CleanBC Go Electric Home and Workplace Charging Program

Participant Rebate Eligibility Requirements

Program Guide

Funded by the Province of British Columbia

In Partnership with

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements

Table of Contents

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements

Acronyms

BC – British Columbia

cETL – Certified Education Technology Leader

cQPS – Certified Quality Program for Suppliers

CSA – Canadian Standards Association

cUL – Certified Underwriters Laboratories

EV – Electric vehicle

EPR – Electrical planning report

EVEMS – Electric vehicle energy management system

EVSE – Electric vehicle supply equipment

EVRP – EV Ready plan

km – kilometres

kW – Kilowatt

kWh – Kilowatt-hours

LCFS – Low Carbon Fuel Standard

MURB – Multi-unit residential building

OCPP – Open Charge Point Protocol

OEM – Original equipment manufacturer

Open ADR – Open Automated Demand Response

NACS – North American Charging Standard

SAE – Society of Automotive Engineers

SFH – Single family home

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements

Summary rebate table

Table 1. Rebate offers

Rebate offer	Maximum rebate amount	Maximum rebate amount for Indigenous communities and businesses
Single family home charger rebate	Up to 50% of eligible costs to a maximum of $350 for BC residents, whichever amount is lower.	Up to 75% of eligible costs to a maximum of $750 to Indigenous individuals who reside in BC, whichever amount is lower.
EV Ready plan rebate	Up to 75% of eligible costs to a maximum of $3,000, whichever amount is lower.	Up to 75% of eligible costs to a maximum of $3,000, whichever amount is lower.
EV Ready infrastructure rebate	Up to 50% of eligible costs to a maximum of $600 per parking stall, whichever amount is lower. Maximum rebate of $120,000 per building.	Up to 50% of eligible costs to a maximum of $600 per parking stall, whichever amount is lower. Maximum rebate of $120,000 per building.
EV Ready multi-unit residential building (MURB) charger Rebate	Up to 50% of eligible costs to a maximum of $1,400 per charger, whichever amount is lower. Maximum rebate of $14,000 per building.	Up to 75% of eligible costs to a maximum of $3,900 per charger, whichever amount is lower. Maximum rebate of $14,000 per building.
Standalone MURB charger rebate	Up to 50% of eligible costs to a maximum of $2,000 per charger, whichever amount is lower. Maximum rebate of $14,000 per building.	Up to 75% of eligible costs to a maximum of $4,500 per charger, whichever amount is lower. Maximum rebate of $14,000 per building.
Workplace charger rebate	Up to 50% of eligible costs to a maximum of $2,000 per charger, which ever amount is lower. Maximum rebate of $14,000 per workplace.	Up to 75% of eligible costs to a maximum of $4,000 per charger, which ever amount is lower. Maximum rebate of $14,000 per workplace.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements

Program overview

The CleanBC Go Electric Home and Workplace Charging Program (**the Program**), aims to encourage and accelerate the adoption of electric vehicles (EVs), make EV ownership and charging more affordable, improve access to **EV chargers**, encourage the use of more energy efficient technologies, improve air quality, and reduce greenhouse gas emissions from vehicles. The Program is also known as the Go Electric EV Charger Rebate Program.

The Program provides financial and non-financial support for an eligible applicant (**the Participant**) including:

- Rebates to purchase and install eligible level 2 EV chargers at single family homes, multi-unit residential buildings (MURBs), and workplaces, and
- Rebates for eligible MURB Participants to develop and implement building specific plans to make their building **EV Ready**.
- Advisory support services for MURB and workplaces seeking solutions for their EV charging needs.

Program rebate offers are funded by the Province of British Columbia, as represented by the Ministry of Energy and Climate Solutions (**the Province**) and delivered by British Columbia Hydro and Power Authority (**BC Hydro**) and FortisBC Inc. (**FortisBC**), collectively referred to as the **Administrators**. Funding for the Program is available on a first-come first-served basis while funding lasts.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Summary of policy changes

Summary of policy changes

This document, titled Participant Rebate Eligibility Requirements (**the Program Guide**), and dated April 1, 2026, replaces the previous version of the Program Guide, dated June 6, 2025, for the Program. The following list summarizes the key policy updates from the previous version of the Program Guide, all of which are effective on April 1, 2026, unless otherwise stated:

1. Developed a new terms and conditions document titled CleanBC Go Electric Home and Workplace Charging Program Participant Terms and Conditions (**Terms and Conditions**).

2. Starting on April 1, 2026, individual residents of multi-unit residential buildings (MURBs) who are applying for pre-approval for standalone MURB charger rebates must submit a signed consent form that includes signature(s) from their strata council, co-operative board of directors and/or landlord, as applicable, depending on property ownership.

3. Starting on July 15, 2026, any eligible applicant (**the Participant)** applying for the **EV Ready plan** (EVRP) rebate must apply for pre-approval and apply for final approval within 9 months of the date that BC Hydro or FortisBC provides the confirmation of pre-approval. Applying for the rebate without pre-approval within 6 months of the EVRP invoice date will remain an option until July 14, 2026.

4. Starting on July 15, 2026, an EVRP, an **electrical planning report** (EPR) – as mandated for strata corporations with five or more units under the Strata Property Act – or an **opportunity assessment** report from the CleanBC MURB Retrofit Program will be required to access standalone MURB charger rebates.

Participant Rebate Eligibility Requirements – Summary of policy changes

5. Starting on July 15, 2026, contractors preparing EVRPs must also briefly document two different electrical design alternatives that were discussed with the MURB and explain the rationale behind the recommended option.

6. Updated the EVRP requirements to include one proposed solution that can provide one **EV Ready** stall per residential unit or per parking stall if there are fewer parking spaces than residences (excluding visitor parking).

7. Updated the cut-off for new construction for all MURB and workplace rebates from August 1, 2021, to August 1, 2022.

8. Extended the deadlines to submit final documentation for EV Ready infrastructure rebates from 6 months to 9 months. This applies to all new applications and all applications in progress as of April 1, 2026.

9. Updated the definition for **networked charging** to add additional functionality requirements for level 2 **EV chargers** and **EV energy management systems** (EVEMS) and to allow for additional technological solutions, such as local variable grid technology.

10. Updated criteria under the "Building requirements" sections for all MURB rebate offers whereby a building must be an apartment, condominium or townhouse property with five or more units to qualify for rebates to align more closely with similar requirements for EPRs and with Low Carbon Fuel Standard requirements for accessing low-carbon fuel credits. Note that strata corporations and residents who live in buildings with four or less units are only eligible for the single family home charger rebate.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Summary of policy changes

11. Added a new policy that encourages bare land strata corporations (strata subdivisions) and row home complexes with a shared ownership model to access the EV Ready rebates. To avoid future electrical capacity issues, these types of strata corporations should consider preparing an EVRP. In this scenario, the EVRP needs to clearly demonstrate that there is shared electrical infrastructure that needs to be upgraded to accommodate the recommended solution described in the EVRP to be considered for the EV Ready infrastructure rebate. Otherwise, residents of bare land strata subdivisions and row homes are only eligible for the single family home (SFH) charger rebate.

12. Incorporated several updates to required criteria listed under the "EVRP requirements" section relating to the "Electrical capacity assessment" and to the "Recommended solution for EV Ready parking stalls" subsections.

13. Added several new recommended/optional criteria for EVRPs including:

    a. a single line drawing for the recommended solution.
    b. information about the impact on the electrical bills, including discussion on demand and energy charges.
    c. information about system maintenance requirements.

14. Updated several policies specific to townhouses with private parking and private electrical panels including:

    a. removing smart charger requirement for townhouses with private garages, and
    b. updating language regarding exceptions to the networked charging requirement whereby they will be considered on a case-by-case basis if the applicant has an EVRP that recommends an alternative solution, such as an electrical design that includes EV power management devices or uses existing Wi-Fi networks.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Summary of policy changes

15. Added language for all MURB rebate offers that provides an option for a Participant to provide authorization to the **Contractor** to share, receive and submit project information to BC Hydro and FortisBC on behalf of the applicant. The Participant and the Contractor must fully complete, sign and submit the MURB Contractor-Participant Consent Form during the pre-approval application process to allow this delegation of responsibility.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – General eligibility requirements

General eligibility requirements:

1. To be eligible for any rebate offer in the CleanBC Go Electric Home and Workplace Charging Program (**the Program**), an eligible applicant (**the Participant**) must meet all required criteria in this document (**the Program Guide**) and all the criteria in the Participant Terms and Conditions (**Terms and Conditions**) document, referred to collectively as **Program Requirements**.
2. If the Participant has an electric utility account with BC Hydro or the City of New Westminster, they must apply for rebates online bchydro.com/evcharger. Questions about eligibility criteria or the application process can be directed to evchargerincentives@bchydro.com.
3. If the Participant has an electric utility account with FortisBC, the City of Penticton, the City of Grand Forks, Nelson Hydro or the District of Summerland, they must apply for rebates online at www.fortisbc.com/ev. Questions about eligibility criteria or the application process can be directed to EV@fortisbc.com.
4. To be considered eligible for any program offer, the **electric vehicle supply equipment** (EVSE), more commonly known as an **EV charger**, the associated electrical infrastructure, and any recommended **EV Ready** electrical design solutions in EV Ready plans (EVRPs), must be capable of supporting **level 2 charging**. This means that the EV charger and the associated equipment is capable of operating on a 208- or 240- volt power supply and can provide a power output of between 3.3 to 19.2 kilowatts. It is permissible for an EV charger or chargers to be limited to below 3.3 kilowatt (kW) temporarily by an **EV energy management system** (EVEMS) if the system can reliably supply adequate charge performance in accordance with the EVRP (See Appendix A and Appendix B for more details on charging performance minimum guidelines and EVEMS charging performance verification). **Level 1 charging**, which operates on a 120-volt power supply, as well as any EV chargers deemed by the **Administrators** to be intended to be portable, are not eligible for any rebate offers. **Level 3 charging** (direct current fast charging) is also not eligible for rebate offers.

Participant Rebate Eligibility Requirements – General eligibility requirements

5. Rebates from the Program cannot be combined with rebates from other programs that receive provincial funding. Reimbursement of eligible costs will not be issued if a Participant receives a rebate payment from another provincial funding program. If the Participant receives any separate rebate payments from different provincial sources, they must repay the entirety of the rebate associated with the Program.
6. If the Participant receives rebates from the Program and receives rebates from other levels of government (e.g. local or federal), provincial crown corporations, or private sector organizations, the Provincial contribution will be capped at the rebate amounts specified in this document. Total combined rebate offers from all sources cannot exceed 100% of eligible project costs borne by the applicant. The Participant must repay the difference if, post receipt of rebate payment, it is found that they received rebates in the amount higher than the total eligible project costs.

Note: A list of pre-approved level 2 EV charger makes and models is available on Administrator websites and is being maintained by BC Hydro and FortisBC. This list will be continually updated and maintained but will not be exhaustive. Before a Participant purchases and installs an EV charger, they must verify if it is eligible for the Program. If a Participant is unsure or has an EV charger model that is not currently listed but would like to see if it qualifies, they can email alliance@bchydro.com to determine if it meets the EV charger eligibility requirements. **Original equipment manufacturers** (OEMs) of EV chargers and/or suppliers may request that their stations be included on the list by contacting alliance@bchydro.com.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Single family home charger rebate

Single family home charger rebate

This rebate offer reimburses an eligible applicant (**the Participant)** for purchasing and installing an eligible **EV charger** at their home. For more information about this rebate offer and other Go Electric rebate programs visit: goelectricbc.gov.bc.ca/rebates-and-programs.

1. **The Participant or applicant**
    a. Must be the registered owner or a tenant of the premises who has obtained the property owner's consent.
    b. Must submit a completed and signed Utility Account Holder Consent Form along with their application if they are not the utility account holder at the premises.
    c. Must apply within 6 months (120 days) of the EV charger invoice date.

2. **Building requirements**
    a. Must be in BC.
    b. Must be a Participant's **principal residence**.
    c. Must have dedicated parking for residents (off-street parking). Exceptions may be considered on a case-by-case basis if local governments have bylaws that allow for street charging.
    d. Must be one of the following building types:
        i. single-family detached dwelling.
        ii. single-family detached dwelling with a secondary suite.
        iii. mobile home on a permanent foundation.
        iv. duplex, triplex, fourplex, or side-by-side row home.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Single family home charger rebate

3. **Rebate amounts and limits**

    a. Up to 50% of eligible costs to a maximum of $350 for BC residents.

    b. Up to 75% of eligible costs to a maximum of $750 to Indigenous individuals who reside in BC

    c. Only one rebate per address/household is allowed. If an applicant has moved residences, applications at the same address will only be considered if the applicant has not received a rebate before and if the EV charger that was previously installed was removed.

4. **EV charger requirements**

    a. Be a level 2 (208 or 240 volt) EV charger.

    b. Feature one of following connectors:

        i. **SAE J1772 connector**, also known as a "J-Plug" or the **Combined Charging System** (CCS) connector

        ii. **SAE J3400 connector**, also known the **North American Charging System** (NACS) connector.

    Note: Tesla-manufactured EV chargers are not eligible for rebates at this time.

    c. Be approved for sale and use in Canada with certification from at least one of the following organizations:

        i. Certified Education Technology Leader (cETL)

        ii. Certified Quality Program for Suppliers (cQPS)

        iii. Canadian Standards Association (CSA)

        iv. Certified Underwriters Laboratories (cUL)

        v. Unlimited Liability Corporation (ULC)

    d. Be purchased from a supplier in Canada.

    e. Be purchased (not leased)

Participant Rebate Eligibility Requirements – Single family home charger rebate

f. Be a permanent installation in BC. The **Administrators** reserve the right to exclude any EV charger that they deem intended as a portable charger.

g. The EV charger, and all the associated equipment, materials and products installed as part of the project, must be new, in good working order, not previously installed at another location to be considered eligible costs.

h. Be for a new installation, or expansion of an existing installation (not for the replacement of an existing installation).

i. Must be installed by a licensed electrician (e.g., Red Seal electrician) with a valid BC business license for the trade applicable to the installation work. The requirement of having a licensed electrician performing the installation of EVSE may only be waived in the case of single-family home installations, providing that the installation is inspected and approved by Technical Safety BC and/or the municipality, as applicable.

5. **Eligible costs**

a. Costs must be borne by the Participant to be considered eligible.

b. Purchase costs. The invoice must list the model number and the purchase price. If an invoice does not have a price listed for the EV charger, it will not be eligible for rebates.

c. Labour and construction costs for the installation of the EV charger.

d. Electrical and other related permits.

e. Electrical design to accommodate the EV chargers.

f. EV power management devices.

6. **Ineligible costs**

a. Installation of non-EV charging infrastructure.

b. Painting of parking area.

c. Taxes paid on the EV charger, labour, etc.

Participant Rebate Eligibility Requirements – Single family home charger rebate

d. Any EV charging infrastructure already required under regulation, building codes, or other programs, such as electrical infrastructure mandated by municipal **EV Ready** bylaws.

e. Installation of electrical outlet only.

7. **Required documentation**

a. If an eligible EV charger was installed by a licensed electrician, the Participant must submit the following documentation:

   i. EV charger invoice showing proof of payment – the invoice must include the model of the charger and the purchase price
   ii. Installation invoice – must show proof of payment and itemized costs broken down by activities performed
   iii. Electrical permit
   iv. Image of the installed EV charger

b. If an EV charger was installed by someone who is not a licensed electrician, a Participant must submit the following documentation:

   i. EV charger invoice showing proof of payment
   ii. Inspection invoice showing proof of payment
   iii. Certificate of successful inspection by Technical Safety BC and/or the municipality, as applicable
   iv. Image of the installed EV charger

c. If a Participant already has a 240V outlet installed, they must submit the following documentation:

   i. EV charger invoice showing proof of payment
   ii. Image of the installed EV charger
   iii. Proof of electrical permit, upon request

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – EV Ready plan rebate

EV Ready plan rebate

This rebate offer reimburses an eligible applicant (**the Participant)** for developing a plan to make parking spaces in their multi-unit residential building (MURB) **EV Ready**. The **EV Ready plan** (EVRP) must provide a recommended solution with a minimum of one EV Ready parking space per residence or per parking stall (whichever is lower) that will meet the daily charging needs of the building residents via **level 2 charging**. For more information about this rebate offer and other Go Electric rebate programs visit: goelectricbc.gov.bc.ca/rebates-and-programs.

1. **The Participant or applicant**
    a. Must be a representative of the building's strata council, co-operative board of directors, or a signing authority of a rental building ownership company.
    b. Must apply for pre-approval for the EVRP rebate. May apply within 6 months of the EVRP invoice date until July 14, 2026
    c. Must apply for final approval within 9 months of the date that BC Hydro or FortisBC provides the confirmation of pre-approval. Extensions will be considered if the Participant submits a request prior to their submission deadline.
2. **Building requirements**
    a. Must be in British Columbia.
    b. Must be an apartment, condominium or townhouse property with five or more units – this includes townhouses with more than two buildings on the property with four or fewer units per building.

    Note: Bare land strata corporations (strata subdivisions) and row home complexes with a shared ownership model may be eligible for the EV Ready rebates providing that the EVRP clearly demonstrates that there is shared electrical infrastructure in the subdivision that needs to be upgraded to accommodate the recommended solution described in the EVRP

to be considered for the EV Ready infrastructure rebate. Otherwise, residents of a bare land strata corporations and row homes are only eligible for the single family home charger rebate.

c. Must be constructed no later than August 31, 2022. Exceptions for buildings constructed after this date will only be considered on a case-by-case basis if the municipality that the building is located within does not have an EV Ready bylaw.
d. Must be for long-term residents (short-term rentals are not eligible).
e. Must have dedicated parking for residents (off-street parking).

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

3. **Rebate amount and limits**

a. Up to 75% of the costs to a maximum of $3,000.
b. There is a maximum of one EVRP per MURB.

4. **EV Ready plan requirements**

a. Must be prepared a qualified professional such as a licensed electrical contractor or a registered professional electrical engineer that is in good standing with their professional associations, as required by law.
b. Must include one proposed solution that can provide one EV Ready stall per residential unit or per parking stall if there are fewer parking spaces than residential units (excluding visitor parking).

i. Termination points of electrical circuits associated with **electric vehicle supply equipment** (EVSE) must no more than 5 meters from any part of the parking stall where **EV chargers** will be located.

Participant Rebate Eligibility Requirements – EV Ready plan rebate

ii. The proposed solution must include with a single cost estimate that describes the strata and/or building owners' preferred option, which lists all costs of implementing the proposed solution, including those associated with network/telecom equipment and infrastructure needed to ensure its operation.

c. Must include an assessment of:

i. **Property and company details**

1. Date the EVRP was prepared.
2. Building address.
3. Building type (e.g., condo, apartment, townhouse).
4. Ownership model (e.g., strata, co-operative, rental).
5. Type of parking arrangement (e.g., underground garage, shared outdoor lot, townhouses with private parking stalls/garages).
6. Number of residential units.
7. Number of residential parking stalls.
8. Number of strata own commercial/visitor parking stalls if it is applicable.
9. Number of parking stalls to be made EV Ready (minimum requirement of one EV Ready stall per residential unit or one per parking stall, whichever is lower).
10. Number of eligible EV chargers to be installed.
11. Number of existing EV parking stalls.
12. Strata and/or site contact for the building including phone number and email address.
13. Name and contact information of who the plan was created by including phone number and email address.
14. Within the EVRP, the electronic signature of the plan's author declaring they understand and have met the EVRP requirements.

ii. Electrical capacity assessment

The electrical capacity assessment must provide the Participant with a clear description of how the existing electrical system operates and gets distributed throughout the site.

*Required criteria includes:

1. Existing main service size, including a description for each of the meter/distribution centres on site, and a load calculation for each of them
2. Existing peak demand including an explanation of the methodology used to determine peak demand.
3. Spare capacity prior to installation of eligible EV chargers.
4. If an electric service upgrade is required to accommodate the recommended solution.
5. All units must be measured in kilowatts (kW)

*Recommended/optional criteria may include a single line diagram.

iii. Charging performance assessment

The purpose of this analysis is to assess the daily driving needs of each resident assuming that each resident is driving an EV. This needs to include the minimum kW per vehicle, when all parking spaces are used by an EV. Note that all required criteria listed below must be documented in the EVRP or the EVRP workbook. See Appendix A for additional guidance on minimum guidelines for charging performance.

*Required criteria includes:

Participant Rebate Eligibility Requirements – EV Ready plan rebate

1. Average daily distance travelled by the building's vehicle population and how this was determined.
2. Estimated minimum kilometres charged per hour and how this was determined.
3. A statement confirming whether the estimated minimum kilometres charged per hour equals or exceeds the average daily distance travelled by the building's vehicle population.
4. If any recommendations, guidelines, regulations, or standards were used, describe which ones and why they were referenced.

*Recommended/optional criteria includes:

1. Climate (e.g., colder temperatures).
2. Topography (e.g., hillier landscapes).
3. Demographics of building residents (e.g., age, household sizes).
4. Vehicle sizes.

Note: Alternatively, where an **EV energy management system** (EVEMS) is used, charging performance may be expressed as a number of kWh per day per vehicle required to meet the average daily driving needs. The recommended solution must be able to reliably provide the identified kWh per day to all vehicles simultaneously over any single 8-hour period. Calculations must be documented this calculation in the EVRP.

iv. Recommended solution for EV Ready parking stalls

*Required criteria includes:

Participant Rebate Eligibility Requirements – EV Ready plan rebate

1. Recommendations on the optimal EVSE to breaker ratio (e.g., four level 2 EV chargers per 40A breaker), including an assessment on why this solution was chosen.
2. Statements confirming that the recommended electrical design meets or exceeds the requirement for one EV Ready parking stall per residential unit or per parking stall if there are fewer parking spaces than residences (excluding visitor parking).
3. Details confirming that all termination points in an electrical wiring installation will be capable of powering level 2 EV chargers.
4. Information that confirms that all termination points will be no more than 5 meters from any part of the parking stall where EV chargers will be located.
5. Information that demonstrates the total potential load of all level 2 EV chargers based on the recommended number of chargers per circuit.
6. Calculations demonstrating that the identified EV charging performance detailed in subsection iii (Charging performance assessment) will be met.
7. Results about the main service spare capacity after EVSE installation.
8. Clear statements that explain:
    a. If the existing service sufficient and why, or
    b. If a service upgrade is required, and if so, what is required and what are the estimated costs.
9. Information about any existing EV chargers and how they will be integrated into the new EV charging system, including load analysis and the effects on the main distribution.
10. Details regarding the condition of the existing telecom/network infrastructure and if it can handle the new EV charging equipment.

Participant Rebate Eligibility Requirements – EV Ready plan rebate

11. Cost estimates associated with the telecom/network hardware and infrastructure that is required to ensure its operation and functionality. For designs where integration with an existing EMS or establishment of a new EVEMS is intended, the electrical infrastructure should include all communications equipment, control systems installation, licensing, and permitting required to operate the system.
12. Details on what model(s) of level 2 EV chargers will be compatible with the one recommended design solution, as well as a compatible EVEMS (may be built into the EVSE), and eligible for MURB charger rebates.
13. A clear description of how the system will accommodate new EVs.
14. A clear description of the system's chokepoints and how these will be addressed when using an EVEMS or EMS.
15. Effective on July 15, 2026, brief explanations about two other alternative electrical designs that were discussed between the Participant and the **Contractor**.
16. For townhouses, includes clear statements that explain:
    a. the scope of the electrical infrastructure upgrades that are required in common areas and in areas occupied by unit residents.
    b. the recommended approach for when the applicant should consider accessing EV charger rebates (e.g., strata townhouses with private parking may not need to apply for EV Ready electrical infrastructure rebates if no electrical work is required on common property).

Note: Townhomes with five of more units follow the MURB stream, even if no MURB EV Ready infrastructure is needed.

*Recommended/optional criteria include:

1. A single line drawing for the recommended solution.

2. Information about how the recommended solution is expected to impact electrical bills, such as how total electricity consumption may change after the proposed upgrades are operational and whether additional energy demand charges may occur.
3. Information about any other planned electrical upgrades, including how these other upgrades could impact electrical capacity and charging performance.
4. Information about system maintenance requirements.
5. Information about possible opportunities relating to Low Carbon Fuel Standard credits from EV charging.

v. **Cost sufficient for budgeting purposes**

1. The electrical infrastructure required to support level 2 EV chargers.
2. Any telecommunication/network upgrades (if required).
3. Any level 2 EV chargers included in the EVRP.
4. Any other anticipated eligible costs.

5. **Eligible costs**

a. Costs must be borne by the Participant to be eligible.
b. Electrical or electrical engineering design services

6. **Ineligible costs**

a. Administration such as communication between property management and residents, copy or documentation fees.
b. Legal fees associated with dispute resolution.

7. **Required documentation**

a. EVRP

b. EVRP workbook

c. EVRP invoice

d. **New policy:** If the Participant is delegating authority to a Contractor to submit project documentation on their behalf, a fully completed and signed copy of the Contractor Participant Consent Form.

8. **Other considerations – contractor support.** The Participant may consider asking the Contractor to submit required documentation to BC Hydro or FortisBC on their behalf. As such, the Participant can give permission to the Contractor to share, receive and submit project information on their behalf by completing the Contractor Participant Consent Form, which may streamline the documentation submission process and reduce administrative barriers. If a Participant chooses to enter this type of arrangement, it is highly recommended that they also:

    a. document this delegation of responsibility in the contract between the Participant and the Contractor and via email correspondence.

    b. confirms with the Contractor before issuing final payment that the work completed was consistent with the recommended solution in the EVRP, with the eligibility requirements of this guide, and consistent with any contract-related documents between the Participant and the Contractor.

Note: if an applicant chooses to delegate certain documentation submission responsibilities to a Contractor, it remains the responsibility of the applicant to review all work completed by the Contractor for the purpose of verifying that it meets all **Program Requirements** and aligns with what was proposed in the initial quote or estimate.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – EV Ready infrastructure rebate

EV Ready infrastructure rebate

This rebate offer reimburses an eligible applicant (**the Participant)** for implementing their **EV Ready Plan** (EVRP) and making parking spaces at their multi-unit residential building (MURB) **EV Ready**. The recommended solution must be implemented in accordance with the EVRP whereby the infrastructure upgrades need to provide a minimum of one EV Ready parking space per residence or per parking stall (whichever is lower) and be capable of supporting **level 2 charging.** For more information about this rebate offer and other Go Electric rebate programs visit: goelectricbc.gov.bc.ca/rebates-and-programs.

1. **The Participant or applicant**
    a. Must apply for pre-approval and receive confirmation of pre-approval before starting any work and submit an approved EVRP to be eligible for the rebate offer.
    b. Must be a representative of the building's strata council, co-operative board of directors, or rental building ownership company.
    c. Must complete all project work and submit all required documentation within 9 months from the date the BC Hydro or FortisBC provided an email confirmation of pre-approval. Extensions will be considered if the Participant submits a request prior to their submission deadline.
    d. May also apply for pre-approval for MURB charger rebates at the same time.
2. **Building requirements**
    a. Must be in British Columbia.
    b. Must be an apartment, condominium or townhouse property with five or more units; this includes townhouses with more than two buildings on the property with four or fewer units per building.

Participant Rebate Eligibility Requirements – EV Ready infrastructure rebate

c. Must be constructed no later than August 31, 2022. Exceptions for buildings constructed after this date will only be considered on a case-by-case basis if the municipality that the building is located within does not have an EV Ready bylaw.
d. Must be for long-term residents (short-term rentals are not eligible).
e. Must have dedicated parking for residents (off-street parking).

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

3. **Rebate amounts and limits**

a. Up to 50% of the costs of electrical work needed to make a parking stall EV Ready (excluding costs associated with the **EV charger** itself), up to $600 per parking stall.
b. The maximum rebate per MURB is capped at $120,000.
c. One rebate per MURB.

4. **Electrical infrastructure upgrade requirements**

a. All electrical work must be completed by a licensed electrical contractor with a GST number and a valid BC business license. It is highly encouraged that the Participant considers working with a contractor that has completed the Electric Vehicle Infrastructure Training Program or is a member of the BC Hydro Alliance of Energy Professionals or the FortisBC Trade Ally Network.
b. Completed work must meet or exceed the recommended solution as documented in the EVRP, which must provide one EV Ready parking stall per residence or per parking stall (whichever is lower) that is capable of supporting networked level 2 charging at or above the charging performance level identified in the EVRP.
c. Termination points for electrical circuits must be no more than 5 meters from any part of the parking stall where EV chargers will be located.

Participant Rebate Eligibility Requirements – EV Ready infrastructure rebate

d. Termination points must be permanently labelled including indication they are for "EV Charging only", and with identification of the source panel and circuits. If termination points serve multiple parking spots, they must be clearly and permanently labelled to identify what parking stalls they will serve.

e. Electrical panel circuit labelling or circuit schedules must include identification of what parking stalls will be served by each circuit.

f. All proposed work must be completed prior to submitting required documentation to BC Hydro or FortisBC within 9 months of the date that they provided pre-approval.

5. **Eligible costs**

a. Costs must be borne by the Participant to be considered eligible.

b. Electrical or engineering design services.

c. Legal services associated with project work.

d. Electrical and communication infrastructure installation (but not for EV chargers).

e. **EV energy management systems** (EVEMS), including both hardware and software components.

f. EV power management devices.

g. Associated construction costs.

h. Permit costs.

i. Utility extension fees.

6. **Ineligible costs**

a. Any eligible costs incurred before the date that BC Hydro or FortisBC provides an email confirmation of pre-approval.

b. Installation of non-EV charging infrastructure.

c. Administration such as communication between property management and residents, copy or documentation fees.
d. Painting of parking area.
e. Taxes paid on electrical infrastructure, labour, etc.
f. Any EV charging infrastructure already required under regulation, building codes, or other programs, such as electrical infrastructure mandated by municipal EV Ready bylaws.
g. Land costs.
h. Legal fees for applicants associated with dispute resolution.

7. **Required documentation**

   a. During the pre-approval application process, the Participant must provide the following documentation:

      i. EVRP
      ii. EVRP workbook
      iii. **New policy**: If the Participant is delegating authority to **the Contractor** to submit project documentation on their behalf, a fully completed and signed copy of the Contractor Participant Consent Form.

   b. Following completion of all project work, the Participant must submit the following documentation:

      i. EVRP, including note of any variation made during implementation
      ii. EVRP workbook
      iii. Installation invoice(s) of all related electrical work – must show proof of payment and itemized costs broken down by activities performed.
      iv. EV Ready contractor installation form A.

8. **Other considerations – contractor support.** The Participant may consider asking the Contractor to submit required documentation to BC Hydro or FortisBC on their behalf. As such, the

Participant Rebate Eligibility Requirements – EV Ready infrastructure rebate

Participant can give permission to the Contractor to share, receive and submit project information on their behalf by completing the Contractor Participant Consent Form, which may streamline the documentation submission process and reduce administrative barriers. If a Participant chooses to enter into this type of arrangement, it is highly recommended that they also:

a. document this delegation of responsibility in the contract between the Participant and the Contractor and via email correspondence.
b. confirms with the Contractor before issuing final payment that the work completed was consistent with the recommended solution in the EVRP, with the eligibility requirements of this guide, and consistent with any contract-related documents between the Participant and the Contractor.

Note: if the Participant chooses to delegate certain documentation submission responsibilities to the Contractor, it remains the responsibility of the Participant to review all work completed by the Contractor for the purpose of verifying that it meets all **Program Requirements** and aligns with what was proposed in the initial quote or estimate.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Multi-unit residential building charger rebate

Multi-unit residential building charger rebate

This rebate offer reimburses an eligible applicant (**the Participant)** for purchasing and installing eligible level 2 **EV chargers** at their multi-unit residential building (MURB). The Participant can choose to apply at the same time as applying for the EV Ready rebates, after completing EV Ready infrastructure upgrades, or without applying for EV Ready rebates (also referred to as standalone MURB charger rebates). For more information about this rebate offer and other Go Electric rebate programs visit: goelectricbc.gov.bc.ca/rebates-and-programs

1. **The Participant or applicant**

    a. Must apply for pre-approval and receive confirmation of pre-approval before starting any work.

    b. Must be a representative of the building's strata council, co-operative board of directors, or rental building ownership company, or an individual owner or tenant at the premises who has obtained the property owner's consent.

    Note: Starting on April 1, 2026, individual MURB residents who are applying for pre-approval for standalone MURB charger rebates, must submit a signed consent form that includes signature(s) from their strata council, co-operative board of directors and/or landlord, as applicable depending on property ownership. Alternatively, the strata corporation, co-operative board, or applicable property ownership organization may group residents' EV charger installations and submit a combined rebate application in which case consent forms are recommended but not required.

    c. Must submit an EVRP, an **electrical planning report** (EPR) – as mandated for strata corporation with five or more units under the Strata Property Act – or an **opportunity**

assessment report from the CleanBC MURB Retrofit Program to be considered for MURB charger rebates (effective on or after July 15, 2026).

i. For more information about electrical planning reports visit: https://www2.gov.bc.ca/gov/content/housing-tenancy/strata-housing/operating-a-strata/the-environment/electrical-planning-report

ii. For more information about opportunity assessments visit: https://www.bchydro.com/powersmart/stratas-housing-providers/condo-rental-building/multi-unit-residential-building-retrofit-program/assessment.html

d. May also apply for pre-approval for the **EV Ready** infrastructure rebate at the same time, providing that their building has an approved EVRP.

e. Must complete all project work and submit all required documentation within

i. 6 months from the date that BC Hydro or FortisBC provided an email confirmation of pre-approval, if the Participant is only applying for this rebate offer.

ii. 9 months from the date that BC Hydro or FortisBC provide an email confirmation of pre-approval, if the Participant also applied for the EV Ready infrastructure rebate at the same time.

Note: Extensions will be considered if the Participant submits a request prior to their submission deadline.

2. **Building requirements**

a. Must be in BC.

b. Must be an apartment, condominium or townhouse property with five or more units; this includes townhouses with more than two buildings on the property with four or fewer units per building.

c. Must be constructed no later than August 31, 2022. Exceptions for buildings constructed after this date will only be considered on a case-by-case basis if:

i. the municipality that the building is located within does not have an EV Ready bylaw, or

ii. the electrical permits were issued prior to the effective implementation date of the corresponding municipal EV Ready bylaw, and the building was not constructed EV Ready.

d. Must be for long-term residents (short-term rentals are not eligible).

e. Must have dedicated parking for residents (off-street parking).

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

3. **Rebate amounts and limits**

a. For MURBs that previously received EV Ready infrastructure rebates:

i. up to 50% of eligible costs to a maximum of $1,400 per charger to a maximum of $14,000 per building.

ii. up to 75% of eligible costs to a maximum of $3,900 to Indigenous-owned MURBs to a maximum of $14,000 per building.

Note: when combined with other EV Ready rebate offers, the total theoretical maximum rebate value of provincial funding is $137,000 per building, excluding any municipal top-up rebates.

b. For standalone MURB charger rebates:

i. up to 50% of eligible costs to a maximum of $2,000 per charger to a maximum of $14,000 per building.

ii. up to 75% of eligible costs to a maximum of $4,500 to Indigenous-owned MURBs to a maximum of $14,000 per building.

Participant Rebate Eligibility Requirements – Multi-unit residential building charger rebate

c. The following limits apply:

   i. Strata corporations, co-ops, and rental building owners are limited to $14,000 in rebates per fiscal year (April 1 to March 31).
   ii. MURB residents are limited to one rebate over the life of the Program.

d. Single port stations count as one EV charger and dual port stations count as two EV chargers. As such, applicants who apply for a dual port station may receive:

   i. up to 50% of total costs to a maximum of $2,800 per dual port charger (whichever is lower) if the building where the Participant resides already received EV Ready infrastructure rebates, or
   ii. up to 50% of total costs to a maximum of $4,000 per dual port charger (whichever is lower) for standalone MURB charger rebates.

4. **EV charger requirements**

a. Be a level 2 (208 or 240 Volt) EV charger

b. Feature one of following connectors

   i. **SAE J1772 connector**, also known as a "J-Plug" or **Combined Charging System** (CCS) connector
   ii. **SAE J3400 connector**, also known the **North American Charging System** (NACS) connector.

   Note: Tesla-manufactured EV chargers are not eligible for rebates at this time.

c. Be approved for sale and use in Canada with certification from at least one of the following organizations:

   i. Certified Education Technology Leader (cETL)
   ii. Certified Quality Program for Suppliers (cQPS)

iii. Canadian Standards Association (CSA)

iv. Certified Underwriters Laboratories (cUL)

v. Unlimited Liability Corporation (ULC)

d. Be purchased from a supplier in Canada.

e. Be purchased, not leased, and remain the property of the Participant for a minimum of two years from the date of the rebate.

f. Be a permanent installation in BC. The **Administrators** reserve the right to exclude any EV charger that they deem intended as a portable or mobile charger.

g. New, not used or refurbished.

h. Be for a new installation, or expansion of an existing installation (not for the replacement of an existing installation).

i. Proof of ownership or access to land where infrastructure is to be installed.

j. Be a networked charger or be connected to a network via an **EV energy management system** (EVEMS) based on the following definition:

> **Networked charging definition:** An EV charger that is connected to a larger network of EV chargers and network infrastructure, which allows the EV charger, also known as **electric vehicle supply equipment** (EVSE), to communicate with other devices, such as smartphones, a building's EMS or EVEMS, or other EV chargers within the network. Networking must enable receiving and sending commands or messages remotely between an EV charger, or an EMS, to a central network accessible by building management representatives.
>
> Networked charging is required for MURB charger rebates because it can enable:
>
> 1. the implementation of circuit sharing designs, which can help avoid costly electrical service upgrades for buildings.

2. improved accuracy in measuring electricity usage from EV charging sessions, which can inform building specific policies or bylaws on billing practices and potentially provide the data needed to access and generate low-carbon fuel credits via the BC **Low Carbon Fuel Standard** (LCFS).

k. Stations must remain networked for a minimum of two years.

Note: The Province will consider exceptions for townhouses with private parking and private electrical panels on a case-by-case basis if the applicant has an EVRP that recommends an alternative solution, such as an electrical design that includes EV power management devices or uses Wi-Fi networks.

l. Be installed by a licensed electrical contractor with a GST number and a valid BC business license. It is highly encouraged that Participant considers working with a contractor that has completed the Electric Vehicle Infrastructure Training Program or is a member of the BC Hydro Alliance of Energy Professionals or the FortisBC Trade Ally Network.

m. The work performed must be in compliance with all applicable local codes and bylaws.

Note: While not required, participants are highly encouraged to consider installing EV chargers and EV EMSs that use a non-proprietary communication protocol such as the **Open Charge Point Protocol** (OCPP) or the **Open Automated Demand Response** (Open ADR) standard.

5. Eligible costs

a. Costs must be borne by the Participant to be considered eligible:

b. Purchase of the EV chargers.

c. Labour and construction costs for the installation of the EV chargers and associated conduit by a licensed electrical contractor.

d. Electrical and other related permits.

e. Parking and electrical design to accommodate the EV chargers and conduit.
f. EV parking signs.
g. Capital expenses, including informatics and other equipment or infrastructure.
h. Legal services associated with project work.
i. License fees and permits.
j. Costs associated with environmental assessments.
k. EV power management devices, such as load-sharing technologies, are considered eligible expenditures under the Program for all eligible MURB types.

Important note: eligible costs will not be considered if costs are incurred before BC Hydro or FortisBC sends email confirmation of pre-approval or if work is incomplete. All **Program Requirements** must be shown to be fulfilled before the payment can be issued.

6. **Ineligible costs**

a. Any eligible costs incurred before the date that BC Hydro or FortisBC provides email confirmation of pre-approval.
b. Installation of non-EV charging infrastructure.
c. Administration such as communication between property management and residents, copy or documentation fees.
d. Painting of parking area.
e. Taxes paid on the EV chargers, labour, etc.
f. Any EV charging infrastructure already required under regulation, building codes, or other programs, such as electrical infrastructure mandated by municipal EV Ready bylaws.
g. Land costs.
h. Legal fees associated with dispute resolution

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Multi-unit residential building charger rebate

7. **Required documentation**

    a. During the pre-approval application process, the Participant must provide the following documentation:

        i. **Quote of work**: A copy of the quote for the costs of the EV charger, the EV charger installation and electrical service upgrades (if applicable).

        ii. **New policy:** If the Participant is an individual strata unit owner or individual co-op resident, a signed copy of the MURB Strata Co-op Consent Form. If the Participant is a tenant living in strata-owned building, a signed copy of the MURB Strata Co-op Consent Form and a signed copy of the MURB Landlord Consent Form.

        iii. **New policy:** If the Participant is a tenant in a rental building, a signed copy of the Landlord Consent Form.

        iv. **New policy:** If the Participant is delegating authority to **the Contractor** to submit project documentation on their behalf, a fully completed and signed copy of the Contractor Participant Consent Form.

        v. **New policy:** A copy of an EVRP, an EPR – as mandated for strata corporations with five or more units under the Strata Property Act – or an opportunity assessment report from the CleanBC MURB Retrofit Program. Policy effective for new pre-approval applications on or after July 15, 2026.

    b. Following completion of all project work, the Participant must submit the following documentation:

        i. EV charger invoice: a complete copy of the paid, itemized receipt for eligible EV charger(s). Must include retailer's name, address and phone number. If this cost is included with the installation invoice, you can indicate this at the time of upload.

ii. Installation invoice: A copy of the paid invoice for the cost of the EV charger and/or electrical infrastructure installation labour and construction by a licensed electrician.

iii. Picture of installed EV chargers: One image per station if multiple stations are part of your application.

iv. Proof of EV charger internet connectivity: A screenshot of the back-end network operating system that shows that the EV chargers are connected to the network.

v. A copy of the appropriate completed contractor installation form – applicants need to provide electrical permit numbers on this form.

8. **Other considerations – contractor support.** The Participant may consider asking the Contractor to submit required documentation to BC Hydro or FortisBC on their behalf. As such, the Participant can give permission to the Contractor to share, receive and submit project information on their behalf by completing the Contractor Participant Consent Form, which may streamline the documentation submission process and reduce administrative barriers. If a Participant chooses to enter into this type of arrangement, it is highly recommended that they also:

   a. document this delegation of responsibility in the contract between the Participant and the Contractor and via email correspondence.

   b. confirms with the Contractor before issuing final payment that the work completed was consistent with the recommended solution in the EVRP, with the eligibility requirements of this guide, and consistent with any contract-related documents between the Participant and the Contractor.

Note: if the Participant chooses to delegate certain documentation responsibilities to the Contractor, it remains the responsibility of the Participant to review all work completed by the Contractor for the purpose of verifying that it meets all Program Requirements and aligns with what was proposed in the initial quote or estimate.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Workplace charger rebate

Workplace charger rebate

This rebate offer reimburses an eligible applicant (**the Participant**) for purchasing and installing eligible level 2 **EV chargers** at workplaces in BC. For more information about this rebate offer and other Go Electric rebate programs visit: goelectricbc.gov.bc.ca/rebates-and-programs

1. **The Participant or applicant**
    a. Must apply for pre-approval and receive confirmation of pre-approval before starting any work.
    b. Must be an authorized representative of a company or legal entity that is registered or incorporated in BC.
    c. Must own or lease a workplace that is in BC that is not a home-based business.
    d. Must have a minimum of 5 employees that work primarily based on the premises.
    e. Must be operating in a building that was constructed no later than August 31, 2022. This rebate is intended for retrofit solutions – newer builds are ineligible.
    f. Must complete all project work and submit all required documentation within 6 months from the date that BC Hydro or FortisBC provided an email confirmation of pre-approval. Extensions will be considered if the Participant submits a request prior to their submission deadline.
2. **Eligible workplaces**
    a. Businesses,
    b. Non-profit organizations,
    c. Industry and research associations,
    d. Public sector organizations (health authorities, school districts, colleges and universities),
    e. Local and regional governments,
    f. First Nations governments in BC, including:

i. First Nations Band Councils,
ii. Modern Treaty First Nations,
iii. Self-Governing First Nations,
iv. First Nations Tribal Councils,
v. Organizations mandated under Hereditary Chiefs or other traditional governance structures, and
vi. Métis Nation Government offices in BC

g. Indigenous organizations including

i. Métis chartered communities or associations,
ii. Friendship centres,
iii. Indigenous economic development corporations,
iv. Indigenous-owned businesses or non-profit organizations (51% Indigenous ownership or higher),
v. First Nation organizations mandated by one or more First Nation(s) to represent their collective interests (e.g., BC Assembly of First Nations).

Note: Provincial government ministries, crown corporations, and home-based businesses are not eligible for this offer.

3. **Rebate amounts and limits**

a. Up to 50% of eligible costs to a maximum of $2,000 per charger, and to a maximum of $14,000 per workplace.
b. Indigenous governments, organizations, and businesses can receive up to 75% of eligible costs to a maximum of $4,000 per charger, and to a maximum of $14,000 per workplace.

Participant Rebate Eligibility Requirements – Workplace charger rebate

c. Participants may submit separate applications for different worksites. An organization is limited to receive pre-approval for combined rebates of up to a maximum of $56,000 across all worksites, per fiscal year (April 1 to March 31) based on application date.

d. Single port stations count as one charger and dual port stations count as two chargers. As such, applicants who apply for a dual port station may receive up to $4,000 or 50% of total costs, whichever is lower.

4. **EV charger requirements**

a. Be a level 2 (208 or 240 Volt) EV charger

b. Feature one of following connectors:

i. **SAE J1772 connector**, also known as a "J-Plug" or the **Combined Charging System** (CCS) connector.

ii. **SAE J3400 connector**, also known the **North American Charging System** (NACS) connector.

Note: Tesla-manufactured EV chargers are not eligible for rebates at this time.

c. Be approved for sale and use in Canada with certification from at least one of the following organizations:

i. Certified Education Technology Leader (cETL)

ii. Certified Quality Program for Suppliers (cQPS)

iii. Canadian Standards Association (CSA)

iv. Certified Underwriters Laboratories (cUL)

v. Unlimited Liability Corporation (ULC)

d. Be purchased from a supplier in Canada.

e. Be purchased, not leased, and remain the property of the Participant for a minimum of two years from the date of the rebate.

Participant Rebate Eligibility Requirements – Workplace charger rebate

f. Be a permanent installation in BC. The **Administrators** reserve the right to exclude any EV charger that they deem intended as a portable or mobile charger.

g. New, not used or refurbished.

h. Be for a new installation, or expansion of an existing installation (not for the replacement of an existing installation).

i. Proof of ownership or access to land where infrastructure is to be installed.

j. Be a networked EV charger or be connected to a network via an **EV Energy Management System** (EVEMS) based on the following definition:

> **Networked charging definition:** An EV charger that is connected to a larger network of EV chargers and network infrastructure, which allows EV chargers, also known as **electric vehicle supply equipment** (EVSE), to communicate with other devices, such as smartphones, a building's EMS or EVEMS, or other EV chargers within the network. Networking capabilities must enable receiving and sending commands or messages remotely between an EV charger, or an EMS, to a central network accessible by building management representatives.
>
> Networked charging is required for MURB charger rebates because it can enable:
>
> 1. the implementation of circuit sharing designs, which can help avoid costly electrical service upgrades for buildings.
> 2. improved accuracy in measuring electricity usage from EV charging sessions, which can inform company specific policies on billing practices and potentially provide the data needed to access and generate low-carbon fuel credits via the BC Low Carbon Fuel Standard (LCFS).

k. Stations must remain networked for a minimum of two years.

Participant Rebate Eligibility Requirements – Workplace charger rebate

l. Be installed by a licensed electrical contractor with a GST number and a valid BC business license. It is highly encouraged that Participant considers working with a contractor that has completed the Electric Vehicle Infrastructure Training Program or is a member of the BC Hydro Alliance of Energy Professionals or the FortisBC Trade Ally Network.

m. The work performed must be in compliance with all applicable local codes and bylaws.

Note: While not required, participants are highly encouraged to consider installing EV chargers and EVEMS that use a non-proprietary communication protocol such as the **open charge point protocol** (OCPP) or the **open automated demand response** (Open ADR) standard.

5. **Eligible costs**

a. Costs must be borne by the Participant to be considered eligible.

b. Purchase of the EV charger.

c. Labour and construction costs for the installation of the EV charger and associated conduit by a licensed electrical contractor.

d. Electrical and other related permits.

e. Parking and electrical design to accommodate the EV chargers and conduit.

f. EV parking signs.

g. Capital expenses, including informatics and other equipment or infrastructure.

h. Legal services associated with project work.

i. License fees and permits.

j. Costs associated with environmental assessments.

k. EV power management devices, such as load-sharing technologies.

Important Note: eligible costs will not be considered if costs are incurred before BC Hydro or FortisBC sends an email confirmation of pre-approval or if work is incomplete. All **Program Requirements** must be shown to be fulfilled before payment will be issued.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Workplace charger rebate

6. **Ineligible costs**

    a. Any eligible costs incurred before the date that BC Hydro or FortisBC provides an email confirmation of pre-approval.
    b. Installation of non-EV charging infrastructure.
    c. Administration such as communication between property management and residents, copy or documentation fees.
    d. Painting of parking area.
    e. Taxes paid on the EV charger(s), labour, etc.
    f. Charging infrastructure already required under regulation, building codes, or other programs.
    g. Land costs.
    h. Legal fees associated with dispute resolution

7. **Required documentation**

    a. During the pre-approval application process, the Participant must provide the following documentation:

        i. Quote of work: A copy of the quote for the costs of the EV charger, the EV charger installation and electrical service upgrades (if applicable).
        ii. **New policy:** If the Participant is leasing the worksite they must provide written consent from the property owner.

    b. Following completion of all project work, the Participant must submit the following documentation:

        i. EV charger invoice: a complete copy of the paid, itemized receipt for eligible EV charger(s). Must include retailer's name, address and phone number. If this cost is included with the installation invoice, you can indicate this at the time of upload.

Participant Rebate Eligibility Requirements – Workplace charger rebate

ii. Installation invoice: A copy of the paid invoice for the cost of the EV charger and/or electrical infrastructure installation labour and construction by a licensed electrician.

iii. Picture of installed EV charger(s): One image per station if multiple stations are part of your application.

iv. Proof of EV charger internet connectivity: A screenshot of the back-end network operating system that shows that the EV chargers are connected to the network.

v. A copy of the appropriate completed contractor installation form – applicants need to provide permit numbers on this form.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Municipal top-up rebates

Municipal top-up rebates

1. Municipal top-up rebates are a limited time special offer funded by participating municipalities. Participating local governments determine which program offers to fund and top-up amounts are listed on municipal websites and the following program websites:
    a. bchydro.com/evcharger
    b. http://www.fortisbc.com/ev
2. Municipal Top-Ups are subject to availability on a first-come, first-served basis while funds last.
3. Participants must reside or work within the municipal boundary of a participating municipality.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Definitions

Definitions

Administrators – The organizations that fund and deliver the CleanBC Go Electric Home and Workplace Charging Program, which includes the Ministry of Energy and Climate Solutions (the Province), British Columbia Hydro and Power Authority (BC Hydro) and FortisBC Inc. (FortisBC).

BC Hydro – Refers to the British Columbia Hydro and Power Authority, who administers the rebate offers on behalf of the provincial government within their electric utility service area.

Contractor – Refers to a qualified professional such as electrical contracting or electrical engineering company retained by the Participant for the purpose of installing eligible electric vehicle (EV) chargers (i.e., EV supply equipment or EVSE), preparing an EV Ready Plan, or undertaking related electrical infrastructure upgrades to implement the EV Ready plan.

Combined Charging System (CCS) – A type of charging equipment associated with SAE J1772, which allows different manufacturers from across the original equipment manufacturers (OEMs) to produce charging equipment with a five-pin design for level 2 charging and a seven-pin design for fast charging. Also referred to as the J-Plug, this charging system is one of the most common charging technologies in North American.

Electrical planning report – A legally required report for strata corporations in BC with five or more strata lots that is intended to document the current electrical capacity of a building and the spare electrical capacity that could be used to support future electrical upgrades including electric vehicle (EV) charging installations and heat pumps. The deadline to obtain these reports is December 31, 2026, in the Metro Vancouver Regional District, the Fraser Valley Regional District and the Capital Regional District, while the deadline for applicable strata corporations in the rest of the Province is December 31, 2028.

EV charger – Also referred to as EVSE, it refers to a complete assembly consisting of cables, connectors, devices, apparatus, fittings, and communication protocols installed for the purpose of power transfer and information exchange between the branch circuit and the EV.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Definitions

EV energy management system – A framework of hardware, software, processes and procedures used to control loads from level 2 EV chargers through the process of connecting, disconnecting, increasing, or reducing electric power to the loads and consisting of any of the following: a monitor(s), communications equipment, a controller(s), a timer(s), and other applicable device(s).

EV Ready – Typically refers to an off-street parking space at a building that has a termination point in an electrical wiring installation with all the necessary electrical infrastructure to safely power a level 2 EV charger, but where the charger is not installed or operational. It can also apply on a building-wide scale. In the context of the eligibility criteria for the EV Ready rebate offers in the Program Guide, a building is considered EV Ready if it has one energized parking space per residence or per parking stall (whichever is lower) that is capable of supporting level 2 charging.

EV Ready plan – A report that provides a building-specific assessment of the current electrical load, the spare electrical capacity, a charging performance assessment, and a recommended electrical design to provide one EV Ready parking space per residence or per parking stall (whichever is lower) and is capable of supporting level 2 charging.

Electric vehicle supply equipment (EVSE) – More commonly known an EV charger or an EV charging station, EVSE refers to a complete assembly consisting of cables, connectors, devices, apparatus, fittings, and communication protocols installed for the purpose of power transfer and information exchange between the branch circuit and the EV.

FortisBC – Refers to FortisBC Inc., who administers the rebate offers on behalf of the provincial government within their electric utility service area.

Level 1 charging – Refers to an EV charger that operates on a 120-volt power supply that can be plugged into a standard wall outlet.

Level 2 charging – Refers to an EV charger that operates on a 208- or 240-Volt power supply and provides a power output with an alternating current of between 3.3 to 19.2 kilowatts (kW). Level 2 EV chargers are most often equipped with a SAE J1772 connector or a SAE J3400 connector.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Definitions

Level 3 charging – Refers to an EV charger that operates on a high voltage power supply with a power output with a direct current of 20kW or greater. Also known as direct current fast charging or simply fast charging.

Low Carbon Fuel Standard (LCFS) – Refers to the BC Low Carbon Fuels Act and its two regulations. The LCFS sets requirements that encourage the use of renewable and low carbon fuels and offers incentives to organizations that supply them. Incentives depend on how much these fuels cut greenhouse gas emissions compared to conventional fuels. MURBs and workplaces who supply more than 15,000 kilowatt-hours of electricity in one year may be eligible to generate low carbon fuel credits and sell them on the credit market.

Networked charging – An EV charger that is connected to a larger network of EV chargers and network infrastructure, which allows it to communicate with other devices, such as smartphones, a building's energy management system, or other EV chargers within the network. Networking capabilities can enable load/circuit sharing, which can reduce the likelihood of needing an electrical service upgrade. It can also allow building managers to accurately track electricity consumption from EV charging which is needed to recover costs from building residents and to generate low-carbon fuel credits via the Low Carbon Fuel Standard.

North American Charging System (NACS) – A charging equipment design standard originally developed by Tesla Inc. for its proprietary charging connector. The Society of Automotive Engineers (SAE) published series of standards in 2023 that allows other OEMs to manufacturer NACS/SAE J3400 EV chargers.

Open automated demand response – A non-proprietary, open, and secure communication standard widely used to automate demand response and manage distributed energy resources in the energy sector.

Open Charge Point Protocol – A non-proprietary, open, and secure communication standard widely used between EV chargers and EV energy management systems.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Definitions

Opportunity assessment – A report that assesses a buildings electrical capacity and identifies potential improvements to energy efficiency. Rebate offers may be available through BC Hydro to complete this assessment via the CleanBC Multi-Unit Residential Building Program.

The Participant – A person, organization or business listed under any of the "Participant or applicant" sections under any of the rebate offers listed in the Program Guide that submits a rebate application to Administrators. Administrators may also factor in other criteria listed under "Building requirements" or "Eligible workplaces" to determine if the Participant is considered an eligible applicant.

Principal residence – means the usual place where an individual makes the individual's home.

The Program – A short form title of the CleanBC Go Electric Home and Workplace Program. This Program has also been known as the CleanBC Go Electric EV Charger Rebate Program.

The Program Guide – A short form title of this document, also known as "Participant Rebate Eligibility Requirements", which defines required eligibility criteria for each rebate offer in the CleanBC Go Electric Home and Workplace Charging Program.

The Province – Refers to the provincial government who is providing the funding the Program.

Program Requirements – Refers to all of the required criteria including in the Program Guide and in the Terms and Conditions. Participants must meet all required criteria listed in these documents to qualify for rebates.

SAE J1772 – The SAE standard that was developed for CCS EV chargers that established standardized production requirements and enabled the production of these chargers by different OEMs across the EV industry in North America.

SAE J1772 Connector – A type of charging connector for CCS EV chargers that is commonly known as the J-plug and is commonly used to charge most EVs except Tesla.

CleanBC Go Electric – Home and Workplace Charging Program

Participant Rebate Eligibility Requirements – Definitions

SAE J3400 – The SAE standard that was developed in response to Tesla developing NACS that established production requirements for NACS/SAE J3400 chargers and enabled the production of these chargers by different OEMs across the EV industry in North America.

SAE J3400 Connector – A type of charging connector that based on the SAE J3400 standard that is commonly known a NACS connector and is mostly commonly used to charge Tesla vehicles and that other automakers have started to incorporate into new EVs.

Terms and Conditions – A short form title of the Participant Terms and Conditions document for the CleanBC Go Electric Home and Workplace Charging Program, which contains more general eligibility criteria.

Appendix A: EV Ready charging performance minimum guidelines

Purpose of the guidelines

To support best practices for electric vehicle (EV) charging and EV Ready planning in multi-unit residential buildings (MURBs), Administrators have developed charging performance minimum guidelines. These guidelines ensure that adequate power is delivered from an EV energy management system (EVEMS), or other system, to residential parking spaces for the purposes of EV charging in MURBs. Without such performance guidelines, electrical designs may include excessive load sharing, resulting in insufficient power to provide an adequate rate of charging.

The following table outlines charging performance minimum guidelines for circuit sharing:

Table 2. Minimum charging performance guidelines

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

Variables affecting charging needs that should be considered:

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

Considerations for using an EV energy management system

An EVEMS can be an effective way to reduce system upgrade costs, as well as utility demand charges. Use of an EMS in large MURBs has become common practice.

When using an EVEMS or EMS, the system will need to be able to reliably meet vehicle charging needs. The assessment below is used to verify that a minimum charging performance, deemed to be acceptable to the Program, is met in order for a project to qualify for rebates. It does not replace the professional judgement of the Contractor. All applicable laws, bylaws, standards, regulations, and codes must be followed. This guideline is the minimum acceptable performance to qualify for rebates, which is intended to represent the best practice in balancing costs and charging speed in most situations but may not provide adequate charging capability for every situation.

To ensure the installed system meets the needs of a particular project, it is important that the Contractor and the Participant discuss factors that could impact charging requirements or capability, such as plans for future increases to electrical loads, or resident preferences for faster charge recovery times. The Contractor and Participant must ensure that the capabilities and limitations of the system proposed are clearly communicated and understood.

CleanBC Go Electric – Home and Workplace Charging Program

Rebate Eligibility Requirements – Appendix A

Program requirement for assessing charging needs: The energy available to a charging system over any 8-hour period must be sufficient to meet the total daily average charging needs when one vehicle is charging in every EV Ready parking spot.

Verification: The EVRP Workbook can be used to verify that the program requirement for assessing charging needs is met. Details on the methodology are provided in Appendix B.

General EVEMS notes:

- There will be diversity in when vehicles plug in, however operating near the EVEMS limits will extend charging times, increasing the overlap in charge sessions.
- The demonstrated load may not represent all future loads.
- High energy consuming vehicles, and drivers going beyond average daily driving distances, may on occasion experience a charge recovery of less than their daily driving needs.
- Diversity in when individuals plug in their vehicles as well as building load means drivers will typically receive significantly better charging performance than the minimum case used for rebate verification.
- Designers must apply their professional judgement, considering the building occupant behaviors and desires balanced with system and utility costs (demand charges), to apply suitable design factors beyond the minimum Program requirements where appropriate.

Appendix B: EV Ready energy management system charging performance verification

Verification: The following steps are used to test that the Program policy is met. This verification is not intended to replace the Contractor's design processes or requirements. These calculations are built into the updated EVRP workbook but are provided here for understanding.

Formulas:

Step 1: Calculate required energy per day per vehicle

$$E_R = VKT \times E_v$$

Where

$$E_R = Daily\ Energy\ Required\ Per\ Vehicle\ in\ kWh$$

$$VKT = Daily\ average\ vehicle\ kilometers\ travelled\ in\ km$$

$$E_v = Vehicle\ energy\ use\ in\ kWh\ per\ km$$

Step 2: Available energy calculation, 1-hour

Note: Step 2 is optional. It is simpler than step 3. If Step 2 verification passes, then step 3 is not required.

$$E_R \leq \frac{E_{A_{1hour}} \times 8\ hours}{\#Spots_{EVR}}$$

Where

$$E_{A_{1hour}} = Minimum\ available\ energy\ in\ 1\ hour, based\ on\ 12\ month\ demonstrated\ load$$

$$E_{A_{1hour}} = Capacity - D_{1h}$$

Where

$$Capacity = the\ derated\ system\ capacity, also\ the\ upper\ limit\ of\ the\ EMS$$

$$D_{1h} = The\ maximum\ hourly\ demand\ over\ the\ 12\ month\ period$$

Note: For Step 2, it is permissible to replace D_{1h} with the calculated load instead of demonstrated load.

Step 3: Available energy calculation, 8-hour

$$E_R \leq \frac{E_{A_{8hour}}}{\#Spots\_EVR}$$

$$E_{A_{8hour}} = \min_{all\ t>7} \sum_{t=i-7}^{i} E_{A_{1hour_t}}$$

Where

$$E_{A_{8hour}} = Minimum\ Available\ Energy\ over\ an\ 8\ hour\ period, based\ on\ 12\ month\ demonstrated\ load$$

$$t = time\ periods\ of\ 1\ hour, spanning\ a\ full\ 12\ month\ demonstrated\ load\ period$$

Step 4: If step 2 or step 3 equation is valid, EVEMS available energy is adequate to qualify for a rebate. If both Step 2 and Step 3 equations were not valid, available energy is not adequate to qualify for a rebate. Revisit design stage and requirements and consider alternatives.

Example:

- The system's constricted point is rated at 500 kVA.
- The EVEMS will not allow any EV charging to create load in excess of 400 kW
- The demonstrated historical peak load was 200 kW
- The available capacity is 100 kW
- There are 200 parking stalls being made EV Ready
- The average daily vehicle kilometers travelled is 50 km
- Most vehicles are small cars to mid-size SUVs, climate is moderate, driving is mixed urban and highway, 20 kWh/100km is used for vehicle consumption.

Rebate Eligibility Requirements – Appendix B

Step 1: Calculate required energy per day per vehicle

In words: each average vehicle travels 50 km per day using 20 kWh per 100 km, therefore requiring 10 kWh per day.

$$E_R = VKT \times E_v$$

$$E_R = 50km \times \frac{20\ kWh}{100\ km}$$

$$E_R = 50km \times 0.2\ \frac{kWh}{km}$$

$$E_R = 10\ kWh$$

Step 2: Available energy calculation, 1-hour

In words: There are 200 vehicles, which can share 200 kW, therefore each can have an average of 1.0 kW. Over an 8-hour charge during the demonstrated load period, vehicles would have received at least 8 kWh per vehicle, but that is less than the 10 kWh needed daily.

Calculate available energy to the EMS in the highest demand hour of the year.

$$E_{A_{1hour}} = Capacity - D_{1h}$$

$$E_{A_{1hour}} = 400\ kW - 200\ kW$$

$$E_{A_{1hour}} = 200\ kW$$

The lowest hourly available capacity is 200 kW.

$$E_R \leq \frac{E_{A_{1hour}} \times 8\ hours}{\#Spots_{EVR}}$$

$$10\ kWh \leq \frac{200\ kW \times 8\ hours}{200\ vehicles}$$

$$10\ kWh \leq 8\ kWh$$

False, 10 kWh is not less than 8 kWh. Therefore, proceed to step 3.

Step 3: Available energy calculation, 8-hour

Note: You may use the EVRP Workbook to assist in these calculations. The Contractor must verify the results. Program Administrators are not responsible for errors resulting from the use of the EVRP Workbook.

$$E_{A_{8hour}} = \min_{all\ t>7} \sum_{t=i-7}^{i} E_{A_{1hour_t}}$$

	Date and Hour	Energy Use (kWh)	System Capacity (kVA)	Remaining Capacity (kVA)	Available Energy per Rolling 8 hr Period (kWh)
10					
11					
12	2024-01-01 0:00	107.8	400	292.2	
13	2024-01-01 1:00	97.2	400	302.8	
14	2024-01-01 2:00	81.3	400	318.7	
15	2024-01-01 3:00	72.2	400	327.8	
16	2024-01-01 4:00	63.5	400	336.5	
17	2024-01-01 5:00	71.4	400	328.6	
18	2024-01-01 6:00	93.1	400	306.9	
19	2024-01-01 7:00	100.6	400	299.4	2512.8
20	2024-01-01 8:00	153.5	400	246.5	2467.1
21	2024-01-01 9:00	140.9	400	259.1	2423.4
22	2024-01-01 10:00	124.0	400	276.0	2380.8
23	2024-01-01 11:00	120.9	400	279.1	2332.1

$$E_{A_{8hour}} = \min_{all\ t>7} \big((400\ kW - 100\ kW) + (400\ kW - 125\ kW) + (400\ kW - 150\ kW) + (400\ kW - 200\ kW) + (400\ kW - 175\ kW) + (400\ kW - 150\ kW) + (400\ kW - 125\ kW) + (400\ kW - 90\ kW)\big), \dots,$$
$$((400\ kW - 150\ kW) + (400\ kW - 125\ kW) + (400\ kW - 150\ kW) + (400\ kW - 180\ kW) + (400\ kW - 170\ kW) + (400\ kW - 160\ kW) + (400\ kW - 140\ kW) + (400\ kW - 99\ kW))$$

$$E_{A_{8hour}} = \min_{all\ t>7} 1685, \dots, 2026$$

$$E_{A_{8hour}} = 2026$$

In words: Upon review of hourly load data, the 200 kW load was a single hour occurrence. For every 1-hour period, the available capacity was calculated. The 8-hour rolling sum of available energy was

calculated for every complete 8-hour period of demonstrated load by summing the 8 preceding hourly available capacities during the demonstrated load period. Of the over 8,750 8-hour available energy rolling sums, the minimum energy available during any 8-hour period during the year was 2,026 kWh. Dividing 2,026 kWh by the 200 EV Ready Parking spaces shows a minimum of 10.3 kWh available to each EV. 10.3 kWh is greater than or equal to the 10 kWh required per vehicle, therefore on the worst 8-hour period of the year of load data, with all EV Ready parking spaces in use, all average vehicles would have received adequate charging to meet the building's average vehicle kilometers travelled.

Step 4: Not required, charging performance requirements are met.