

ARENA

# **FUTURE FUELS FUND ROUND 1: PUBLIC BATTERY ELECTRIC VEHICLE FAST CHARGING INFRASTRUCTURE**

FAQ

FEBRUARY 2021



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# FAQS

This document contains frequently asked questions (FAQ) regarding the Future Fuels Fund Round 1 (Round 1). ARENA will update this FAQ list as the Future Fuels Fund Round 1 progresses. Please refer to the Future Fuels Fund Round 1 Guidelines for further details.

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## APPLICANTS

### **Can my organisation apply for funding?**

To be eligible for funding, your organisation must hold an Australian Business Number (ABN) and be either:

- a. an Australian entity incorporated under the Corporation Act 2001 (Cth) or an Australia.
- b. an Australian State or Territory owned corporation or a subsidiary of an Australian state or territory owned corporation; or
- c. an Australian local government or council.

Research institutions such as Universities are not eligible to apply for funding however may partner with an eligible Applicant.

Australian local governments or councils are eligible to apply, however the objective of Round 1 is to maximise the number and spread of Fast Charging Stations across each Geographic Zone. A local government or council would need to ensure it is addressing fast charging blackspots across the entire Geographic Zone (not just its local government area) in order to be considered high merit.

There is no limitation on local governments or councils acting as a project partner on one or more applications.

### **Does success in Round 1 jeopardize an Applicant's potential to receive funding in future rounds?**

The outcome of an assessment of an application in Round 1 will not be taken into consideration in the assessment of future rounds. A successful Applicant in Round 1 would not be excluded or assessed more or less favourably in future rounds.

### **Can my organisation submit an application for more than one Geographic Zone?**

Yes, you may submit an application for each of the Geographic Zones. However, if you submit an application for more than one Geographic Zone you must be able to demonstrate that you have, or will be able to access, sufficient resources to complete the installations of all Fast Charging Stations within the two year time frame (following execution of the Funding Agreement).

### **Can my organisation combine Applications for more than one Geographic Zone?**

No, each Geographic Zone requires its own application. This is critical for a fair assessment process. In addition, each application must be wholly self-contained and must not include cross references to other Applications.

### **Can I duplicate my application form for multiple Geographic Zones?**

Yes, ARENA's application system ARENANet has a copy function which enables you to duplicate application information across multiple forms. Once duplicated, simply amend the necessary fields to fit the Geographic Zone you are applying for. Be sure to change the title of your application each time to avoid confusion. See the Future Fuels Fund website for a step by step guide on how to copy application forms in ARENANet.

### **Can an Applicant submit an application for a Geographic Zone and also partner on an application for the same Geographic Zone?**

Yes, organisations are allowed to be Lead Applicant on an application for a Geographic Zone and also partner on an application for the same Geographic Zone. However, ARENA may consider the benefit to the broader portfolio when assessing Applications from similar parties. If you intend to be part of more than one application you must be able to justify that you will have, or be able to allocate, sufficient resources to all of the Applications should they be successful.

### **Can project partners be from overseas?**

Yes. However, consistent with the eligibility criteria, no ARENA funds can be spent overseas except if being used to purchase equipment.

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## **PROJECTS**

### **What are the objectives of Round 1?**

Round 1 of the Future Fuels Fund is targeting Projects which:

- a. **Expand the Australian fast charging network** - deliver a material increase in the amount of Battery Electric Vehicles (BEV) fast charging infrastructure available to consumers in Australia.
- b. **Reduce Blackspots** - maximise the spread of fast charging infrastructure across metropolitan Australia to reduce blackspots and provide more Australians with convenient recharging options.

### **Do I need to address both objectives in my application?**

While it is not mandatory to address both objectives, Projects which provide Fast Charging Network designs that address both objectives may be considered of higher merit. Merit Criterion A is focused on assessing how Projects meet the Round 1 objectives. Please refer to the Future Fuels Fund Round 1 Guidelines for further details.

### **What type of Projects are eligible?**

This Round is open to Projects that meet all of the following requirements:

- > Involve the construction of a network of Fast Charging Stations.
  - > Each Fast Charging Station must have at least two designated charging bays for BEVs.
  - > Each Fast Charging Station must have sufficient space to be able to accommodate at least two cars charging concurrently at 50kW or above.
- > Include at a minimum in the design of each Fast Charging Station:
  - > Designated car parks for two (or more) BEVs with lane markings.
  - > Appropriate lighting to enable safe charging at night.
- > Utilise plug types at the Fast Charging Stations which are in accordance with the Federal Chamber of Automotive Industries (FCAI) [technical statement](#) and / or codes of practice.
- > Only include Fast Charging Stations located within a single Geographic Zone (see *Table 1 and Appendix B of the Future Fuels Fund Round 1 Guidelines for zoning*).
- > Requests the available ARENA grant amount for the Geographic Zone the application is referencing, as specified in Table 1 of the Future Fuels Fund Round 1 Guidelines.
- > Include installation of at least the minimum number of Fast Charging Stations in the Satellite Areas of the Geographic Zone chosen.
- > Source renewable energy or green certificates to cover the electricity usage required in all Fast Charging Stations proposed.
- > Develops new Fast Charging Stations only.
- > Will not restrict public access or general use of the Fast Charging Station.
- > Complete all installation and commissioning activities within two years of executing the Funding Agreement with ARENA.

> Comply with all relevant legislation and regulatory requirements.

### **What is a Fast Charging Station?**

A Fast Charging Station is a publicly accessible location that can charge a BEV at 50 kW or above. For a Fast Charging Station to be eligible under Round 1, it must be capable of charging two cars concurrently at 50 kW or above. To clarify, examples of eligible Fast Charging Station configurations may include but are not limited to:

- > 1 x 100 kW dual-port charger.
- > 2 x 50 kW single-port charger.
- > 2 x 50 kW dual-port chargers.

In cases of dual port chargers, ARENA will consider the Fast Charging Station eligible as long as two cars can charge at 50kW simultaneously. Fast Charging Stations will still be eligible if the charge capacity drops below 50kW when three or more cars are charging simultaneously, such as instances when three cars are accessing two 50kW dual port chargers.

Projects will be considered eligible if they co-locate a Fast Charging Station in a location with existing charging infrastructure, as long as the existing chargers have a BEV charging capacity that is less than 50kW.

To be eligible all Fast Charging Stations must include space for two cars to park and sufficient lighting to enable charging at night.

Fast Charging Sites that have already been constructed, committed or announced are not eligible under Round 1.

### **Are there any requirements for the site-specific locations of Fast Chargers? For example, if there are 2 x 50kW single-port chargers, do they have to be next to one another?**

ARENA only requires that each site is capable of charging two BEVs at the same time at 50kW or above and that each site has parking and lighting sufficient for two vehicles. Outside of these requirements, ARENA does not have any other specific location requirements for the individual Fast Charging Station sites. The design of each site should take into consideration the customer experience and technical requirements of the site.

If you choose to install more than one fast charger on a particular site, it is up to the Applicant where these are located and how they are configured. If you decide to separate two or more fast chargers, then these should be located close enough, that acting reasonably, it would be determined that the fast chargers are within the one site, for example two fast chargers, 50m apart, within the one complex carpark. Another example could be two fast chargers, within close proximity, on either side of a road.

If it is deemed that the two fast chargers are too far away to reasonably constitute a Fast Charging Station, this may be reflected in the merit of an Application.

### **Are there any requirements for the make or model of Fast Charging infrastructure that needs to be installed?**

Applicants can choose any make or model they prefer as long as it meets the eligibility requirements. To be eligible, Applicants need to demonstrate that the Fast Charging infrastructure can charge two cars simultaneously at 50kW or above. All plug types must comply with the Federal Chamber of Automotive Industries technical statements and/or codes of practice. Installation practices need to comply with any relevant state and/or federal regulations.

### **Do Fast Charging Stations only need to be able to charge using both CHAdeMO and CSS-2 protocols at the same time, or do they need to support charging of two BEVs simultaneously on each charging protocol (e.g. two BEVs simultaneously charging on CHAdeMO)?**

For your Project to be eligible, ARENA requires that all Fast Charging Stations must utilise plug types which are in accordance with the Federal Chamber of Automotive Industries (FCAI) technical statements and / or codes of practice. This means that all Fast Charging Stations must be capable of

charging BEVs under both DC charging protocols, i.e. both IEC 62196-3 Configuration AA (CHAdeMO) and IEC 62196-3 Configuration FF (CCS-2).

However, ARENA does not require that all Fast Charging Stations can charge two BEVs simultaneously under the same DC charging protocol. ARENA's requirement is only that both charging protocols are available at all Fast Charging Stations (i.e. at least one CHAdeMO plug and at least one CCS-2 plug). Applicants should also keep in mind that their Applications will be assessed through the Merit Criteria. In particular, assessment under Merit Criteria C considers the quality and appropriateness of the hardware solution as well as Applicants' plans to provide a satisfactory consumer experience.

### **What is a Geographic Zone?**

The full definition of Geographic Zones including maps of the eligible areas are listed in Appendix B of the Future Fuels Fund Round 1 Guidelines. They include:

- > Sydney, Wollongong, Central Coast and Newcastle regions
- > Melbourne and Geelong regions
- > Brisbane, Gold Coast and Sunshine Coast regions
- > Perth
- > Adelaide
- > Canberra
- > Hobart
- > Darwin

### **What is a Satellite Area?**

A Satellite Area are the non-capital city regions specified above. All Satellite Areas have a minimum installation requirement of at least 2 Fast Charging Stations per Application. A full list of the Satellite Areas is available in Table 1 of the Future Fuels Fund Round 1 Guidelines. Applications for Geographic Zones that include Satellite Areas must meet the minimum requirements for installations in order to be considered eligible for assessment.

### **Is there flexibility in applying the SUA zones within applications?**

No, ARENA has committed to using the SUA zones.

### **What happens if a proposed site becomes unavailable after a Project is selected to receive ARENA funding?**

If an Applicant is unable to progress a Fast Charging Station within the permitted 3km radius of its nominated location (through no fault of its own), ARENA will work with the Recipient, through its variation policy, to agree to a new Fast Charging Station location that ensures the same or greater geographic coverage is achieved.

### **How is the 5 km separation between Fast Charging Stations applied in high density areas?**

The measure is applied in the same manner in low or high density areas. Fast Charging Stations are required to be at least 5km apart by driving distance, when considering the shortest route available (in both directions). The 5km measure was determined with consideration for high density areas and is intended to promote higher geographic spread.

**Renewable energy includes** electricity generated from primary renewable sources such as solar PV, wind, hydro, bioenergy, solar thermal, or geothermal. Electricity can be generated from sources either on or off site (or both). Off site renewable energy can be demonstrated through purchasing Green Certificates or accredited Green Power products through a renewable energy power purchase agreement or from an energy retailer. Carbon offsets are not considered eligible forms of renewable electricity generation under Round 1.

**Green certificates** are large-scale generation certificates (LGC) that are traded through the Clean Energy Regulator's REC Registry.

### **Are there any restrictions on the start and end dates of Projects?**

Yes. Project length should not exceed 2 years. ARENA expects the Project length to reflect the number of Fast Charging Stations proposed for construction. This means that Projects with a small number of Fast Charging Station locations may propose a construction schedule less than 2 years.

ARENA requires all Funding Agreements finalised before 30 June 2021 with Projects commencing upon execution or completion of any condition precedent to the Funding Agreement. Please refer to the Future Fuels Fund Funding Agreement template on the Future Fuels Fund website for more information on the timing obligations expected.

**Will my application be considered more favourably if I can demonstrate State Government funding will be committed to the Project?**

ARENA encourages Applicants to investigate opportunities for funding from state and territory governments. However, any such funding must not be used to reduce the Applicant's In-Kind Contributions and cash contributions.

**Are there any limits on the business model or revenue structure and fee for use of the Fast Charging Stations?**

The business model is to be determined by the Applicant, and ARENA has not applied any limits to the business model in its Eligibility Criteria. However, assessment under Merit Criterion C will consider the ownership model and consumer experience, which will be impacted by the business model. Similarly, Merit Criterion D will assess the ability of the Applicant (and its partners) to finance the Project.

**What sort of acknowledgement of ARENA's contribution to the Project is required?**

The ARENA Funding Agreement template outlines ARENA's expectations for acknowledgement of its funding support. Grant acknowledgment is required in all material public announcements and media releases (made by the Recipient and its partners) and Recipients must agree to include signage to acknowledge ARENA's support at all Fast Charging Stations locations.

**Why are buses, bikes and scooters excluded from this Round?**

Round 1 is specifically focused on light passenger vehicles. Future rounds may address one or more of the other vehicle types.

**How will pre-existing fast charging infrastructure impact an Applicant's merit?**

To be eligible, Fast Charging Stations must be new sites (i.e. sites with no pre-existing 50kW BEV charging capability). Sites with existing chargers with a charging capacity of less than 50kW are eligible.

In Addition, assessment under Merit Criterion will consider the extent to which a network maximises coverage across a Geographic Zone to satisfy current and future charging needs. Therefore, minimising overlap with pre-existing fast charging infrastructure could be considered higher merit.

**Does ARENA require 24 hour public access to Fast Charging Stations?**

No – there is no eligibility requirement for 24 hour public access.

Assessment under Merit Criterion A will consider suitability of site selection including whether Fast Charging Stations are convenient to access. Furthermore, Merit Criterion C will consider whether the Project is likely to provide a satisfactory consumer experience.

**Can the ARENA grant be used to fund vehicle-to-grid power transfer demonstrations or activities?**

Yes. However, such demonstrations will likely incur significant additional costs that may inhibit an Applicant's ability to achieve high merit under Merit Criterion A, which prioritises maximising coverage (including the total number of Fast Charging Stations) across the selected Geographic Zone.

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## ASSESSMENT PROCESS

### How do I apply for funding?

Round 1 is a single stage application process only. Applications must be submitted using ARENA's Grants Management System (ARENANet). ARENANet can be accessed through the Future Fuels Fund website. Applicants can commence an online application by going to ARENANet. Please review the Future Fuels Fund Round 1 Guidelines for a full list of mandatory and optional attachments required.

Note you must include the Detailed Site Attachment, which is included on the Future Fuels Website, as part of your Application.

Each section of the application contains instructions on what information is required and any word limits which may apply. Applicants can save their application at any time before submitting. Applications must be submitted on ARENANet before 5.00pm local time in Canberra, ACT on Tuesday 6 April 2021.

### How does ARENA decide which Project will receive funding?

ARENA will score and rank eligible Projects against the four merit criteria. Geographic Zones will be assessed individually meaning Applications will not be compared across Geographic Zones. ARENA will engage an expert panel to undertake this process. Each merit criteria will be weighted equally. The merit criteria are:

- a. The extent to which the Project will contribute to the Round 1 objectives.
- b. The capability and capacity of the Applicant, Project partners and key Project personnel to deliver the proposed Project.
- c. The strength of the Project design, in terms of meeting the proposed objectives within the timeframe and budget set out in the Application.
- d. The financial viability of the Project, including the level of co-investment and evidence of commitment, both cash and in-kind, to the Project.

### How will co-funding be considered in ARENA's assessment process?

While ARENA will not directly assess Applications based on co-funding commitments, this element is indirectly covered through Merit Criterion A (the number and geographic spread of Fast Charging Stations) and Merit Criterion D (financial viability and co-funding commitment). Under Merit Criterion A, if higher levels of co-funding enables a higher number and geographic spread of Fast Charging Stations, then this could be considered of higher merit. Similarly under Merit Criterion D, if additional co-funding provides more credibility for the availability of funding and ability to manage any cost overruns, then this could be considered of higher merit.

### When will Round 1 close for Applications?

Application and assessment for the Round 1 will involve a single stage Application. The opening and closing dates for an Application are:

Stage	Opening Date	Closing Date and Time
Application	Monday 15 February 2021	5.00 pm Canberra local time, Tuesday 6 April 2021
Application outcome	Notification to Applicants as to whether their Application has been successful is expected to take place in May 2020. ARENA will advise all Applicants in writing as to the outcome of their Application.	

### **What is a portfolio approach?**

When selecting Projects for funding ARENA may take a portfolio approach to selecting Projects for funding. That is, ARENA may choose not to fund an otherwise meritorious Project if it is considered to not be complementary to the broader Round 1 portfolio.

Portfolio fit may also be a consideration in allocating funding across Geographic Zones. While ARENA expects to allocate funding to successful Projects in each Geographic Zone, should Projects not be considered of sufficient merit, ARENA will allocate funding as appropriate. This may result in no funding being awarded to Projects in one or more Geographic Zone.

### **What feedback can I get on my application?**

If requested, ARENA will provide feedback to Applicants who are unsuccessful in a form that it deems to be appropriate.

### **Can ARENA provide an example application form?**

No, ARENA does not provide sample answers or Applications for any of its programs. ARENA does not have standard expectations on how questions should be answered. ARENA expects all answers to be honest, succinct, well justified and complete.

### **Is there consideration in the merit assessment for Supply Nation registered Indigenous businesses?**

No, registration with Supply Nation is not a specific requirement under ARENA's merit assessment. ARENA will consider the Project team and its capability and capacity to deliver the Project as part of Merit Criteria B.

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## **FINANCES**

### **How much funding can ARENA provide to my Project?**

Up to \$16.5 million will be invested in Projects through this Round. This amount may be increased or decreased at ARENA's discretion. The funding available for each Geographic Zone is specified in Table 1 of the Future Fuels Fund Guidelines. Applicants should request the full funding amount available for the Geographic Zone.

### **Do applicants need to request the full grant amount, or can smaller grants be applied for?**

To be eligible, Applicants must request the full "Available ARENA Grant amount" specified in Table 1 of the Future Fuels Round 1 Guidelines. This amount is nominated for each of the Geographic Zones. Applicants should seek to maximise the number of Fast Charging Stations that they can deliver for this ARENA grant amount.

### **Where is the ARENA budget template?**

The ARENA budget template can be found in the online ARENANet application form, under 'Merit Criterion D'. Applicants should also submit a more detailed Project budget as a separate attachment as well as a financial model for the Project.

Is there a required level of co-investment that must be provided?



No, there is no required level of co-investment however Applications that can demonstrate high levels of co-investment may be considered of higher merit. ARENA recognises that certain Geographic Zones may attract higher levels of co-investment than others.

### **Should salaries be counted as in-kind or cash contributions?**

Where personnel are already engaged by the Recipient prior to the commencement of the Project and have not been engaged specifically to work on the Project, this cost should be classified as an In-kind Contribution, as opposed to Cash Contributions. In addition, where an existing member of personnel is transferred to work on the Project (for all or part of the time), then the proportion of time that is spent on the Project should be classed as an In-kind Contribution.

Where personnel are (or will be) specifically hired to work on the Project, this can be classed as a cash contribution. The hire of personnel to work on the Project may also include the hire of existing personnel, where the duration of their existing engagement does not cover their proposed involvement in the Project. The appropriate FTE must be apportioned to the Project and must not overlap with any pre-existing role or work on other projects.

The Applicant can elect to assign cash salaries from either a cash contribution or the ARENA grant funding request under the budget. This budget and its justification will be assessed for merit under Merit Criterion D.

### **Can software be included as a cost in the Project?**

The cost to purchase or licence software may be considered Eligible Expenditure, provided that the software is critical to achieving the outcomes of the Project.

Software that is necessary for general operations and administration of the Applicant and used in the normal course of business is considered ineligible expenditure and should be excluded from the overall budget.

### **Does the Applicant need to demonstrate ongoing ownership of the installed chargers or can they be sold, for example to the site host?**

There are no restrictions on ownership of the Fast Charging Stations, however, Applicants must describe their intended ownership structure in their application. For third party ownership models, Applicants must ensure that fast charging equipment is kept in good working order. Ownership and maintenance of Fast Charging Stations is considered in Clause 18 of the Funding Agreement Template.

### **How will payments be made if my application is successful?**

**In general, ARENA pays upon the completion of milestone payments. These activities will be agreed upon during negotiation of the Funding Agreement. Item 1.6 in Schedule 1 of the Funding Agreement template contains ARENA's initial proposal for the grant funding profile. It contains a mixture of upfront and in arrears payments. Applicants can propose alternative funding profiles in their submissions for ARENA's consideration. ARENA reserves the right to amend the funding profile in instances where the Project length is less than two years.**How will payments be made if my application is successful?

In general, ARENA pays upon the completion of milestone payments. If necessary, ARENA may allow small upfront payments to assist with upfront costs associated with Project commencement. These activities will be agreed upon during negotiation of the Funding Agreement. Please refer to the Future Fuels Fund Funding Agreement template for more detail on the proposed milestone structure and funding profile. ARENA reserves the right to amend the funding profile in instances where the Project length is less than two years.

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## KNOWLEDGE SHARING

### **What are ARENA's requirements for knowledge sharing?**

Knowledge sharing refers to lessons learnt throughout the Project, the sharing of successful stories, and creating opportunities for collaboration with the wider renewable energy sector. In some cases this may be made publicly available, in others it may be restricted to a relevant audience within the specific sector. Knowledge sharing does not include any commercially valuable information or intellectual property (IP).

For this Round, Knowledge Sharing is not a merit criterion. Instead, Applicants are required to agree to a Knowledge Sharing Plan as an eligibility requirement, which can be found in the Future Fuels Fund Funding Agreement template on the Future Fuels Fund website <https://arena.gov.au/funding/future-fuels-fund/>.

For any successful Applicants, ARENA support must be acknowledged in all communications material distributed by Recipients in relation to the ARENA-funded Project.

### **ARENA has already spent \$21M on public fast charging. What information is available on the use/utilisation of those chargers?**

ARENA's knowledge bank (<https://arena.gov.au/knowledge-bank/>) contains reports on ARENA's existing electric vehicle portfolio projects. ARENA will continue to share new reports from its portfolio projects as they become available.

Further information is available at  
arena.gov.au

Australian Renewable Energy Agency

To discuss potential for funding:  
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