

**Submission  
No 1**

## **INFRASTRUCTURE FOR ELECTRIC AND ALTERNATIVE ENERGY SOURCE VEHICLES IN NSW**

**Organisation:** Elanga Pty Ltd

**Date Received:** 11 April 2025

Date: 11/04/2025

## EV Charging Infrastructure Government Grants

The following has reference:

1. All government grant allocation should be equally distributed among all approved suppliers to provide small businesses and new entrant businesses with a scalable future and opportunity. Previously funded organizations must receive a lower-scaled approval rating.
2. Public-private partnerships should not be funded for projects that deviate from their core business operations. For instance, an electricity distributor should not be involved in electric vehicle (EV) charging infrastructure, as this could potentially lead to conflicts of interest and prioritize infrastructure supply and pricing over other considerations.
3. A Grant EOI/RFI technical specification should include a scalable business model specification.
4. The grant application process must include a detailed submission review meeting in that in most cases the procurement review panel do not understand the technical and business model associated.
5. A future technology must be given an equal opportunity in terms of grant allocation as appose to the technology attached to the EOI/RFI in that in most cases the documents are written around old technology.
6. A comprehensive point system must be established to prioritize organizations that have fully committed financially (not partially) to an EV charging infrastructure, irrespective of any government grants.
7. The qualification of a grant shall not include any organization that has previously received grants and defaulted on any product reliability issues.
8. The offered system must explicitly demonstrate its scalability capabilities.
9. Organizations with government shareholding should not be considered for government grant projects.
10. Self-funded organization should not qualify for Government Grants but rather be given tax incentives
11. Outdated systems at previously funded locations should not be eligible for refunds or additional funding.
12. Previously funded locations should not be eligible for funding to scale or expand the operator/owner should be responsible to expand or scale.
13. All previously Government Grant System/locations that are in default should be negotiated on a one-to-one basis for replacement with private funds.

Notes:

We are a approved NSW CaaS provider but never received any direct Grant or invitation to supply EV charging systems, yet we have funded and invested in our own EV Charging Station Network with a 95% uptime