



QUEENSLAND GOVERNMENT ACCOMMODATION OFFICE

ELECTRIC VEHICLE INFRASTRUCTURE PROGRAM

# APPLICATION INFORMATION



Queensland  
Government



# Background

The Queensland Government is committed to taking strong action on climate change and has set bold but achievable targets for reducing emissions and creating jobs in a thriving clean energy economy. In Queensland, the transport sector contributes approximately 15 per cent to Queensland’s carbon emissions. Achieving reductions in this sector will play an important part in achieving energy and emission reduction goals.

The strategic plans driving the EV rollout include the Queensland Zero Emission Vehicle Strategy and Action Plan and the Queensland Energy and Jobs Plan (QEJP). The Queensland Government Accommodation Office (QGAO) has been allocated funding of \$30 million to lead Action 2.5(d) QEJP ‘to deliver zero emissions vehicle (ZEV) ready government buildings’. As a result QGAO, in consultation with Arup, have developed an EV Infrastructure Plan under which Queensland Government agencies are encouraged to apply for a contribution toward the cost of installing charging infrastructure to support their EV transition.

Diagram 1 below outlines the hierarchy of documents that together form the EV Infrastructure Plan.

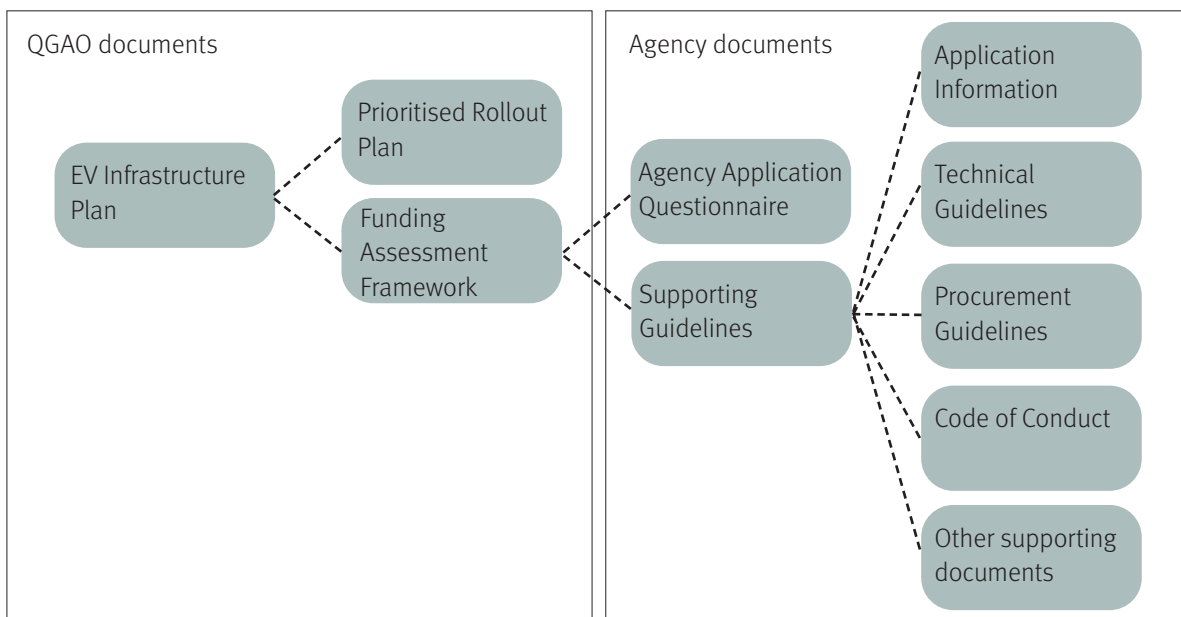


# Funding scope

Funding under the EV Infrastructure Plan is a capped contribution of up to \$9,000 (per level two charger) toward the installation cost of EV charging infrastructure in government buildings (rapid chargers will be assessed on a case by case basis). Funding is made by way of GST exclusive reimbursement to the agency on evidence of satisfactory installation of infrastructure.

Funding will be applied to buildings occupied by Queensland government agencies. Installations within buildings that are likely to be occupied by government for a longer period of time will offer best value and are more likely to receive funding. In order of priority, government owned buildings will receive the highest priority, then major leased buildings (long term whole of building leases with multiple government occupants). Leases within privately owned buildings, particularly those with short term leases, are less likely to be eligible for funding (refer to the ‘Application outcome’ section for further information on privately owned, government leased buildings).

**Diagram 1: EV Infrastructure Plan - Hierarchy of documents**



# Application and assessment

## Pre-Lodgement Due Diligence

Prior to making an application, agencies are advised to undertake a preliminary due diligence sufficient to inform a proposal for the installation of EV infrastructure in the relevant building. Due diligence should include a consideration of:

- the agency’s current and future demand for EV charging
- appropriate charger numbers and typologies
- opportunities for charger sharing (with other agencies and the public)

For agency owned buildings, agencies are also required to provide:

- an electrical capacity assessment of the building (identifying whether the building has sufficient electrical capacity to support the proposal or if upgrades are required)
- an estimate of costings for the installation of EV Infrastructure.

For QGAO owned and major leased buildings, QGAO will manage the installation and provision of charging infrastructure for the agency. This will be based on the agency’s identification of the number of EVs to be operated from each location in their application.

Please note that funding under the program is for EV infrastructure in government buildings. QFleet may offer a rebate package for eligible vehicles transitioning to ZEV. Enquiries in relation to that rebate should be directed to QFleet.

## Application Questionnaire

The Application Questionnaire is a PDF form which should be completed by agencies for each building requiring EV infrastructure to be installed.

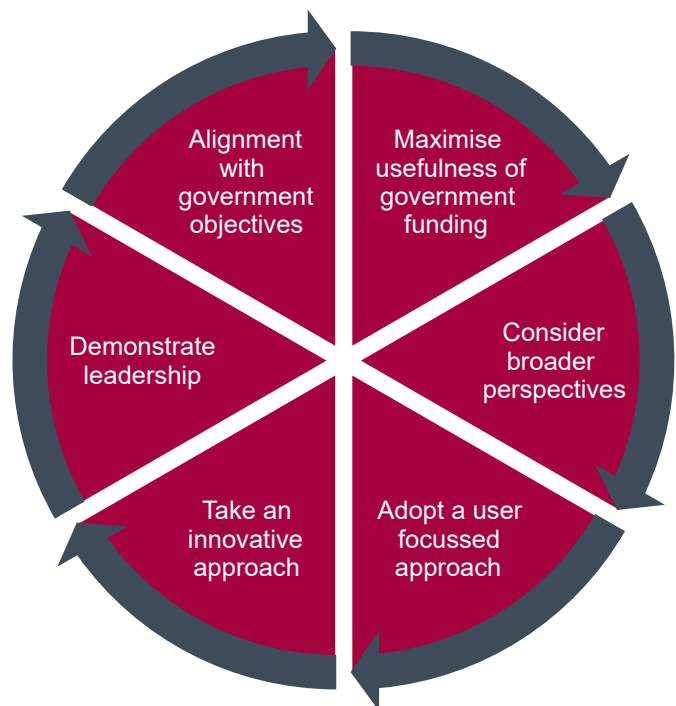
The Application Questionnaire is an important element of the assessment process. It ensures QGAO has up to date information on agencies’ EV transition pathways, allowing QGAO to support the QFleet transition while applying a strategic approach to embedding wider transport decarbonisation outcomes in Queensland.

## Application Assessment

The application assessment process has been developed based on key principles and associated criteria to ensure a transparent, structured and consistent approach to the funding allocation for the prioritised rollout of EV infrastructure.

The key principles are outlined in Diagram 2 below and should be read in conjunction with the supporting guidelines.

Diagram 2: Key principles for prioritised rollout



## Alignment with government objectives

Successful applications will contribute to the achievement of government objectives as outlined in:

- Queensland Energy and Jobs Plan 2022
  - 50% renewable energy by 2030
  - 50% lower electricity emissions (reduction based on 2005 levels) by 2030
  - 100% renewable electricity for large government sites by 2030
  - ZEV ready government buildings by 2026
- Queensland Zero Emissions Vehicle Strategy 2022-2032
  - 100% of eligible Queensland Government fleet passenger vehicles to be zero emission by 2026.

**Agencies should consider how their proposal contributes to emissions reduction targets, the transition to renewable energy and the minimisation of impacts on the electricity grid.**

Further information on the government objectives can be found in the Supporting Guidelines.



## Consider broader perspectives

Applications that include the shared use of charging infrastructure, with other agencies in the same location, agencies in close geographical proximity, or with the public will be given priority. A **code of conduct** has been prepared to guide agencies on the shared use of chargers.

Applications should consider incorporating universal design principles where appropriate, to cater for all users. This is consistent with agencies' legislative obligations.



## Adopt a user focused approach

When assessing the preferred charging typology, agencies should consider their user's requirements and charging behaviours. Diagram 3 below will assist agencies, with the most appropriate charging typologies based on charging behaviour and charging location. Due to potential impacts on the electricity grid and building infrastructure, three-phase DC fast chargers will only be considered where there is sufficient existing building and power network, and the chargers are for shared use across Government agencies and the general public where public access is feasible. The preferred alternative is to install AC chargers in government owned buildings with the private commercial network providing access to DC fast chargers.



Diagram 3: Charging typology based on charging behaviour and charging location

	Inside scope			
	<b>Slow Level 1</b> 2.5 – 7kW 8 – 12 hours full charge	<b>Fast Level 2</b> 7 – 22kW 1.5 – 5 hours full charge	<b>Rapid Level 3</b> 25 – 60 kW 45 min – 1.5 hours full charge	<b>Ultra Rapid Level 3</b> 60 – 350 kW 10 – 45 minutes full charge
Government location <b>Overnight</b>	↔			
Outside of government location/shared <b>On-street</b>		↔		
Government location <b>At-work</b>	↔	↔		
Public network <b>At-destination</b>		↔	↔	
Public network <b>On-route</b>			↔	↔
Public network <b>Charging hub</b>			↔	↔



## Maximise usefulness of government funding

Agencies should adopt technologies that will support network enabled charging infrastructure and that provide compatibility with EV management software and systems.

Agencies should consider whether the number and type of chargers proposed can be installed within the building's current electrical capacity. This will enable an understanding of the full cost of upgrades that may be required to facilitate EV charging. Proposals that require significant electrical upgrades may not be feasible.



Please note that funding is a capped contribution of up to \$9,000 per level two charger. This cap has been developed to reflect the reasonable install cost of charging infrastructure, based on current industry prices.

## Take an innovative approach

Funding applications that maximise the usefulness of funding by providing value-add opportunities to support wider transport decarbonisation, such as linked travel demand measures and smart charging will be prioritised.

## Demonstrate leadership

Agencies are to comply with whole-of-government and agency specific procurement policy for all applications. A procurement guideline has been developed to complement these procurement practices.

Agencies should consider any required technology to assist with their future emissions reporting requirements.

Agencies should also implement strategies for the future maintenance of chargers for which they are responsible.

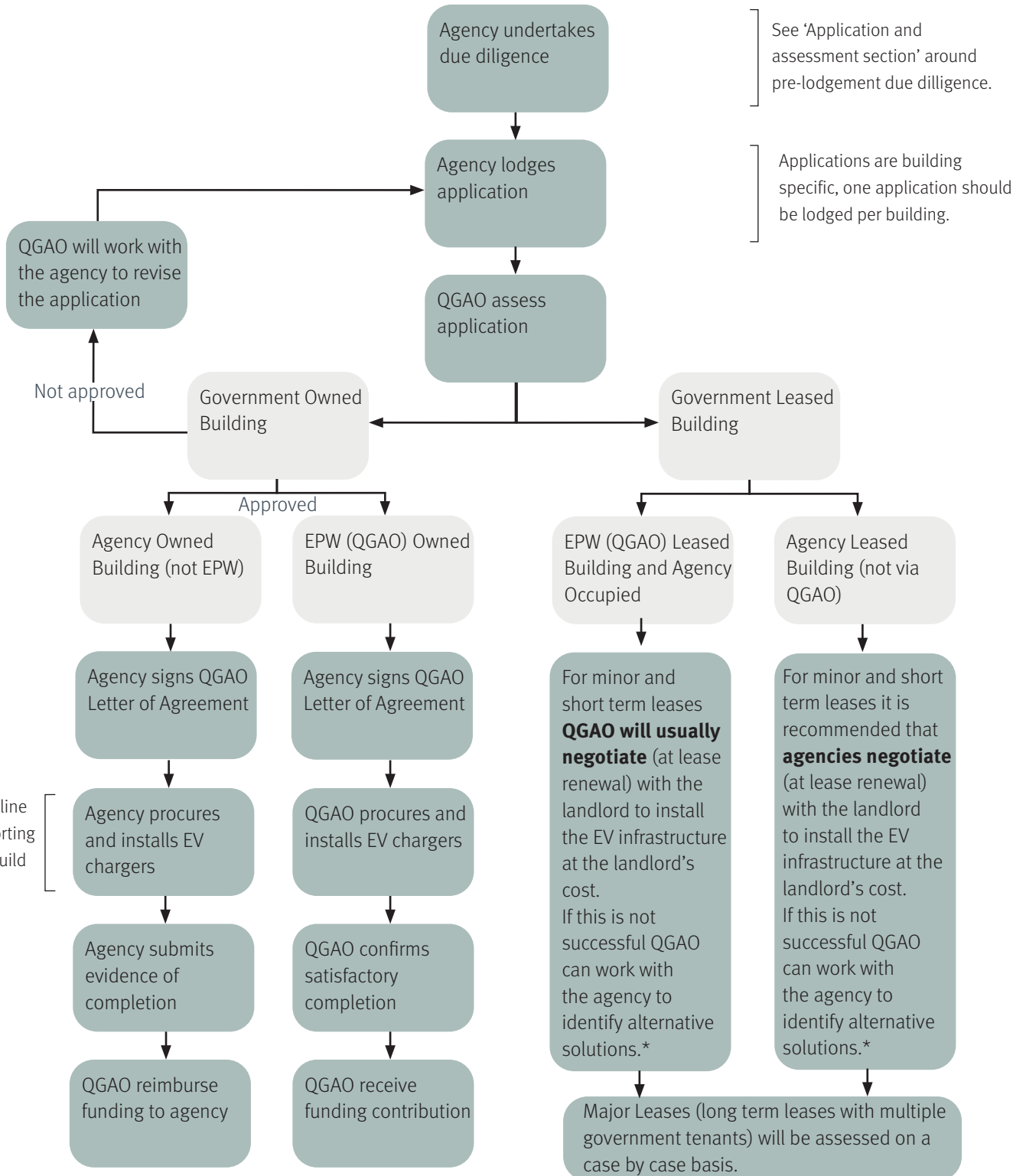
## Supporting information

The following attachments are required to support the application:

- Agency EV Transition Plan (if available)
- Building photograph and floor plan (for agency owned buildings only)
- Plan and photographs showing location of proposed bays and chargers
- Electrical capacity assessment (for agency owned buildings only)
- Available supporting information (e.g costings, specifications etc)

# Application outcome

Once QGAO has assessed the application, it will inform the applicant of outcome and next steps. The flowchart below provides an overview of the application process and typical next steps.



Undertaken in line with the supporting guidelines. QBuild can assist.

\*Buildings leased from the private sector (particularly minor and short term leases) are of a low priority for funding.

## Need help

Please contact QGAO on:

Phone: 0402 027 915

Email: [qgao-evinstallationenquiries@epw.qld.gov.au](mailto:qgao-evinstallationenquiries@epw.qld.gov.au)

QBuild have an active EV program delivery team and are ready to provide technical assistance in developing your EV Infrastructure Proposal. For assistance from QBuild please email: [MyQBuild@epw.qld.gov.au](mailto:MyQBuild@epw.qld.gov.au) or contact your customer relationships manager.

QGAO manages one of the largest property portfolios in Queensland.

**\$ 2.1 billion**  
in owned property

**179** owned assets

over **700** leases

across over **540** private buildings

**1 million** square metres of office space  
(145,000 m<sup>2</sup> owned and 877,100 m<sup>2</sup> leased)

**1,769** houses & **1279** apartments for Qld Gov employee housing

Figures are approximates only



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