GOVERNMENT OF WESTERN AUSTRALIA

Department of **Energy, Mines, Industry Regulation and Safety**
Energy Policy WA

Charge Up Electric Vehicle Charging Grants Program

Project Guide for Destination Charging

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Working together for a **brighter** energy future.

Contents

Introduction

The Western Australian (WA) Government has launched Round 3 of the Charge Up Electric Vehicle (EV) Charging Grants (Charge Up grants) to help drive EV uptake.

Who is eligible?

- small to medium enterprises;
- local government authorities; and
- not-for-profits.

See further information on eligibility below.

What can you get with Charge Up grants?

Charge Up grants provides up to 50 per cent co-funding for eligible applicants to purchase and install EV charging infrastructure for sites in WA.

1. **Purchase and installation** of up to four EV AC and/or DC chargers per site.
2. **Up to five sites** per applicant.
3. **Installation costs** including a two-year maintenance plan (mandatory for public chargers). Funding caps apply.
4. **Two-year software subscription**.
5. **Network upgrades**. Funding caps apply.

Applications close at 5pm on 30 June 2025 or when available funding is fully committed. You can apply via the application portal SmartyGrants.

Purpose of this guide

This document provides guidance to organisations considering an application for **Charge Up grants Round 3** with the intent of installing chargers at a destination for use by EV drivers.

This Guide will help you understand:

- whether you are **eligible** for Charge Up grants funding;
- what **funding** you can get from the Charge Up grants program;
- whether a **destination charger(s) is suitable** for your organisation and site(s);
- what you should consider when **designing your project** – tips and a real-life case study to help choose the best charger(s) and design for your site(s); and
- how you can **apply** for Charge Up grants funding.

Is this the Project Guide for me?

There are three project guides covering the most common types of EV charging.

1. **Destination Charging:** Slower charging for EV drivers spending more than an hour at a location to shop, eat, sleep etc.
2. **Public DC Charging:** Faster charging at publicly accessible locations for EV drivers travelling enroute who need to charge in under one hour.
3. **Workplace Charging:** Charging at workplaces predominantly for **fleet** and/or **employee EV purposes**, but can also include visitors and members of the public.

What is Destination Charging?

Destination charging happens at sites where EV drivers spend a couple of hours or more while undertaking an activity. Slower charging is usually appropriate for destination charging as EV drivers stay longer and therefore do not need to charge as fast as when they are enroute. While Charge Up grants supports EV chargers from 7kW to 350kW capacity, for **destination charging EV chargers recommended** include:

1. **AC chargers (7–22kW)**; and
2. **DC chargers (up to 50kW)**.

Users of these types of chargers would largely include **visitors** to the site but can also include **local employees**.

This type of charging is particularly ideal for:

- EV drivers who top up if a charger is available as a matter of convenience while they shop, undertake exercise or a fitness activity, or visit a doctor or other health practitioner.
- EV drivers who plan a trip to a destination around charging accessibility, charging for longer periods of time while they dine, shop or sleep, often becoming repeat customers.

Please use the guide that is most relevant for you. If you are still unclear on the guide that is right for you, you are encouraged to **contact the Charge Up grants team** – chargeup@demirs.wa.gov.au – for advice **before you submit** an application. For additional information see the Charge Up grants website.

Application steps

1. Is your organisation eligible?

- **Local Government Authorities** as established under the *Local Government Act 1995*.
- **Not-for-profits** registered with the Australian Charities and Not-for-profits Commission.
- **Small to medium enterprises (SME)** with less than 200 employees and not part of a large corporation (aggregate turnover more than $250 million), including:
  - franchises that are an SME; and
  - landowners and charge point operators (CPOs) – if a substantial proportion of site occupants with access to the charger are eligible organisations and also for a CPO if you require the grant funding to ensure commercial viability.

For further information on eligibility, including who is not eligible, see the Round 3 Funding Guidelines (Funding Guidelines).

2. Is your site eligible?

Your site is eligible if:

- it is located in Western Australia; and
- your organisation occupies and owns the land or has permission from the landowner prior to application; or
- for installations in a shared carpark if a majority of site occupants with access to the charger(s) are eligible organisations.

For further information on site eligibility see the Funding Guidelines.

3. What is funded?

Up to 50 per cent of funding for the purchase, installation and maintenance of EV chargers and software costs, including the cost of network upgrades (if required).

3a. EV chargers

- **Type of chargers**: eligible EV charging hardware on the Round 3 Approved List of Software and Hardware (Approved List).
- **Number of chargers**: up to four EV chargers per site, with up to five sites per applicant.
- **Charger size**: 7kW to 350kW charging capacity.

3b. Installation and maintenance

- **Installation funding capped** in the Greater Perth area at $5,000 per site (up to 150kW charger) and $10,000 per site (over 150kW).
- **Installation funding capped** in regional and remote areas at $10,000 per site (up to 150kW) and $20,000 per site (over 150kW).
- Mandatory two-year maintenance plan for all public chargers.

3c. Software

- Mandatory two-year software subscription from an approved software supplier and platform on the Approved List. See below to understand why software is important and the benefits.
- Tip: select your software before selecting your charger(s) as some chargers may not be compatible.

3d. Network upgrade

- **Funding for network upgrades is capped** at up to $150,000 per site (Western Power) and up to $225,000 per site (Horizon Power).
- Note: Network costs include costs relating to stand alone power systems payable to Western Power, Horizon Power or Boundary Power.
- Network upgrades may need to occur if there is not enough power at a site to cater for the additional electrical load of the charger(s).
- See further information below on how you could design your site to try to avoid network upgrades.

4. Consider your project design

- See tailored guidance below to help your organisation understand what to consider when designing your project, including what charger(s) is best suited for your site, how to best reduce the costs for installation and network upgrades etc.

5. Get quote(s)

EV Charging Hardware and Software Quotes

- You will need to obtain hardware and software quotes from an Approved Software Supplier, installer and/or electrical contractor.
- See further information in the Commercial Quote Requirements on how many quotes you should obtain and what they should include.

Network Upgrade Quote (if required)

If your installer or electrical contractor identifies that your network connection needs an upgrade, follow the steps below.

1. Request that your installer or electrical contractor obtains an **official quote** from your network operator (make sure they mention Charge Up grants).

Tip: To avoid incurring unnecessary quote fees, contact the Charge Up grants team to undertake a preliminary assessment to indicate the likely success of your application.

2. The network provider will then engage an engineer to determine the scope of works and costs.
3. Once you have an official quote contact the Charge Up grants team via email chargeup@demirs.wa.gov.au to re-open your application to submit the quote.

6. Apply

- Submit your application(s) (maximum five per applicant) via SmartyGrants **before 5pm on 30 June 2025**.
- Tip: Preview the application form on SmartyGrants well in advance of the closing date to understand what information you are required to provide.
- Immediately after submitting your application, you will receive an email confirming receipt.
- **This email does not mean you have received approval.**

NOTE: Chargers installed prior to receiving notification of a successful application are not eligible for co-funding.

7. Receive outcome

- Receive an email notifying you of the outcome of your application.
- Most applications will be assessed by EPWA, and notification provided within about 20 business days, with relevant information and next steps.
- CPOs and applications seeking grant funding over $75,000 may take longer as they will also be assessed by the Grants Program Steering Committee.

8. If successful, install chargers

- **If successful**, you must proceed with **installation within 180 days (for AC chargers) or 18 months** (for DC chargers) from the approval date at the location specified in your application.
- Once installed, you will:
  - be **reimbursed** after you have met the grant requirements and lodged a Reimbursement Form;
  - subscribe to a **maintenance program** for the chargers for at least two years (mandatory for public chargers only)
  - ensure the chargers remain **installed** for at least five years; and
  - (if requested) provide **additional information and data on charger use** (from software).
- See the Round 3 Funding Guidelines for further information on the **terms and conditions.**

Consider your project design

The below information is to help applicants looking to install destination chargers to understand:

- whether a destination charger(s) is right for your site;
- what to consider when choosing a charger(s);
- what to consider when installing your hardware and choosing your software;
- how to choose your site; and
- how to design your site to minimise costs, maximise accessibility and plan for the future.

For more specific guidance on your unique situation, it is recommended that you seek the expertise of your installer or electrical contractor.

What charger(s) should I install and how much could it cost?

When deciding what **size and number of charger(s)** is best for your site, you will need to weigh up how long you would like EV drivers to stay at the site versus what it can accommodate.

To help determine this consider the following:

- **How long are people likely to spend at your site** – Consider whether the features or activities at your site may encourage EV drivers to stay for longer periods.
- **How long do you want people to stay at your site** – Consider the ideal length of time for EV drivers to remain at your site, how long people usually stay, and whether changes are needed to encourage people to stay longer. For example, a greater number of smaller chargers will encourage EV drivers to stay longer but may cost more.
- **How busy is your site** – Take into account the peak times of day and periods (i.e. school holidays) and any need to plan for future increases in demand.

The most cost-effective charger(s) will be those that encourage EV drivers to stay at the site for a preferred time period without the need for expensive capital works or network upgrades.

- **Power limitations** – To avoid expensive network upgrades make sure you consider the power limitations at your site(s) and, where possible, choose charger(s) within this capacity.
- **Space limitations** – The amount and type (off-street or kerbside) of parking area available will limit the type of charger(s) you can install. Where parking is restricted a larger charger with dual ports will take up less space.
- **Reliability** – A charging site that is unreliable will discourage customers. Consider having at least two plugs per installation so that there is always one charging port in case there is a fault.
- Tip: Installing three single phase chargers rather than one three phase charger will cost a similar amount to install but allow more EV drivers to charge at the same time.

For further information on what size and number of charger(s) might be best suited for your site, including approximate costs, advantages and disadvantages, see **Table 1 below.**

For help specific to your site, it is recommended that you ask your installer or electrical contractor to advise on any site restrictions, potential solutions and costs when obtaining quotes. For further information on these matters see the Commercial Quote Requirements

Table 1. Number and Size of Charger(s)

Example of charger	Single or three-phase AC charger (Level 2)	three-phase AC charger (Level 2)	DC charger (Level 3
Charging capability (kW/hr)	Up to 7.4 kW	Up to 22 kW	24–50 kW
Cost of charger only	$1,000–$3,000 Wall mounted	$2,000–$10,000	$20,000–$50,000
User dwell time	Overnight	2–4 hours	Under 2 hours
Site characteristics	Sites that provide overnight accommodation. For example hotel, Airbnb, caravan park, etc.	Sites that have sufficient attractions and/or amenities that occupy people for several hours. For example dining venues, tourist attractions, libraries etc.	Sites that have attractions and/or amenities that occupy people for a shorter amount of time. For example recreational centres, medical practices, playgrounds, etc.
Benefits of charger	Suitable for all EVs and usually more cost-effective.	Provides a balance between slow overnight charging and faster DC charging.	Best value DC installation. Faster than AC.
Downsides of charger	Slowest charger.	Some EVs limit AC charging at 7kW/11kW or less.	Most costly to purchase and likely higher installation costs.

The design process

Choosing your site

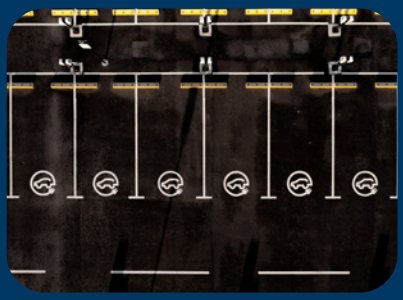
If you have multiple options for placement of your EV charger(s) consider the following criteria. It is recommended that you use the list as part of a discussion with your installer or electrical contractor.

Power

Avoid expensive network upgrades where possible, by:

1. asking your installer or electrical contractor to advise how much spare electrical capacity is at your site (by inspecting your switchboard); and
2. choosing charger(s) sized within the available capacity at your site (see above for further advice) or consider another site.

NOTE: Network upgrades can involve costs exceeding $100,000. If you cannot avoid network upgrades, ee application step 5 above for next steps.



Parking

Where possible, choose a site with existing parking (or design parking at your site):

- with plenty of room for the charging equipment, both at the front and back of the parking space;
- close to the switchboard to avoid costly installation fees, which grow as the length of connection increases; and
- with enough space to expand parking as charger demand increases.

Versatility

Choose a versatile site with enough space so that you can:

- plan for further chargers as demand increases;
- manage queuing during peak periods;
- design pull-through bays so that users who are towing don't have to unhitch to charge; and
- position chargers to service at least one parking bay for a single port charger and at least two parking bays for a dual port charger.

Designing your site

Once you have selected your site, it is recommended that you consider the following to help improve the charger user experience.

Accessibility

A fully accessible site for wheelchair users will also benefit seniors, or other users of mobility aids and people using prams.

You can do this by:

- complying with all Australian standards for parking accessibility;
- prioritising wide, flat parking spaces so charger(s) can be installed at the same level as the EV charging space and access aisles;
- providing access aisles and gaps between hard objects (i.e. kerbs or bumpstops) preferably at least 1100mm wide, so a wheelchair or walker can easily access the charger;
- making sure cables and other obstructions do not block any access ways when vehicles are plugged in;
- positioning chargers with their charging ports on the same side as access aisles;
- locating your charger(s) close to the entrance and/or amenities at your site;
- making sure your chargers are visible (see below) for those with low vision; and
- provide a safe walkway to the other services at the location.

Visibility

Design your site so that it is visible, safe, and secure by:

- make sure your charger(s) is easy to spot from the road and find within the site. Wayfinding signs or painted arrows can help direct drivers; and
- parking spaces should be well lit for safety, security, ease of use and vandalism deterrence.

Reliability

Design your site so that your charger(s) are as reliable as possible by:

- clearly marked and/or reserved so other vehicles do not occupy the space (i.e. through bay painting and/or a sign);
- mechanically protect your charger(s) from accidental damage (i.e. bumpstops) without compromising accessibility;
- protecting your charger(s) from vandalism by making it visible (see above) and installing CCTV;
- protecting your charger(s) and users from weather events if possible (e.g. shade cover);
- providing strong internet connectivity (required) so that your EV software can reliably operate; and
- expanding your two-year software and maintenance plans so your charger continues to be reliable and well maintained.

Installing your charger and choosing your software

After you have chosen your charger(s) and decided on site design, the information below will help you understand what is involved when installing your EV chargers and choosing your software and supplier, including how long it could take and how much it might cost.

What installation works are co-funded?

Charge Up grants co-funds up to 50 per cent of the installation for up to four EV chargers per site at up to five sites per applicant. Funding caps apply depending on the size and location of your charger, see information above.

The table below outlines what Charge Up grants will and will not fund as part of these installations.

Eligible for funding	Not eligible
Civil works such as trenching and laying plinths.	Equipment that is installed for the provision of future EV charging infrastructure.
Electrical works such as cabling and switchboard upgrades.	Additional cables and cable holders.
Purchase and installation of energy management systems (if required).	Optional costs such as bay painting and installing bollards.
Commissioning of hardware and/or software.	Feasibility studies, business case development or council approval costs (if required).
Credit card reader.	Grant application costs.
Maintenance plan for a two-year period (mandatory for public chargers).	

What should you consider when arranging installation of the charger?

Take the time to work through the following considerations with your installer or electrical contractor for a safe and efficient installation.

- DC chargers are heavy and require concrete footings and specialist lifting equipment to be installed. This will be managed by your installer or electrical contractor.
- Some installations require trenches and overhead work that can be dangerous for pedestrians. Please consider:
  - pedestrian access and diversion;
  - vehicle movements; and
  - appropriate safety precautions like signs, barriers, etc.
- For highway sites, be careful of vehicle movements, as cars coming off the highway can be moving quickly and cause damage to workers and equipment.

How long will it take to install?

The amount of time it takes to source and install your charger(s) will depend on the size and number of charger(s) and whether your site requires significant excavation or concrete works.

Sites that do not require network upgrades or construction work can expect the following times:

- **AC chargers** – are about the size of a shoebox and are wall or pedestal mounted next to the parking space.
  - AC chargers will take around one to two days to construct.
  - Approved suppliers have committed to making AC chargers (on the Approved List) available in Australia in no more than three months.
- **DC chargers** – are about the size of a fridge and are usually ground mounted (some below 40kW are wall mounted) next to the parking space.
  - A typical DC charging site will take around one week to construct.
  - Approved suppliers have committed to making DC chargers (on the Approved List) available in Australia in no more than nine months.

If you require a network upgrade and/or significant construction works the process will take a lot longer, with network upgrades often taking 12 to 15 months to complete.

How much could it cost?

The cost of installation will largely depend on whether you have been able to avoid extensive construction works and/or network upgrades, which can cost around an additional $50,000 to $100,000 for network upgrades alone.

Where you have been able to be cost effective and choose charger(s) that are best suited to your site, you can expect that installation costs will slightly increase where you have larger and/or more charger(s). For example, a suitable site with adequate existing electrical capacity and existing parking spaces could involve a cost of about $20,000 to purchase and install three AC chargers or one 25kW DC charger.

Choosing your Software

To receive grant funding, you must take out a two-year subscription for an approved EV charging software platform from a supplier on the Approved Software List.

Why is software required?

Software is mandatory for the following reasons.

- To ensure that charging is mostly occurring during the day (9am-5pm), rather than the evening peak (5pm to 9pm). See the webpage here to understand why daytime charging is important.
- The software installed will play an important role in data capture, allowing the impact of Charge Up grants to be assessed.

Software can also offer a range of other benefits including.

- Making the charger location, availability and costs visible to drivers.
- Managing billing (if you would like users of your EV charger to pay, you need software).
- Understanding when and how EV chargers are being used.
- Managing energy use and charger performance.
- Detecting maintenance issues.

How much could it cost?

The cost varies depending on the software platform and supplier, and the number of chargers and charging ports. For example, purchasing a software subscription for one (1) dual port charger, at $500 per annum per port, will involve a total cost of $2,000 for the mandatory two-year subscription.

Choosing a supplier

If you have multiple chargers, it is worth spending some effort understanding offers from the various suppliers as different suppliers will provide alternative features, in different fee structures, maintenance notifications, power management and the charger ecosystem they exist within.

The Approved List provides high level information on software prices, variable costs and charger products that work with eligible software platform available from approved suppliers.

Destination Charging Case Studies
Juniper Estate

Organisation: Juniper Estate is an SME producer of wines in the Margaret River region.

Site: Juniper Estate Winery, Wilyabrup

Charger(s): Two 22kW dual port AC chargers.

Users: Members of the public, visitors and staff.

Charge Up grant: $11,700

Total Project Cost: $23,500

Why Juniper chose to install an EV charger

Juniper chose to install EV chargers as the business is committed to sustainability. The business became aware of the benefits of installing chargers to help its customers transition to EVs two years after installing 40kW of solar panels. The Charge Up grants prompted Juniper to take the next step to cost-effectively install EV chargers for its customers.

How Juniper designed its project

Juniper worked with its electrical contractor to consider several combinations of charger types and installation locations to determine the best value design. The business settled on two dual port 22kW AC chargers located as close as possible to the switchboard in the cellar door carpark, where there was plenty of parking space and easy access to the cellar door, reducing installation costs.

Image of one of Juniper's EV chargers installed at its cellar door in Cowarump. Supplied by Juniper, September 2024.

Image of Juniper's cellar door in Cowaramup. Supplied by Juniper, September 2024.

Project costs

As a result of .this brought the project to a total of around $25,000 with Charge Up grants funding about half of this. See rounded figures in table below.

Cost Item	Actual Cost (approx.)
Charger	$9,500
Installation (incl. maintenance plan)	$12,000
Software	$1,500
Total	$23,500
Grant	$11,700

Outcome

Since installing the EV chargers, Juniper has seen an increase in visitors during the middle of the day and throughout the week. The business expects that usage of the chargers will further increase as holiday makers start travelling to the region during the spring and summer periods and more EV drivers become aware of the charger. Over the next five years Juniper plans to transition its fleet and pool cars to EVs to make best use of the chargers.

City of Bayswater

Organisation: The City of Bayswater is an LGA consisting of four town centres, with its closest boundary being 4km north-east of the Perth Central Business District.

Site: Morley Sport and Recreation Centre

Chargers: One 22kW dual port EV chargers at each of the sites.

Users: Visitors, employees and members of the public.

Charge Up grant: $7,600

Total Project Cost: $14,700

Why the City chose to install EV chargers

The City of Bayswater chose to install EV chargers as it is committed to reducing and mitigating the effects of climate change at a local level. To help achieve this, the City has been transitioning its fleet to low emission and EVs since 2018 (see the Workplace Charging Project Guide for the City of Bayswater's Fleet Charging Case Study). The City also wanted to support early adopters in the community and those looking to transition, by increasing EV charging points across the City of Bayswater.

Why the City chose to install at the site

The City chose the popular Morley Sport and Recreation Centre as a site to install an EV charger, so community members and employees could charge their vehicles while using the facility, working or visiting one of many other surrounding destinations. The Charge Up grants provided a good opportunity to take the next step.

Why the City to chose at the site

Having already chosen the site, the City consulted electrical contractors to identify available electrical capacity, to determine what size charger could be installed. Following this a 22kW AC charger was selected based on ease of use, expected usage, and provider recommendations.

Installation and Cost

As a result, the City successfully purchased and installed one dual port 22kW AC charger at the recreation centre with a two-year software subscription for a total of $14,700, with $7,600 of this funded through Charge Up grants.

Outcome

The City offers discounted off-peak (day and night) charging tariffs to encourage employees and recreation centre visitors to charge during these times. The recreation centre chargers were installed in 2023 and are now averaging 345 charging sessions each month. The City is investigating further opportunities to provide EV charging infrastructure to the wider community.

22kW AC chargers located as close as possible to the switchboard in the cellar door carpark, where there was plenty of parking space and easy access to the cellar door, reducing installation costs.

Image of Morley Sports and Recreation Centre and EV charging at the Centre. Supplied by the City of Bayswater, September 2024.

Glossary

Note these terms are for the purpose of this Project Guide.

AC: Alternating current, which needs to be converted to DC power by EVs.

AC chargers: Dedicated AC chargers that have a charging capacity of 7kW to 22kW. Also known as AC fast charging and/or level/type 2 EV charger.

Accessibility: The ease of access and convenience that EV users have to EV chargers.

Charging capacity: the amount of power (in kW) a charger can send into an EV. Also known as charger rate.

Charge port: A physical connector on the EV charger that connects to an EV's charging cable to provide an electrical charge to the EV battery.

Charge point operator: A commercial organisation responsible for the ownership or operation of an EV charger.

DC: Direct current, which can go straight into charging an EV.

DC chargers: Dedicated DC chargers have a charging capacity of 25kW to 350kW. DC chargers are also known as fast or super-fast level/type 3 chargers.

Dual port charger: An EV charger with two charge ports that are capable of charging two vehicles simultaneously.

Electric vehicle (EV): A passenger battery electric vehicle or plug-in hybrid electric vehicle.

EPWA: Energy Policy WA, part of the Government of Western Australia's Department of Energy, Mines, Industry Regulation and Safety.

EV charger: A unit of fuelling infrastructure that supplies electric energy for the recharging of electric vehicles.

EV charging software: Cloud-based software that an EV charger can use to enable use of the smart features available within the charger. kW: Refers to 1,000 (kilo)watts and is used as a unit of measurement to express the output of power such as for EV electric motors or EV chargers.

Single port charger: An EV charger with one charge port capable of charging a single vehicle.

Site: The precise location of proposed chargers identified by the nearest exact address and a name.

WA: Western Australia.

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