

Guidelines and Frequently Asked Questions for the EV Common Charger Grant

LTA has launched the Electric Vehicle Common Charger Grant (ECCG) to encourage the installation of shared electric vehicle (EV) chargers in non-landed private residences (NLPRs), such as condominiums and private apartments.

The ECCG will co-fund installation costs of 2,000 EV chargers at NLPRs, as an early adoption incentive. As NLPRs form a significant proportion of residences in Singapore, improving charger provision is an important step towards improving the coverage of Singapore's national EV charging network. At the 2021 Committee of Supply debates, the Government had announced a target to deploy 60,000 EV charging points by 2030, of which 20,000 will be in private premises such as NLPRs, and 40,000 in public carparks.

Applications for the ECCG open from 29 July 2021 and will be assessed on a first-come, first-served basis. The ECCG will be available until 31 December 2023, or until 2,000 chargers have been approved for co-funding, whichever is earlier. Interested parties may apply via the Government's Business Grants Portal (BGP).

Please refer to LTA's website for the latest information on the Grant.

GUIDELINES FOR APPLICATION

Grant Application

Applicants are to apply for the ECCG through BGP and will be awarded a Letter of Offer (LOF) if they meet the grant criteria. Applicants can digitally accept the LOF on BGP. Applications will have six months from the date of issuance of the LOF to install EV chargers and submit their claims.

Claim Application

After the charger installation works are completed, applicants are to submit their claims on BGP for reimbursement based on the approved amount stated in the LOF. Upon approval of the claim, applicants will then submit e-invoices via Vendors@Gov for LTA's verification and grant disbursement.

CO-FUNDED COMPONENTS

Owners of the shared chargers, whether an EV Charging Operator (EVCO) or the owners of the NLPR (e.g. the management corporation of a strata-titled development), can apply for ECCG to cover three upfront cost components of charger installation: (a) charging system (e.g. charger equipment); (b) licensed electrical worker fees; and (c) cabling and installation costs (subject to \$1,000 cap). The ECCG will co-fund 50% of each of the above cost components, subject to the relevant cost component cap, and an overall cap of \$4,000 per charger.

Items	Details
Charging system	<p>Charger equipment itself.</p> <p>Electrical equipment essential for safe electrical distribution (i.e. equipment in a distribution board / sub distribution board (DB)) and operations of chargers, including but not limited to the following:</p> <ul style="list-style-type: none"> • Isolator • Residual current device • Circuit breaker (e.g. Miniature Circuit Breaker (MCB), Moulded Case Circuit Breaker (MCCB)) • Metering device • Surge Arrestor • Earth Leakage Relay (ELR) • Fuse • Incoming / Outgoing lightings and enclosure for new Distribution Board (DB) <p>This will take reference from Technical Reference 25 (TR25) and Singapore Standard 638 (SS638), which are the national Electric Vehicle (EV) charging standard and code of practice for electrical installations respectively.</p>
Licensed Electrical Worker (LEW) fees	<p>The fees for both the NLPR's LEW and the LEW responsible for installing the charger are eligible.</p> <p>If the LEW is an employee of the applicant or EVCO, their salaries are not eligible for co-funding.</p>
<p>Cabling and installation works</p> <p><i>Capped at \$1,000</i></p>	<p>Includes:</p> <ul style="list-style-type: none"> • Electrical cables, power cables, data cables, and related cable testing • Hardware for wireless network connection of chargers such as modem, wireless router, one-time sim card purchase, but excluding any recurrent service fees • Supporting accessories such as trunking, mounting brackets, concrete bases and bolts • Installation works such as trenching, excavation, utility locates and other underground impediments, equipment setup and connection • Installation labour cost (only if workers are not employees of applicant or EVCO)

INVOICES AND QUOTATIONS ELIGIBILITY

As part of the application, applicants must submit invoices and quotations of cost components. They must be dated after the issuance date of the LOF to be eligible for co-funding.

Receipts and invoices can be dated before the issuance date of the LOF if they are for hardware equipment that were purchased by the EVCO beforehand.

For LTA to review the reasonableness of the cost claims, the quotation shall minimally contain the capacity and unit cost of each equipment / component that the applicant intends to claim under the application. For example, the minimum level of details for cabling shall contain the type and size of the cable (no. of core and cross section area), and the unit cost (\$/m) of the cable. The capacity of an equipment should also be sized appropriately. For example, if an application is only applying to install one charger at 32A, you should not be proposing to install a large MCCB (e.g 150A), where there is significant spare capacity.

FREQUENTLY ASKED QUESTIONS

Grant Eligibility

- a. How is the 1% calculated? My NLPR has a carpark with less than 100 lots, does it mean that I do not qualify?
The number of chargers eligible for the grant is based on 1% of the total number of residential carpark lots, rounded-up to the nearest whole number. Carparks with less than 100 lots will still be eligible for 1 EV charging lot to be co-funded under the grant.
- b. Can NLPRs with existing EV chargers apply for the grant?
Yes, they can apply for the grant, to be assessed on a case-by-case basis. However, we will prioritise the applications of NLPRs with no existing EV chargers.
- c. Are cluster homes and townhouses eligible for the grant?
Cluster housing can apply for the grant if the chargers will be installed in parking lots that are accessible and are for the shared use by all residents of the NLPR.
- d. Can mixed-use developments apply for the grant?
Yes, mixed-use developments can apply for the grant provided that the following criteria are met: (i) for shared use by all residents; (ii) exclusively for residential use; and (iii) EV chargers installed in a location that is owned and part of the development (e.g. not on state land).
- e. Can NLPRs install additional EV chargers above 1% of carpark lots provision?
Yes, we encourage NLPRs to install more chargers, especially if residents in the NLPR are keen to use EVs. However, these additional chargers will not qualify for the grant.
- f. Can NLPRs apply the grant for EV chargers that were installed before 19 Jul 2021?
As the grant is meant to spur installation of new EV chargers, chargers installed before 19 Jul 2021 are not eligible for the grant.
- g. Can NLPRs under construction apply for the grant?
NLPRs under construction are not applicable for the grant. The grant is eligible for installation of EV chargers in carpark lots which are ready for shared use by all residents. A developer managing the NLPR's common area before the first AGM of the development is also not eligible to apply for the grant.
- h. Can an NLPR own and operate EV chargers without an EVCO?
We strongly encourage the NLPR to engage an EVCO as it is best equipped to operate and maintain chargers and comply to existing charger regulations. However, if an NLPR were to choose to operate the EV chargers without an EVCO, it must be able to operate and manage the smart charging functions, which include extracting and storing energy consumption information from EV chargers. The NLPR must also be able to maintain the EV chargers and comply with existing regulations. The NLPR will not be eligible for the grant if it is found to be unable to do any of the above.

- i. Can an NLPR that has not passed a resolution for installation of EV chargers apply for the grant?

NLPRs should apply for the grant only after the resolution has been passed. This is because the grant is time-bound, and applicants must complete installation of EV chargers and submit their claims before the due date. After which, the grant approval would lapse, and no claims would be allowed.

- j. Would applicants be required to submit the EV charging contract between the NLPR and EVCO?

No, we do not require the contract between NLPR and EVCO to be submitted, but applicants are welcome to do so. Grant applicants will instead complete and submit a 'Letter of Confirmation'. The 'Letter of Confirmation' seeks to confirm that the NLPR has engaged the EVCO's services and has discussed and agreed to install EV chargers in the NLPR and apply for the ECCG. The 'Letter of Confirmation' can be found [here](#). Nonetheless, LTA reserves the right to request the contract if the grant is awarded, for audit and investigation purposes.

Claim Eligibility

a. What are the cost items that are not eligible for claims?

Items that are not directly required for the installation or operation of a charger are not eligible for claims. These include (but are not limited to): signages, repainting of carpark lots, electrical infrastructure upgrades, civil infrastructure, and grid connection fee charged by SP PowerGrid (SPPG) from higher load intake.

b. Can the NLPR also apply for the grant to claim building LEW fees paid by the NLPR, if the EVCO is the owner of the EV chargers?

No, only the owner of the EV chargers can apply for the grant to co-fund and reimburse the components that the owner has paid for. Sharing of grant monies between the NLPR and EVCO is also not allowed and considered a breach of the grant agreement.

c. Will there be penalties imposed on applicants if claims are not submitted on time?

Applicants must submit claims before the due date as no claims will be allowed after that and the grant approval will lapse. Applicants can submit a change request through BGP to appeal to extend the claim due date, and this will be assessed on a case-by-case basis.

d. What are the overall funding caps and sub-caps? Can LTA provide examples of how the caps and sub-caps work?

The co-funding amount is capped at 50% of the cost of each eligible cost component, capped at a total of \$4,000 per charger. Within this cap, there is an additional sub-cap of \$1,000 per charger for cabling and installation works. Please refer to the examples below:

Cost for each cost component	50% co-funding on each cost component	Total co-funding amount
<u>Example 1:</u> Charging system = \$3,000 LEW fees = \$2,000 Cabling and installation cost = \$1,500	= \$1,500 = \$1,000 = \$750	= <u>\$3,250</u>
<u>Example 2:</u> Charging system = \$5,000 LEW fees = \$3,000 Cabling and installation cost = \$2,500	= \$2,500 = \$1,500 = \$1,000 (sub-cap of \$1,000 on cabling and installation cost)	= <u>\$4,000</u> (overall cap of \$4,000 per charger)
<u>Example 3 (2 chargers with New Distribution Board):</u>		

<p>Charging system in total = \$9,000 2 chargers costing \$3000 each = \$6,000 New distribution board for 2 chargers = \$3,000</p> <ul style="list-style-type: none"> ➤ 100A MCCB = \$500 ➤ 2 No. of 40A MCB / Isolator = \$1500 ➤ Kwh Meter = \$100 ➤ Surge Arrestor = \$150 ➤ 100A Fuse = \$150 ➤ Incoming/Outgoing Lights = \$200 ➤ DB enclosure = \$400 <p>Average per charger = \$4,500</p> <p>Total LEW fees = \$4,000 Average per charger = \$2,000</p> <p>Total cabling and installation cost = \$5,500 Average per charger = \$2,750</p>	<p>= \$2,250 per charger</p> <p>= \$1,000 per charger</p> <p>= \$1,000 per charger (sub-cap of \$1,000 on cabling and installation cost)</p>	<p>= \$4,000 x 2 (overall cap of \$4,000 per charger) = \$8,000</p>
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Compliance and Audit

- a. What are the key conditions that an applicant must abide by?
 Upon request, the applicant must provide LTA with the energy consumption and charger utilisation information of the co-funded chargers, for a period of three years. The full list of terms and conditions will be provided within the LOF.
- b. Is there a minimum contract period between the NLPR and EVCO?
 There is no minimum contract period. However, if the contract period is less than three years, the applicant must clarify how he/ she will be able to fulfil the obligation of providing LTA the necessary energy consumption information.
- c. Can I shift my chargers after installation?
 EV chargers shall not be removed or relocated from the originally installed location without prior consent from LTA.
- d. How does LTA intend to verify the charger installation and usage information?
 LTA or LTA's representatives will conduct site visits, audits, or through other checks. Details will be provided within the LOF.

Application

- a. How do I apply for the grant?
 Application for ECCG will be done via the BGP. You may refer to the 'ECCG Step-By-Step Application Guide' found [here](#) for detailed instructions.