the NSW Electric Vehicle Strategy.

MSRP: Manufacturer's suggested retail price.

NMI: National Meter Identifier.

NSW: The State of New South Wales.

Network: Unless stated otherwise, the electricity system operated by either a distribution network service provider or a transmission network service provider.

OEM: Original equipment manufacturer, in reference to either a vehicle manufacturer or the manufacturer of an EV charger.

Office: The office responsible for the administration of the EV destination charging grants, which at the time of publishing of these guidelines is the Office of Energy and Climate Change within NSW Treasury.

Site: The address at which an eligible applicant proposes to install a grants funded EV charger.

Smart chargers: Chargers that share data connections with the vehicle being charged and a charging operator.

Terms and conditions: The requirements set out in these guidelines acting as a contract between the office and applicants for the grants.

Visitor economy: The direct and indirect contributions to the economy resulting from a person (a visitor) travelling outside their normal place of residence.

You: The applicant as a representative of an organisation participating under the grants.

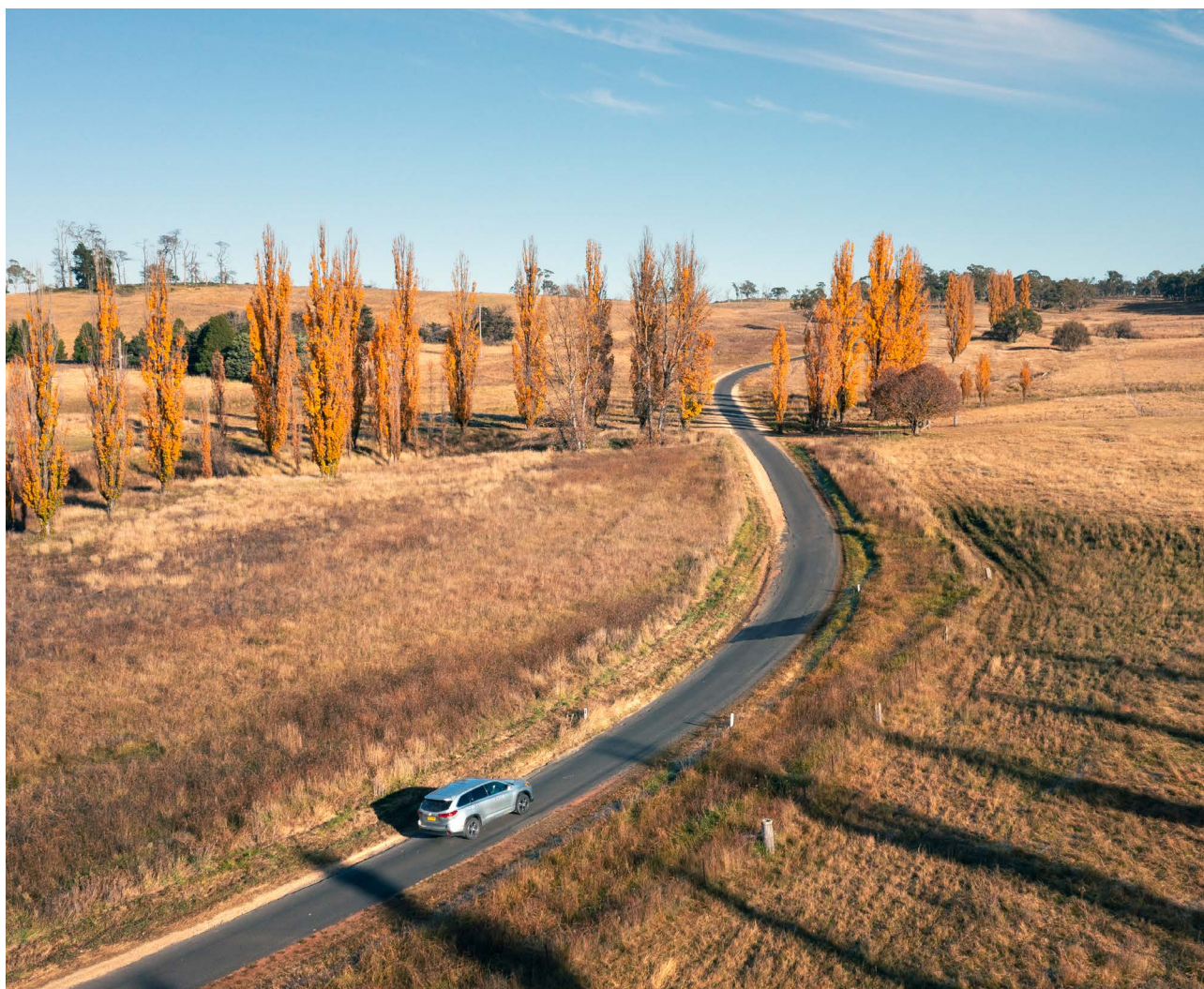


Photo credits

Cover image – Image courtesy of Destination NSW. Scenic bushland drive to Yamba Main Beach, Yamba, Northern Rivers Tropical NSW.

Page 2 – Image courtesy of Destination NSW. Family holidays on the Clyde River Nelligen, South Coast NSW.

Page 5 – Image courtesy of Destination NSW. Car travelling through the Gloucester countryside on the Barrington Coast, North Coast NSW.

Page 6 – Image courtesy of Destination NSW. Aerial overlooking a car driving through the countryside near Tamworth, New England North West.

Page 10 – Image courtesy of Destination NSW. Aerial overlooking the property at Great Lakes Paddocks, Wootton, North Coast NSW.

Page 11 – Image courtesy of Alexandra Adoncello. Scenic road trip along Alpine Way, Thredbo in the Snowy Mountains.

Page 16 – Image courtesy of Destination NSW. Poplar-lined country road in the village of Glencoe, south of Glen Innes, New England North West.

Page 20 – Image courtesy of Destination NSW. Scenic country road winding through Cudgong near Lake Windamere, Central NSW.

Page 22 – Image courtesy of Destination NSW. Sculpture on public display in the Walcha Open Air Gallery, New England North West.

Page 28 – Image courtesy of Destination NSW. Car travelling through the Gloucester countryside on the Barrington Coast, North Coast NSW.

Page 31 – Image courtesy of Destination NSW. Unique castle accommodation at Ridge Castle, Lightning Ridge, Outback NSW.

Page 36 – Image courtesy of Destination NSW. Couple taking a break from driving and enjoying the scenic landscapes along Thunderbolts Way on the Barrington Coast, North Coast NSW.

Page 39 – Image courtesy of Destination NSW. The Great Western Hotel on the corner of Barrier Highway and Linsley Street, Cobar, Outback NSW.

Page 43 – Image courtesy of Destination NSW. Scenic country road winding through Cudgong near Lake Windamere, Central NSW.

Page 45 – Image courtesy of Destination NSW. Façade of the Orange Regional Museum and Visitor Information Centre, Central NSW.

Page 46 – Image courtesy of Destination NSW. Family walking out the front of the Albury Visitor Information Centre located in the historic Railway Precinct, Albury, The Murray.

Page 47 – Image courtesy of Destination NSW. Car arriving at Logan Wines, Apple Tree Flat near Mudgee, Central NSW.

Page 49 – Image courtesy of Destination NSW. Car travelling through the countryside near Gostwyk, New England North West.

Drive electric NSW
EV destination
charging grants



For more information

www.energysaver.nsw.gov.au/EVdestinationgrants

destination.charging@environment.nsw.gov.au