

CleanBC Go Electric Commercial Vehicle Pilots (CVP) Program

Frequently Asked Questions

- 1. Eligibility 1
- 2. Eligible Costs 5
- 3. Evaluation Criteria..... 7
- 4. Application Process 7
- 5. Timelines and Payment 7
- 6. Program Stacking 8
- 7. Data Collection..... 9

1. Eligibility

Q1.1 Is there a limit to the number of vehicles or maximum amount that can be applied for?

Response: There is no limit to the number of vehicles or maximum amount that can be applied for. However, the program is aiming to support a minimum of 10 distinct projects within its current funding allotment and there is \$11 million in total program funds available. Applications seeking support for on-road weight class 3 and 4 must deploy a minimum of six zero-emission vehicles (ZEVs), unless extenuating circumstances warrant consideration. For weight class 5 and 6, applications must deploy a minimum of three ZEVs. For weight class 7 and 8 and off-road vehicles, there is no minimum vehicle deployment number.

Q1.2: We are interested in purchasing eligible vehicles that would be leased to a third-party. Would we be eligible for funding as the primary applicant (i.e. the purchaser of the vehicle) or would the final end user (lessee of the vehicle) need to apply?

Response: The program can potentially offer funding support towards a leasing agent purchasing a vehicle that will be leased to a third party but there are additional commitments that will be required. The final end-user(s) must be involved in the application process showing a commitment to the use of the vehicles: the application must detail the costs and terms of the leasing arrangement explicitly showing how the cost savings offered by the CVP program funding contributions are passed on to the end-user(s), and end-users will have to sign on to the program commitments of data collection and reporting, as well as time in B.C.

Q1.3 Similar to the CleanBC Go Electric Specialty-Use Vehicle Incentive (SUVI) program, are there any additional incentives for tourism operators?

Response: No, there are no additional incentives for tourism operators with the Commercial Vehicle Pilots (CVP) program.

Q1.4 Are there scrappage requirements?

Response: No, there are no requirements for the applicant to scrap or permanently retire an old vehicle in order to apply for funding toward a new vehicle.

Q1.5 Your web page states that vehicles must be purchased in Canada. Can you explain a little more about what those requirements are?

Response: The intent of this requirement is that all purchases are made in Canada. In addition to supporting deployment of commercial ZEVs in B.C., the program aims to stimulate the supply of commercial ZEVs and supporting sectors (e.g. parts, servicing) in the province. Per the Program Guide, "Arrangements can be made to accommodate vehicles that cannot be purchased in Canada. Applicants must inform the Program team if such conditions apply to their application." An applicant cannot purchase the vehicle from another country without an adequate explanation as to why it cannot be purchased in Canada. This is the same requirement as has been used in the SUVI program for several

years. Applicants are also encouraged to work with Original Equipment Manufacturers to develop supply for commercial ZEVs in B.C.

Q1.6 With respect to equipment only available outside of Canada, how is this prioritized within the available funding?

For equipment only available outside of Canada, applications will be assessed against evaluation criteria, as with all other applications. Applicants pursuing ZEVs outside of Canada are encouraged to demonstrate their work with Original Equipment Manufacturers to bring ZEV offerings to Canada.

Vehicles

Q1.7 Is there a list of eligible vehicles similar to the consumer program, or is it up to applicant to propose?

Response: The CVP program is intended to provide support for applicants seeking to deploy early market ZEVs and install charging/fueling infrastructure. Due to the broad range of vehicles and uses that may be eligible, the program will not be maintaining a list of eligible vehicles. Proponents are encouraged to submit applications for the vehicle(s) they are considering and provide details on how the vehicle(s) support the goals of the CVP program.

Q1.8 The vehicle I am interested in purchasing is not currently on the list of eligible vehicles funded by SUVI. Should I submit an application to CVP?

Response: If an applicant's targeted vehicle model is not currently on the SUVI list but fits within one of the active eligible vehicle categories within SUVI, then please reach out to the distributor of the vehicle technology and have them coordinate with SUVI program management for the inclusion in the eligible vehicle list. Alternatively, even though a vehicle may be listed on the SUVI eligible vehicle list, it does not preclude an applicant for applying for funding through the CVP program instead with the caveat that funding from SUVI and CVP cannot be stacked for vehicles.

Q1.9 The vehicle(s) I am interested in purchasing are currently on the list of eligible vehicles funded by SUVI; however we are potentially eligible for a higher funding amount through CVP and are also interested in infrastructure funding for our project. Should we apply for funding for the vehicles through SUVI or through CVP?

Response: Even though a vehicle may be listed on the SUVI eligible vehicle list, it does not preclude an applicant for applying for funding through the CVP program instead with the caveat that funding from SUVI and CVP cannot be stacked for vehicles. Applicants should apply for funds for the vehicles through **one of the two** programs based on the program that is best suited to their vehicle deployment (e.g. size of deployment and/or the extent to which they require infrastructure funding).

Having said that, the CVP program may be used to fund a different scope of the same project (e.g. additional vehicles above the SUVI maximum or charging and refueling infrastructure for ZEVs that are funded outside of the CVP program). That is, an applicant may apply for vehicle funding through SUVI

and infrastructure funding through CVP.

Finally, the CVP program is a competitive call, and as such, applications that don't sufficiently meet program requirements or score as highly as other applications, will not be awarded funding. The SUVI program is a post-purchase rebate that is available to all organizations as long as the vehicles and applicants meet eligibility requirements and program funding remains available.

All SUVI program criteria questions should be directed towards SUVI@pluginbc.ca as MNP does not administer the SUVI program on behalf of the Province of B.C.

Q1.10 Please clarify the definition of on-road vs off-road. Is it related to licensing or usage? (e.g. port yard truck, ice resurfacers, bucket truck).

Response: The definition of on-road versus off-road is based upon the environment of intended use of the vehicles. For vehicles primarily designated for use on public roadways, they fall under the on-road category, for vehicles intended primarily for use off public roadways they fall under the off-road category.

Q1.11 Regarding your Off-road category, Newness sub-category, we are interested in whether or not the conversion of a used Zamboni (or other model) ice resurfacer would qualify for CVP support. Additionally, would a new resurfacer qualify? Or perhaps would be eligible under another category?

Response: Yes, ice resurfacers would be considered eligible in the off-road vehicle category. In the off-road category, program funding may be used to support projects that retrofit existing vehicles with zero emission technology, as well as entirely new vehicles.

The SUVI program also offers incentives for new electric ice resurfacers. A list of vehicles eligible for funding is available here: <https://pluginbc.ca/wp/wp-content/uploads/2020/12/SUVI-Low-Speed.pdf>

Q1.12 If, for example, a bucket truck will need supporting power, is that considered eligible?

Response: In the on-road category, vehicles must have zero tailpipe emissions to be eligible for funding. For the off-road category, vehicle technologies must have zero tailpipe emissions associated with their operation at least part of the time. Auxillary power units used for vehicle functions outside of locomotion of the vehicle itself, can be fossil fuel powered if necessary, but no vehicles that apply in the on-road category can use fossil fuels as its source of motive power.

An example that would qualify for funding is a transit bus that uses electricity stored in batteries to power its movement, but has a diesel fuelled auxiliary heating unit to maintain temperatures in the passenger compartment of the vehicle. An example that wouldn't qualify for funding is a refuse truck that uses diesel fuel as its source of motive power, but has a battery electric system to power its compaction and bucket lifting requirements.

Q1.13 Would you make an exception to the retrofit/conversion of on-road vehicles if the project was compelling enough?

Response: Per page 8 of the [CVP Program Guide](#), “aftermarket on-road vehicle conversions may be considered for CVP Program funding support upon proof of sufficient innovation offered and dependent on the magnitude of secondary benefits of the project (such as economic development, sectoral transformation potential, etc.)”. Please comment on these aspects of the project within the application form.

Q1.13 Does Hydrogen co-combustion qualify for the program?

Response: To be considered a “Zero-Emission Vehicle” (ZEV) and be eligible for Program funding, both on-road and off-road equipment must be propelled by electricity or hydrogen from an external source (i.e. either plug-in to an external outlet or be fueled with hydrogen to energize the vehicle). All Class 3-8 on-road vehicles supported by the CVP program must have zero tailpipe emissions associated with their operation (i.e. be either full battery electric or hydrogen fuel cell electric vehicles). For the off-road category, vehicle technologies must have zero tailpipe emissions associated with their operation at least part of the time (i.e. utilize battery electric, plugin hybrid, or hydrogen fuel-cell technologies).

Q1.14 Do we have to have a contract in place or other agreement with an EV manufacturer prior to submitting an application?

Response: You do not need to have an agreement with an EV manufacturer in place prior to submitting an application; however, due to the competitive nature of the program, it could improve the standing of the application during its evaluation. Please provide supporting documentation for eligible project costs, including quotes from multiple suppliers if available. Please also note that the program will only support costs that are incurred by applicants after a Contribution Agreement is signed.

Energy Infrastructure

Q1.15 We are interested in installing supporting energy infrastructure that would be owned and operated by us and used by a third-party deploying eligible vehicles. Would we be eligible as the primary applicant in this case?

Response: The purchaser/lessee of the vehicle technology must be the primary applicant for any CVP program applications. Consortiums are welcome to apply as long as the purchaser or lessee(s) of the vehicle and infrastructure technology is the primary applicant. Applications that involve third parties deploying eligible vehicles should include commitments to specific end-users of the infrastructure (that is, there should be plans that the infrastructure will immediately support vehicles upon installation).

If the infrastructure is going to be used by a third-party, that third-party must sign on to program commitments related to data collection and reporting. Additionally, the application must detail how the savings offered by CVP funding towards the use of infrastructure are passed on to the end-user.

Q1.16 If the organization is applying for ZEV infrastructure only (i.e. Charging stations), do the deployed vehicles have to be owned by the organization? Or would it be enough to prove that the ZEV infrastructure would be used by a minimum number of vehicles in the area?

Response: The purchaser/lessee of the vehicle technology must be the primary applicant for any CVP program applications. For applications seeking funding for infrastructure only, proof of sufficient ZEV numbers to warrant the infrastructure funding request must be shown. The deployed vehicles do not need to be owned by the organization requesting infrastructure funding support, but data collection and reporting requirements must be met.

Additionally, since the CVP program is competitive in nature, applications that don't have secured commitments or sufficient proof of commercial vehicles using the infrastructure, may score lower during the evaluation process than applications that do show proof and commitments of commercial vehicle deployments using infrastructure.

Q1.17 If a hydrogen refuelling station starts out supporting an eligible deployment and increases capacity over time to support consumer vehicles, does that affect the eligibility of the refuelling infrastructure?

Response: No. Longer term opportunities for the project would not affect the eligibility of the project as long as the project meets the minimum program requirements (for example, the project supports the minimum required number of vehicles and is in operation for the minimum required length of time).

Q1.18: Does the electrical charging infrastructure need to be OCPP compliant?

Response: Electric vehicle charging infrastructure owned and used by private fleets does not need to be Open Charge Point Protocol (OCPP) compliant, but it is encouraged. Direct current fast charging infrastructure that may be used by multiple fleets or be publicly available to commercial fleets is strongly encouraged to be OCPP compliant, version 1.6 and above. Level 2 charging infrastructure does not need to be OCPP compliant.

Q1.19 Would you consider the cTUV Rheinland certification as an approved certification for electrical connection to the grid in Canada?

Response: Yes, the CVP Program would consider cTUV Rheinland as an approved certification for charging infrastructure in Canada.

2. Eligible Costs

Q2.1 Will the program cover the cost of the vehicle and is there a cap? Are sales and excise taxes and shipping costs eligible for CVP funding?

Response: The program will cover the cost of the purchase price of the vehicle as well as supporting infrastructure up to a maximum of one-third of the project costs. The program will not cover taxes and shipping costs that may be associated with eligible projects.

Q2.2 Does the funding also include infrastructure for upfitting vehicles? (e.g. for construction or electrical work)

Response: Eligible project costs include capital expenditures for vehicles and energy infrastructure, as well as site design, electrical design, installation (including labour and materials), and utility connection fees for energy infrastructure.

Q2.3 We are interested in installing supporting energy infrastructure, but the owner/operator of the infrastructure would be leasing a parcel of land. Would the land costs associated with the infrastructure deployment be considered an eligible cost for funding?

Response: As stated in the program guide, eligible project costs include capital expenditures for vehicles and energy infrastructure, as well as site design, electrical design, installation (including labour and materials), and utility connection fees for energy infrastructure. The program does not provide funding for costs related to the purchase, lease or rental of land/physical space that may be associated with the infrastructure deployment.

Q2.4 Do supporting materials need to be provided for all eligible costs for which we are seeking funding?

Response: Please complete the Project Budget Template available for download at www.cvpbc.ca/apply. Where applicable, please provide supporting documentation for eligible project costs, including quotes from multiple suppliers. Where multiple quotes are not available, please explain why.

As stated in the program guide, eligible project costs include capital expenditures for vehicles and energy infrastructure, as well as site design, electrical design, installation (including labour and materials), and utility connection fees for energy infrastructure.

Q2.5 Are vehicle operational expenses eligible under CVP?

Response: No, operational costs are not eligible for funding under the CVP program.

Q2.6 Please expand on what is considered an eligible cost. Is it only capital costs, or are implementation costs eligible as well (design, specifically off-road)?

Response: In the off-road category, program funding may be used to support projects that retrofit existing vehicles with zero-emission technology. Design and installation costs associated with the retrofit may be considered for funding under the program on a case-by-case basis.

Q2.7 Can CVP funding be applied towards a ZEV purchase if the deposit has been issued and the balance will be paid upon delivery?

Response: Deposit payments made to secure the purchase of an eligible ZEV would not preclude you from applying for funding through the CVP program. However, please note that the program will only

support costs incurred by applicants after a Contribution Agreement has been signed. Any amounts paid prior to signing the agreement would not be eligible for CVP program funding.

Q2.8 Will any automation equipment be eligible for funding? This would include hardware, software and any associated labour?

Response: Zero-emission vehicles that use automation are eligible for funding, however only incremental costs associated with automation equipment (e.g., hardware, software and any associated labour) relative to conventional vehicle alternatives are eligible for funding. That is, it must be demonstrated that added costs are incurred as a result of the vehicle being a ZEV.

3. Evaluation Criteria

Q3.1 Do you have examples of ‘compelling’ projects?

Response: Projects will be selected based on alignment with the program’s evaluation criteria. Please refer to the Program Guide for further details.

4. Application Process

Q4.1 Which approach would be recommended? Submitting two applications for each vehicle type or submit one application that combines both types? (Category 7 & 8 vehicles)

Response: If the vehicles are to be used in two different use cases, we would recommend two separate applications. If both vehicles are part of the same deployment/project, you may include both vehicle types in one application.

5. Timelines and Payment

Q5.1 When do the vehicles need to be deployed by?

Response: The timeline for vehicle acquisition and deployment will be considered by the Advisory Committee as part of its review of applications for funding.

The Program will run until March 31, 2023, or until all funds are exhausted and all vehicles funded by the Program have completed their required data collection period. All applications to the program are subject to the availability of program funds.

Q5.2 How does the money flow? Are the funds provided upon signing of the purchase order or once the vehicle is delivered?

Response: The payment schedule will be project specific and will be confirmed with each successful applicant once a funding decision has been reached. The milestones may include:

1. Signing of a purchase order.
2. Delivery of the vehicle.
3. Completion of the required data collection period (i.e. 12 month vehicle deployment).

Q5.3 How soon can the applicant expect to hear back on the outcome of their application?

Response: At this time applicants can expect to receive a decision on their application within three months of applying to the program.

Q5.4 Are there any repayment clauses with the contribution agreement for this program?

Response: Per Section 3.2.6 of the program guide, if the applicant does not abide by the program conditions the applicant may be required to repay the full amount of the funding awarded.

Q5.5 If funding is approved, can payment be deferred to align with future vehicle availability?

Response: As part of the application process, we ask that you identify the timeline and particular use case for which you are requesting funds. The timeline for vehicle acquisition and deployment will be considered by the Advisory Committee as part of its review of applications for funding.

Q5.6 Do the minimum number of vehicles by weight class need to be purchased at the same time or would it be possible to purchase the vehicles over a period (of 2 years per se).

Response: The timeline for vehicle acquisition and deployment will be considered by the Advisory Committee as part of its review of applications for funding.

Q5.7 Do you have a sense of whether program funding is likely to be fully spent in 2021 and/or the likelihood of the program running in 2022? It can be challenging to seize these funding opportunities as we are working within the municipal government budgeting cycle?

Response: As the CVP Program is a competitive, continuous intake funding call, it is difficult for us to anticipate the number and size of projects that will receive funding in a given year, and ultimately, when program funds will be fully subscribed. We would recommend that you submit an application as soon as you are able to. If the project is contingent on securing funding from other sources, please indicate that in your application.

6. Program Stacking

Q6.1 Can this program be stacked with SUVI?

Response: No, currently funds from the CVP program cannot be stacked with SUVI for vehicles. However, the CVP program may be used to fund charging and refueling infrastructure for ZEVs that are funded outside of the CVP program. Applicants should apply for funds through one of the two programs based on the program that is best suited to their vehicle deployment (e.g. size of deployment and/or the extent to which they require infrastructure funding).

Q6.2 Can you provide clarification regarding whether funding from the CVP program can be stacked with funding under the MEMLI's Greenhouse Gas Reduction Regulation through the BC Low Carbon Fuel Standard Part 3 agreements?

Response: If an applicant has approval to receive proceeds from the sale of Low Carbon Fuel Standard (LCFS) credits, these credits can be used to fund the project in addition to funding from the CVP program. The money generated from the sale of LCFS credits is not considered "Government funds" for the purposes of stacking. However, total project funding from all sources cannot exceed 100% of project costs. (That is, if the applicant funded the project with 75% proceeds from LCFS credits, they could not access the full 33% from CVP.)

Q6.3 Can you confirm if ASTSBC funding can be used in tandem with the CleanBC Go Electric CVP Program (i.e. can these funding sources be stacked)?

Response: The Ministry of Energy, Mines and Low Carbon Innovation has a program called the Go Electric School Bus program in place with the Ministry of Education and ASTSBC that provides a top-up to the Ministry of Education school bus capital funds to eligible school districts. Funds from the CVP program cannot be combined with funds from the Go Electric School Bus program on the purchase of school buses. CVP program funds can be used to purchase eligible vehicle charging or refueling infrastructure in support of zero-emission school buses purchased with funds from the Go Electric School Bus program.

Q6.4 If there are current projects in the process and have received NRCan grant funding, but would like to expand the project to include funding for fleet EV charging to support future fleet vehicles, would that be eligible?

Response: If you are building on or expanding the scope of your existing project, the incremental/additional costs would be eligible for funding. Details about funding received and the aspects of the project it relates to would need to be clearly outlined in the application to ensure that CVP funding will not be stacked with other provincial funding for the same eligible costs.

7. Data Collection

Q7.1 Could you please share more details with respect to the data collection requirements of the program?

Response: To be eligible for program funding, the primary applicant must agree to the collection of telematics performance data and to provide detailed responses to questionnaire-based requests for all vehicles and infrastructure supported with program funding, along with one or two conventionally fueled vehicles (if available within the fleet). Data-logging equipment must be installed on both vehicles and infrastructure that receive project funding as well as one or two conventionally fueled alternatives (if available within the fleet). The required telematics data collection period will be dependent on typical vehicle duty cycle, but it is intended that the program capture at least 12 months of typical use. 'Typical use' is defined as the use of traditional vehicles in the fleet that will be replaced by ZEV technology. The

data will be used to characterize the technical, economic, and environmental performance of ZEV deployments across the province. The Ministry of Energy, Mines and Low Carbon Innovation will have unrestricted access to data collected during the program.

For fleets with unionized employees or privacy concerns regarding location data of vehicle use, the analysis and reporting of data and results can be moderated such that no personally identifiable characteristics are reported publicly.

Q7.2 What telematics and survey questions might you be interested in collecting for a refuelling/charging station?

Response: The type of data available may vary depending on the use case and type of vehicle(s) that the station serves. As such, data collection requirements for refuelling and charging stations will be discussed with successful applicants. Data collection on fuelling/charging stations may include: number of sessions per unit time, length of fuelling/charging sessions, energy dispensed, rate of charging/fuelling, and other parameters.

Q7.3 Are you able to share which providers are on your pre-qualified list for telematics?

Response: After the first round of projects are selected for funding, the program will work with each successful applicant to identify a telematics service provider that meets the data collection needs of the program. Given the diversity in the types of vehicles and energy infrastructure support that may be selected for funding, this will be determined on a case-by-case basis. Over time, the program will develop a list of pre-qualified telematics providers that can be used by successful applicants.

Q7.4 What costs associated with this category are costs that are deemed eligible by the program?

Response: At the application stage, please identify whether your organization intends to use a particular telematics service provider for your fleet. After the first round of projects are selected for funding, the program will work with each successful applicant to assess whether the telematics service provider identified in your application meets the data collection needs of the program.

Once projects have been selected for funding, the program will cover the costs associated with the installation of data logging equipment on the funded vehicles and one or two equivalent internal combustion engine (ICE) vehicles if available within the applicant's fleet, as well as 12 months of subscription-based fees. Please include a description of the costs and the type of data that would be collected as part of your application.

Q7.5 Per section 3.4 the eligibility requirements, the vehicle must carry telematic equipment. Would this apply to an off-road vehicle, particularly to an ice resurfer?

Response: That is correct, the vehicle must carry telematics equipment; however, the telematics equipment does not need to be installed by the manufacturer. After the first round of projects are selected for funding, the program will work with each successful applicant to identify a telematics service provider that meets the data collection needs of the program.