

# **Electric Vehicle Chargers Ontario Program (EVCO)**

## **Program Guide**

**December 21, 2015**

# Electric Vehicle Chargers Ontario Program

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# Electric Vehicle Chargers Ontario Program

## **Introduction**

The province is putting its new Climate Change Strategy into action by investing \$20 million this year from the Ontario Green Investment Fund to support the build-out of a network of public electric vehicle (EV) charging stations across Ontario.

Through the \$20 million Electric Vehicle Chargers Ontario grant program, the province is seeking public and private sector partners to create a network of fast-charging electric vehicle stations in cities, along highways and at workplaces, apartments, condominiums, and public places across Ontario.

The program guidelines are intended to define the requirements, eligibility, and details of the Electric Vehicle Chargers Ontario program (the Program).

Throughout this Guide electric vehicle charging stations are referred as Electric Vehicle Supply Equipment (EVSE).

## **Key Dates**

<b>Activity</b>	<b>Deadline</b>
Application Deadline	February 12, 2016
Recipients announced	February/March 2016 (Estimated)
Agreements finalized	March 2016 (Estimated)

## **How to Reach Us**

By Mail: Electric Vehicle Chargers Ontario Program  
Sustainable & Innovative Transportation Office  
Ontario Ministry of Transportation  
777 Bay St., 30<sup>th</sup> Floor  
Toronto, ON M7A 2J8

By Email: [evco@ontario.ca](mailto:evco@ontario.ca)

By Phone: 1-844-835-2348

## **Context**

One of the key concerns for EV drivers is the distance the vehicles can be driven before having to recharge (also known as 'range anxiety'). In order to extend this distance, public recharging infrastructure (akin to gas stations) is required to enable EV drivers to 're-fuel' by recharging their vehicles.

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A fast-charging station allows an electric vehicle to charge to 80% in about 20 to 30 minutes. These are known as “Level 3” EVSEs or Direct Current Fast Chargers (DCFC). This differs from “Level 2” EVSEs, which operate on a lower voltage and can take up to 8 to 10 hours to fully recharge a vehicle.

The objective of the Program is to support the implementation of Level 3 EVSEs. Level 2 EVSEs will also be supported where appropriate (e.g., workplace charging, and installing Level 2 EVSE(s) beside Level 3 EVSEs).

An EVSE can have multiple ports to charge multiple vehicles concurrently. The number of ports on an EVSE is dependent upon the manufacturer specifications.

It is expected that an immediate and significant implementation of public Level 3 EVSEs will accelerate the adoption of EVs in Ontario, which would reduce greenhouse gas emissions from the transportation sector.

### **1.0 Program Overview**

#### **1.1 What is the Electric Vehicle Chargers Ontario Program (EVCO)?**

The Program is a one-time competitive application-based grant program designed to cover the purchase and installation cost of public EVSEs along major inter-city transportation corridors and in urban centres (including workplaces, apartments, condominiums, etc.) across the province. The Program is also designed to cover the purchase and installation of Level 2 charging at workplaces.

Through the Program, the Province is seeking to create a network of optimally distributed public EVSEs that enable EV drivers to travel between and within cities and support the implementation of charging infrastructure to enable city and apartment dwellers to access much needed charging infrastructure. To encourage innovative and comprehensive proposals, there is no cap on the amount of Program Funding any one Applicant can request under \$20 million. Applicants are welcome to propose projects to support Inter-City and/or In-City EVSEs that can be implemented at select locations or that could create a broader network. For example, an Applicant could propose to install EVSEs across a network of retail stores and partner with organizations to provide maintenance and operational support.

The Program application process will be iterative in that the Ministry will work with Applicants in the process of assessing Applications for their potential to support Inter-City and In-City travel across the province. In the context of all proposals received, this iterative process will allow the Ministry to work with Applicants to explore and identify opportunities to achieve an optimal Inter-City and In-City network of EVSEs across the province.

## **Electric Vehicle Chargers Ontario Program**

EVSEs intended to support **Inter-City** travel must be located adjacent to, or within approximately one kilometre from heavily travelled highway interchanges or intersections and/or within 10 kilometres of a provincial/state border. In addition, each EVSE Location must be approximately 60-80 kilometres from another public Level 3 EVSE either already in existence or approved under the Program. The Ministry will look to achieve this in its review of Applications.

EVSEs intended to support **In-City** travel must be located close to major trip attractors such as retail, hospitality and recreation locations, workplaces, condominiums, and multi-unit dwellings.

Once funds are awarded to an Applicant, a transfer payment Agreement will be finalized by end of March 2016.

Projects that receive Program Funds are expected to be operational for at least five years from the installation date.

### **1.2 What are the expected outcomes of the Program?**

- The installation of Level 3 EVSEs along major inter-city transportation corridors in the province (e.g., 400 series highways, Highway 11, Highway 69) and/or within 10 kilometres of a provincial/state border.
- A large number of EVSEs installed in urban areas across the province (e.g., GTHA, Ottawa, Waterloo Region, Barrie, North Bay, etc.).
- Implementation of wide-spread public charging infrastructure that would have a positive impact on the adoption of EVs in the province by making it more practical and convenient for consumers to use EVs.
- Increased public awareness of available EV technology, leading to increased EV ownership. For example, public EVSEs may enable drivers that do not have access to home charging stations (e.g., those that live in condominiums and other multi-unit dwellings) to own an electric vehicle.

### **1.3 How many EVSEs will be built through this grant program?**

This Program is about creating a network of EVSEs across the province to allow EV drivers to travel between and within communities and make cleaner vehicle technology a viable option. Through the application process the province will work with public and private sector partners to determine the optimal distribution of EVSEs that will support the uptake of EVs across Ontario.

## **Electric Vehicle Chargers Ontario Program**

### **2.0 Program Criteria**

#### **2.1 Who is eligible to apply?**

Funding will only be provided to legal entities. Eligible Applicants to the Program include businesses, municipalities, Aboriginal communities or organizations, Local Distribution Companies, non-governmental organizations, Conservation Authorities and other legal entities. Applicants are permitted to pursue partnerships with third parties.

#### **2.2 Can Applicants have partners?**

Applicants are encouraged to seek and leverage partnerships with other organizations to develop projects with greater charging network potential (e.g., retail organization partnering with organizations that provide EV maintenance and operational support). Applicants are welcome to partner with organizations such as municipalities, provincial and federal government organizations, businesses, pension funds, and non-governmental organizations. Applicants are encouraged to leverage partner funding from other governments and organizations (e.g., federal and non-governmental organizations).

Where it is proposed that multiple organizations undertake the proposed project, the Application must be made by only one lead eligible organization, which will be responsible for completing the application process and, if approved, will be responsible for fulfilling the terms and conditions of the funding outlined in the Agreement.

#### **2.3 Who is not eligible to apply?**

With the exception of municipal organizations and Aboriginal communities, government organizations (including their ministries, departments and agencies) are not eligible to apply. Individuals are also not eligible to apply.

#### **2.4 How much can each Applicant apply for?**

Each Applicant is eligible to apply for Program Funds for up to 100% of the total costs to purchase and install an EVSE. There is no limit on the number of EVSE Locations or number of EVSEs proposed to be installed at each EVSE Location that an Applicant can apply for; however, projects will be assessed for their reasonableness. The Applicant must commit to operating the EVSE(s) for a period of five years from the EVSE installation date.

#### **2.5 Who would own and operate the EVSE(s) and for how long?**

The Applicant would own and be required to operate and maintain each EVSE for a minimum period of five years from the installation date.

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### **2.6 Is funding available to operate the EVSE?**

Up to 2% of Program Funding for Inter-City Projects may be used to support direct operating costs of the EVSEs, for up to two years. Eligible Project Costs would, for example, include maintenance and telephone support and would be subject to approval by the province. The amount of Eligible Project Costs for operation would be negotiated between the Applicant(s) and the province prior to signing a funding Agreement by March 2016.

There are no operating funds available for In-City Projects.

### **2.7 How much will it cost someone to use the EVSE?**

It is the Ministry's intent to ensure that EVSEs will be affordable for EV drivers within Ontario.

The charging fee will be determined by the Recipients. Fees would typically be associated with the convenience of utilizing the EVSE and/or parking spot. Ontario's support for the implementation of EVSEs will help ensure the cost remains as low as possible. The Recipient may not recover any capital and installation costs of the EVSE through a charging user fee.

EVSE access fees in other jurisdictions range from \$5-\$10.

### **2.8 What are the operational requirements of the EVSE?**

The EVSE must be publicly accessible and be available for use year-round.

For Inter-City EVSEs, a toll-free customer assistance number must be provided at each EVSE so that EV drivers can call to report equipment outages, malfunctions or other damage, and to obtain assistance with point-of-sale and customer authentication systems, or to request assistance operating the EVSE.

### **2.9 What are the location requirements for the EVSE?**

EVSE Locations must be highly visible and easily accessible.

EVSEs intended to support Inter-City travel must be located adjacent to, or within approximately one kilometre from heavily travelled highway interchanges and intersections (e.g., 400 series highways, Highway 11, Highway 69) and/or within 10 kilometres of a provincial/state border.

Each EVSE Location must be approximately 60-80 kilometres from another public Level 3 EVSE either already in existence or approved under the EVCO. The Ministry will look to achieve this in its review of Applications.



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EVSEs intended to support In-City travel must be located close to major trip attractors such as retail, hospitality and recreation locations, workplaces, condominiums and multi-residential buildings.

### **2.10 Does the Applicant have to own the land on which the EVSE is installed?**

An Applicant must either own the land where the project is to be located, or have a legally binding agreement with the land owner that sets out the terms and conditions under which the land owner agrees to allow the Applicant to use the land for the location of such project for a period of at least five years. This will be confirmed through the transfer payment Agreement.

### **2.11 When will construction to build the new EVSEs begin?**

The goal is to get a network of EVSEs installed as soon as possible following the award of Program Funds by March 2016.

### **2.12 How many Applications can an Applicant submit? Can an Application include multiple components?**

The Applicant can only submit one Application; however, projects can be broad and could focus on EV charging for Inter-City, In-City, workplace or all three. For example, a project focused on developing an Inter-City charging network can include the installation of multiple EVSEs at multiple locations within and along the network.

The project focus (e.g., Inter-City, In-City or both) must be identified in the Application. Applicants can describe in the Application how each component of the project would meet Program goals and eligibility requirements.

### **2.13 What type of charging infrastructure is a priority?**

Priority will be given to projects that support the implementation of Level 3 EVSEs and that include an appropriate number of Level 3 EVSEs for the location/expected demand (e.g., based on traffic volume of nearby highway, nearby trip attractors, etc.). Program Funding would also be provided for Level 2 EVSEs where appropriate (e.g., where vehicles are parked for an extended period of time).

### **2.14 Are Applicants required to install provincial signage?**

Yes, Applicants would need to agree to install provincial signage in a highly visible location at each EVSE Location. Provincial signage could be in addition to Applicant signage.

### **2.15 How many public Level 3 EVSEs exist now and where are they located?**

Currently, the Ministry is aware of a few locations with Level 3 EVSEs in Ontario that can be used by all EV drivers. These are all located in the Greater Toronto Area. The goal of

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this Program is to deploy a comprehensive network of EVSEs across Ontario, along all major inter-city transportation corridors and in urban areas across the province for use by all EV drivers.

### 2.16 How will the successful candidates be selected?

Successful Applicants will be selected based on the project's potential to achieve Program goals, meet eligibility requirements and its strength compared to other projects. Evaluation criteria will include:

- **Optimal connectivity** - distribution of EVSEs across the province, connectivity between cities, distance from an existing or proposed public EVSE.
- **Site or corridor selection** - proximity to interchanges and intersections on heavily travelled highways and proximity to popular destinations In-City such as commuter parking).
- **Innovativeness** - overall potential to meet Program objectives (e.g., leveraging an existing network of private locations that could be used for public charging) or innovative components to support Inter-City and In-City EV travel (e.g., innovative use of existing infrastructure; innovative operational practices, partnerships or technology; innovation related to the location of the EVSE).
- **Cost efficiency and effectiveness** - cost containment measures to be considered for the execution plan (e.g., purchase and installation of multiple EVSEs) and the ability to leverage partnerships and existing infrastructure to reduce amount of Program Funding requested.
- **Reasonableness** – number of EVSEs proposed per EVSE Location.

### 2.17 What geographic information is needed?

Prior to the award of Program Funds, Applicants will be required to submit to the Ministry geographic information (e.g., latitude and longitude) on potential EVSE Locations. This will enable the Ministry to determine whether the Applicants' proposals will create an optimized network of EVSEs.

## 3.0 EVSE Technical Requirements

A guideline of minimum technical requirements that each EVSE supported under the Program would need to meet:

- The EVSE must have the ability for remote data acquisition, monitoring and control of the EVSE.

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- Collected data at a minimum must include the number of unique charge events, the duration of each charge event, and the amount of electricity used.
- Data from the unit must be collected and reported in a non-proprietary format.
- The EVSE must provide open source communications and networking to enable the general public to remotely identify if the EVSE is in use, or available for use, including on a smart phone. Capability to calculate and charge user fees using a variety of methods including flat rate, time based and by electricity consumption.
- The EVSE must use an open payment method (credit card, debit card, etc.) with flexibility to accommodate billing users by time, energy consumed and flat rate.
- Must be rated for outdoor operation by a nationally recognized testing laboratory CSA, ULC or other certification marks approved by the Technical Standards and Safety Authority.

In addition, Level 3 EVSEs must:

- Use a four-hundred eighty (480) volt, three (3) phase power input
- Contain at least 1 charge connector that is CHAdeMO compliant and 1 charge connector that is SAE J1772 Combo compliant.

Level 2 EVSEs Must:

- Use AC Input (208 to 240VAC) at 40 Amps minimum.
- Include a charge connector that is SAE J1772 compliant.
- The EVSE installation work at each EVSE Location must 'rough in' an appropriate level of capacity to support future demand and technology.

### **4.0 Eligible Project Costs**

#### **4.1 What project costs are eligible for EVCO Funds?**

Eligible Project Costs include site design, site preparation, purchase and installation of EVSE, and all necessary permits to install the equipment.

#### **4.2 What project costs are ineligible for EVCO Funds?**

For Inter-City projects, Ineligible Project Costs are operating costs in excess of 2% of total Program Funds requested, or are to be incurred beyond the second year of project operation. Marketing costs are also ineligible.

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For In-City projects, Ineligible Project Costs are operating and marketing costs.

In addition, the following are ineligible purchase and installation costs:

- Private use EVSEs;
- Level 1 EVSEs; and
- EVSEs that do not meet the requirements set out in this Guide.

### **5.0 Financial and Reporting Matters**

#### **5.1 What proportion of Eligible Project Costs can be requested from the Province?**

The ministry will provide up to 100% of the capital costs for the purchase and installation of eligible EVSE(s).

#### **5.2 Is there a cap for Program Funds for a project?**

There is no cap on the amount of Program Funds that may be awarded for a project. Program Funds will be awarded based on the project's potential to meet Program objectives.

#### **5.3 What financial due diligence is required upon receipt of EVCO Funds?**

Following the award of grants, transfer payment Agreements will be developed between the Ministry and Recipients. A Recipient will be responsible for ensuring the Project for which Program Funds are provided is carried out in accordance with the terms and conditions set out in the Guide and Agreement. Failure to do so could result in the Ministry invoking its remedies under the Agreement, including recovery of Program Funds.

#### **5.4 What happens if a Recipient incurs higher Eligible Project Costs during the design and construction of a Project than were estimated in the Application?**

Recipients are responsible for any overruns related to the Project budget.

#### **5.5 When do Projects need to be completed?**

Ministry is seeking to have Projects operational by March 31<sup>st</sup>, 2017.

#### **5.6 What are the reporting requirements?**

Reporting requirements will be specified in the transfer payment Agreement. Generally, there are two components:

- A financial report, to be submitted following the completion of the Project; and

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- The collection and reporting of usage data, which is to be forwarded to the Ministry every six months for five years after the Project's in-service date and must include:
  - Cumulative number of vehicles charged during the previous 6 month period
  - Date and time of each usage
  - Total kWh draw for each usage
  - Total kWh draw during the previous 6 month period
  - Total cost of each charge event in \$CAD
  - Total revenue during the previous 6 month period.

### **6.0 Assessment of Applications**

#### **6.1 How will Applications be assessed?**

The Ministry will consider the criteria described in the **Project Evaluation Considerations** section below when evaluating Applications.

### **7.0 Project Evaluation Considerations**

While many factors will be considered during the evaluation of Applications, the key considerations will be the degree to which an Application improves EVSE access and connectivity to support Inter-City and In-City travel across the province. The more information that can be provided by Applicants the more likely the Application is to be successful.

#### **7.1 Optimal connectivity**

Optimal connectivity refers to the distribution of EVSEs across the province, connectivity between cities, and distance from an existing or proposed public EVSE.

Effective projects serve to contribute to a network of EVSE infrastructure that supports EV travel between and within communities across the province and to neighbouring jurisdictions such as New York State, Quebec, Manitoba and the State of Michigan.

In addition, effective projects must be approximately 60-80 kilometres from another public Level 3 EVSE either already in existence or approved under the EVCO. The Ministry will look to achieve this in its review of Applications.

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### **7.2 Site or corridor selection**

Site or corridor selection refers to the proximity to interchanges and intersections on heavily travelled highways to support Inter-City EV travel and proximity to major trip attractors, such as downtowns or main streets, public institutions, sport/recreation/leisure areas, retail and tourism destinations, commuter parking lots, and major employment centres, to support In-City EV travel.

### **7.3 Cost efficiency and effectiveness**

Cost efficiency and effectiveness refers to cost containment measures to be considered for the execution plan (e.g., purchase and installation of multiple EVSEs) and the ability to leverage partnerships and existing infrastructure to reduce the amount of Program Funding requested.

The Eligible Project Costs proposed in all Applications should be related to the project and appropriate for the proposed EVSE Location(s) (e.g., based on expected demand).

Eligible Project Costs should be consistent with industry standards, or similar types of projects in comparable jurisdictions.

Synergies may be achieved if a network of EVSEs is installed (e.g., fixed costs would be split over a number of EVSE Locations). Such benefits are valued.

### **7.4 Innovativeness**

Innovativeness refers to the project's overall potential to meet Program objectives, (e.g., leveraging an existing network of private locations that could be used for public charging).

Innovation could also be demonstrated through a project's components such as use of existing infrastructure, innovative operational practices such as energy storage installations, partnerships, technology, or innovation related to the location of the EVSE for optimal connectivity across the province to support Inter-City and/or In-City EV travel.

### **7.5 Reasonableness**

Reasonableness refers to the appropriateness of the proposed infrastructure for the EVSE Location (e.g., the ability of the proposed number and location of EVSEs to match the anticipated demand for EV charging).

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### 8.0 Submitting the Application

#### 8.1 Who can submit an Application?

All eligible Applicants may submit an Application.

#### 8.2 How do I submit an Application?

Applicants are required to submit **both** an electronic copy and a signed hard copy of the Application form.

To submit a full Application, please complete the following steps:

1. Complete this Application form;
2. Save the completed form; and
  - a. If you are using Microsoft Outlook, click the “Submit” button on the form; or
  - b. If you are using a different email program, please attach the form to an email addressed to [evco@ontario.ca](mailto:evco@ontario.ca).

A signature is not required on the electronic copy of the Application form.

3. Send the email to [evco@ontario.ca](mailto:evco@ontario.ca).
4. After emailing the electronic copy of the form, print and sign the completed Application form and send the signed hard copy to:

Electric Vehicle Chargers Ontario Program  
Sustainable & Innovative Transportation Office  
Transportation Policy Branch  
Ministry of Transportation  
777 Bay St., Suite 3000  
Toronto ON M7A 2J8

Hard copies can be submitted to the Ministry by postage, courier or personal delivery. If sending the signed hard copy by courier, please direct the courier to the security desk on the main floor lobby.

The deadline to submit electronic copies of the Application is **February 12, 2016 at 5 p.m. EST**. Hard copies of the Application must be postmarked no later than **February 12, 2016**.

#### 8.3 What is the deadline for submitting an Application?

The Application Deadline is **February 12, 2016 at 5 p.m. EST**. Hard copies of Applications must be postmarked by this date.

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### **8.4 Will the Ministry notify Recipients?**

Yes, Recipients and unsuccessful Applicants will be notified. Provincial staff will be available to provide feedback to unsuccessful Applicants, if requested.

### **8.5 Where can I get more information?**

Email: [evco@ontario.ca](mailto:evco@ontario.ca)

Website: [Electric Vehicle Chargers Ontario Program website](#)

Telephone: 1-844-835-2348

Regular mail:           Electric Vehicle Chargers Ontario Program  
                              Sustainable & Innovative Transportation Office  
                              Transportation Policy Branch  
                              Ministry of Transportation  
                              777 Bay Street, Suite 3000  
                              Toronto ON M7A 2J8



## **Electric Vehicle Chargers Ontario Program**

### **Appendix 1: Frequently Asked Questions**

#### **What is the Green Investment Fund?**

Ontario's \$325 million Green Investment Fund commits money for projects that reduce greenhouse gas pollution. These investments are part of the government's plan for securing a healthy, clean and prosperous low-carbon future by transforming the way we live, move, work and adapt to our environment while ensuring strong, sustainable communities. The fund will also support energy retrofits in homes, including affordable housing; energy-efficiency investments in small and medium-sized businesses and industry and remote electrification in Aboriginal communities.

#### **What are the different types of EVSEs?**

There are three types of EVSE depending on their power output:

- "Level 1 EVSE" means a 120 volt alternating current (AC) EVSE
- "Level 2 EVSE" means a 208 – 240 volt alternating current (AC) EVSE
- "Level 3 EVSE" means a direct current (DC) vehicle charger with high voltage - up to 480 volts.

#### **How many individual ports would be part of an EVSE?**

The number of ports an EVSE has is dependent upon the manufacturer specifications of each EVSE model.

#### **Where are EVSEs currently located in Ontario?**

The location of current EVSEs can be found on third party websites such as:

[CAA Electric Vehicle Charging Station Locator](#)

[PlugShare EV Charging Station Map](#)

## Electric Vehicle Chargers Ontario Program

### Appendix 2: Definitions

When used in this Guide, the words set out below that import the singular include the plural and vice versa:

**“Agreement”** means an agreement entered into between the Ministry and a Recipient that sets out the terms and conditions under which the Ministry agrees to provide EVCO Funds to the Recipient, and includes any amending agreement entered into pursuant to the agreement.

**“Applicant”** means an organization that submits an Application.

**“Application”** means an application submitted by an Applicant in accordance with the terms and conditions set out in this Guide.

**“Application Deadline”** means February 12, 2016 at 5 p.m. EST.

**“Electric Vehicle” or “EV”** means a vehicle propelled by an electric motor with a battery as the motor’s energy storage device, and using an external electricity source to recharge the battery. There are presently two forms of EV:

- **“Battery Electric Vehicle or BEV”** uses an electric motor to propel the vehicle forward, powered by a battery that is recharged directly from a source of electricity.
- **“Plug-In Hybrid Electric Vehicle or PHEV”** can be driven either by an electric motor or an internal combustion engine or can be driven only by its electric motor with an internal combustion engine assist and generator to recharge the battery. The battery may also be recharged directly from a source of electricity.

**“Eligible Project Cost”** means an eligible expenditure as described in this Guide.

**“EVCO”** means the Electric Vehicle Chargers Ontario Program the Ministry has established to provide organizations with EVCO Funds.

**“EVSE” or “Electric Vehicle Supply Equipment”** refers to an EV charging station; a device used to provide electricity to an EV for the purpose of charging the vehicle’s onboard battery.

The EVSE is designed to provide a safe connection between the source of electricity and the vehicle and communicates with the vehicle’s control system to ensure electricity flows at the proper voltage and current.

There are three types of EVSE depending on their power output:

## Electric Vehicle Chargers Ontario Program

- “Level 1 EVSE” means a 120 volt alternating current (AC) EVSE.
- “Level 2 EVSE” means a 208 – 240 volt alternating current (AC) EVSE.
- “Level 3 EVSE” means a direct current (DC) vehicle charger with a high voltage - up to 480 volts.

“**EVSE Location**” refers to a geographic location where one or more EVSE is proposed to be installed.

“**Guide**” means this program guide entitled “Electric Vehicle Chargers Ontario Program Guide”.

“**Ineligible Project Cost**” means an ineligible expenditure as described in this Guide.

“**Inter-City**” EVSEs must be located adjacent to, or within approximately one kilometre from heavily travelled highway interchanges and intersections and/or within 10 kilometres of a provincial/state border, in order to support intercity travel by EV. In addition, each location must be approximately 60-80 kilometres from another public Level 3 EVSE proposed or already in existence.

“**In-City**” EVSEs must be located close to major trip attractors such as retail, hospitality and recreation locations, workplaces, condominiums, and multi-unit dwellings.

“**Ministry**” and “**Minister**”, respectively, means the Ministry of Transportation which is responsible for the administration of the EVCO and the Minister responsible for the Ministry.

“**Program**” means the Electric Vehicle Chargers Ontario Program the Ministry has established to provide organizations with EVCO Funds.

“**Program Funds**”, “**Program Funding**” means the money the Ministry provides to a Recipient pursuant to an Agreement to be used strictly towards Eligible Project Costs for an EVCO Project and in accordance with and as set out in the Agreement; “EVCO Funds” and “EVCO Funding” has the same meaning.

“**Project**” means a project described in the Application for Program Funding, including any modification to the project which has received the prior written approval of the Ministry, and that has been selected to be a Recipient.

“**Recipient**” means an Applicant whose project the Ministry has selected for EVCO Funds.