



Program Guide For CleanBC Go Electric Rebates

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ABBREVIATIONS

B.C. – British Columbia

EMLI - Ministry of Energy, Mines and Low Carbon Innovation

FBC – Fraser Basin Council

MHD – Medium- and Heavy-Duty

MSRP – Manufacturer’s Suggested Retail Price

NZEV – Neighbourhood Zero Emission Vehicle

OEM – Original Equipment Manufacturer

VIN – Vehicle Identification Number

ZEV- Zero Emission Vehicle

1.0 Program Overview (Management and Communications)

The CleanBC Go Electric Rebates Program (formerly Specialty-Use Vehicle Incentive (SUVI)) is intended to encourage and accelerate the adoption of zero emission vehicles (ZEVs) in British Columbia for both their environmental and economic benefits. Increased use of ZEVs such as electric vehicles and hydrogen fuel cell vehicles will help shift spending on imported transportation fuels to locally made electricity and hydrogen and stimulate jobs and economic development in the local clean technology sector while reducing emissions.

This document serves as guidance for the CleanBC Go Electric Rebates Program (the Program), previously known as SUVI, and identifies the requirements for administration, implementation, and oversight of the Program. The document may be periodically updated as needed to clarify Program requirements and improve Program effectiveness.

1.1 Program Management

The Ministry of Energy, Mines and Low Carbon Innovation (EMLI) is responsible for overall Program management. In order to meet Go Electric Program targets, EMLI can modify any component of the Program. This Program modification can include but is not limited to, addition of new vehicle types, vehicle investment levels, and any Program aspect that EMLI wishes to change. The program will be regularly reviewed and evaluated by EMLI staff. EMLI reserves the right to change or terminate the Program at any time without notice.

Fraser Basin Council (FBC) will administer the Program on behalf of EMLI.

1.2 Program Communications

It is important that the Program information be centrally available to the public and other interested parties. EMLI will approve all program communications before release or use.

The application forms, eligibility requirements and applicable rebate amounts for the Program will all be accessed online. The Program information will be added as a page/subpage on FBC's Plug In BC website (<https://pluginbc.ca/goelectricrebates/>), using the CleanBC Go Electric branding. The Program will have a dedicated website for Program information and application process (<https://www.goelectricotherrebates.ca>), using the CleanBC Go Electric branding. The Program page will link back to the CleanBC - Go Electric website (<https://goelectricbc.gov.bc.ca/>). FBC will use internal capacity to support the initial design and creative work to help with the set-up of the key marketing elements in a timely way. Ongoing updates will be done by FBC staff.

Enquiries related to the administration of the Program including, but not limited to, eligibility requirements and application processing should be directed to FBC at: goelectricotherrebates@pluginbc.ca

Enquiries related to the overall design of the Program can be directed to EMLI at: ZEVprograms@gov.bc.ca

2.0 Program Description and Applicants

The Program is designed to support the adoption of ZEVs in a variety of applications including motorcycles, low-speed vehicles, electric cargo bicycles (cargo e-bikes), utility vehicles, and a variety of medium- and heavy-duty vehicles, hereafter referred to as specialty-use vehicles. The vehicle rebate enables the purchaser or lessee of an eligible specialty-use vehicle to receive a post-purchase rebate. The rebate amounts will be reviewed regularly to determine if they are appropriate for the marketplace. EMLI will adjust the rebate amounts as necessary based on market performance. The rebate is applied to the purchase or lease price of your vehicle after all applicable costs and taxes have been applied.

The Program targets specialty-use vehicles that are not included in the CleanBC Go Electric Vehicle Rebate Program: if a vehicle is included in the CleanBC Go Electric Vehicle Rebate Program, or would be eligible under the CleanBC Go Electric Vehicle Rebate Program but has been excluded due to a manufacturer's suggested retail

price (MSRP) greater than the current limit within said rebate program, it is not eligible for Program support. As with all CleanBC Go Electric Programs, conversions are not eligible under the Program. All applications to the Program are subject to the availability of Program funds.

2.1 Eligible Applicants

The purchaser / lessee of a vehicle is an individual, business, non-profit, or public sector organization that is based in British Columbia (B.C.) or has a B.C.-based affiliate. All businesses must be licensed to operate in B.C. When applying to the Program, a copy of a valid B.C. business license must be provided if applicable. Business / organization applicants are also required to submit at the time of application: a WorkSafeBC number, valid (not expired) government-issued identification of the applicant and one or more recent (within last three months) utility bills (e.g., electricity, natural gas, telephone, internet).

Rebates for motorcycles and neighbourhood zero emission vehicles (NZEV) are open to all applicants defined above, whereas rebates for cargo e-bikes, on road medium and heavy-duty vehicles, utility vehicles, airport and port specialty vehicles and some low-speed vehicles (non-NZEV) are only available to businesses, non-profits, or public sector organizations.

3.0 Program Criteria

3.1 Proof of Purchase

The purchaser / lessee of the vehicle must provide a complete and final bill of sale when submitting the application form including the vehicle identification number (VIN) (when applicable), make and model of vehicle, name and address of purchaser/lessee, purchase date and purchase price. Only new vehicles are eligible for rebates; previously used vehicles are not eligible. If the eligible vehicle is on order, the VIN must be provided to the program when delivery of the vehicle occurs.

3.2 Eligible Vehicles

This section discusses the categories of specialty-use vehicles eligible for rebates under this Program. Vehicle models will be approved by EMLI and placed on a List of Eligible Vehicle Models. A continuously updated list of eligible vehicles will be maintained on the Program website. Vehicle manufacturers must submit a Vehicle Eligibility Application to EMLI to have a vehicle(s) considered for Program eligibility. Vehicles purchased prior to the vehicle being added to the List of Eligible Vehicle Models are not eligible for a rebate.

There are 6 categories of specialty use vehicles eligible for rebates under the Program as provided in Table 1 below.

Table 1 – Categories of eligible Zero Emission Vehicles under the Program

Vehicle Type	Technology
Electric Motorcycles	Battery Electric/ Hydrogen Fuel Cell
Low-speed Vehicles	Battery Electric/ Hydrogen Fuel Cell
Cargo E-bikes	Battery Electric/ Hydrogen Fuel Cell
On-Road Medium and Heavy-Duty Vehicles	Battery Electric/ Plug-in Hybrid/ Hydrogen Fuel Cell
Airport and Port Specialty Vehicles	Battery Electric/ Plug-in Hybrid/ Hydrogen Fuel Cell
Utility Vehicles	Battery Electric/ Hydrogen Fuel Cell

3.3 Vehicle Eligibility Criteria

Vehicles must meet the following criteria to be eligible for a rebate:

3.3.1 Be New

To be eligible, the vehicle must be a new vehicle constructed entirely from new parts that have never been the subject of a retail sale, or previously registered in British Columbia or another jurisdiction. The Original Equipment Manufacturer (OEM) or its

authorized licensee must manufacture the vehicle. Registration of Out-of-Province Vehicles are not eligible vehicles. If the vehicle is not new, has been re-leased, is the subject of a lease assumption, or has been transferred into B.C. after previously having been registered out of province, the vehicle is not eligible for a rebate through the Program. Aftermarket plug-in hybrid electric vehicle conversions are not eligible for funding.

Demonstration vehicles may be eligible for a rebate if:

1. It has never been registered (except for the OEM/dealership). Demonstrator vehicles can be registered and plated to the dealership/authorized seller for demonstration purposes (“demo plate”) prior to being registered and plated to the eligible recipient organization.

2. It has only ever been driven by dealership staff. Test drives (driven by customers before a potential purchase) and showcases at dealerships events are permissible.

3. Its mileage is less than the kilometers (kms) under each category (wherever applicable) as indicated in the table below. The mileage of some specialty vehicles or motorcycles may be difficult to capture. If there is no proof of mileage driven, then the demo vehicle will be deemed ineligible for a rebate.

Electric Motorcycle	Odometer less than 1,000 kms (if applicable)
Low-Speed	Odometer less than 1,000 kms (if applicable)
Cargo e-bikes	Odometer less than 1,000 kms (if applicable)
Medium - Heavy Duty	Odometer less than 10,000 kms
Airport - Port Specialty	Odometer less than 10,000 kms
Utility	Odometer less than 1,000 kms (if applicable)

*Note exemptions on the above demonstration vehicle policy requirements may be considered on a case-by-case basis.

3.3.2 Be Certified/ Meet Definitions

If the vehicle is an Electric Motorcycle, to be eligible:

The vehicle that is of the subclasses enclosed motorcycle, open motorcycle, limited-speed motorcycle or motor tricycle, and

- is designed to travel on not more than three wheels in contact with the ground,
- has a minimum wheel rim diameter of 250 mm, and
- has a minimum wheelbase of 1,016 mm,

but does not include a power-assisted bicycle, a restricted-use motorcycle, a passenger car, a truck, a multi-purpose passenger vehicle, a competition vehicle, or a vehicle imported temporarily for special purposes.

And therefore:

The vehicle must be in the "open motorcycle" or "motor tricycle" category as defined by the Motor Vehicle Safety Regulations (CRC, c. 1038) and be entirely powered by electricity.

Or

The vehicle must be in the limited-speed motorcycle category as defined by the Motor Vehicle Safety Regulations and be entirely powered by electricity. The vehicle:

- has steering handlebars that are completely constrained from rotating in relation to the axle of only one wheel in contact with the ground,

- has a maximum speed of 70 km/h or less,
- has a minimum driver's seat height, when the vehicle is unladen, of 650 mm, and
- does not have a structure partially or fully enclosing the driver and passenger, other than that part of the vehicle forward of the driver's torso and the seat backrest

And, any motorcycles must meet all legal requirements for use on public roadways in British Columbia.

If the vehicle is a Low-Speed Vehicle, to be eligible:

The vehicle must meet the Neighbourhood Zero Emission Vehicle (NZEV) as defined in Division 1 of the Motor Vehicle Act Regulations, B.C. Reg. 26/58. If the vehicle does not meet the neighbourhood zero emission vehicle as defined in Division 1 of the Motor Vehicle Act Regulations, B.C. Reg. 26/58 but provides some other utility aspect other than the movement of people, such as vacuum truck, goods movement then it can be included as an eligible vehicle at the discretion of the Province.

However, individuals are only eligible for rebates for NZEV as defined in Division 1 of the Motor Vehicle Act Regulations, B.C. Reg. 26/58.

If the vehicle is a Cargo E-bike, to be eligible:

The vehicle must be a motor assisted cycle as defined in the Motor Assisted Cycle Regulation, B.C. Reg. 56/2018. In addition, the E-bike must have:

- a minimum 125-liter cargo volume capacity and a minimum 130 kg weight capacity (as defined below¹)

¹ Volume and Weight definitions

- Minimum transport volume shall be calculated by multiplying the flatbed load area by the maximum acceptable load height. If specific cargo boxes exist for the e-bike, their volume may be used instead.
- Load area is the available non-overhanging flat-bed cargo area and should be calculated to exclude attachment points.
- For e-bikes with transport boxes or load beds ahead of the rider (e.g. "Long-John" models) the acceptable maximum load height shall be that of the handlebars, unless defined otherwise by the manufacturer.

If the vehicle is On-Road Medium or Heavy-Duty, to be eligible:

To be eligible, the vehicle must be either covered by a US Environmental Protection Agency (EPA) certificate or be deemed to be covered by an EPA certificate in accordance with the On-Road Vehicle and Engine Emission Regulation under the Canadian Environmental Protection Act, 1999 (CEPA,1999), and must meet all requirements outlined in Transport Canada's Motor Vehicle Safety Act and its regulations.

In addition, all vehicles in this category must have a Gross Vehicle Weight Rating (GVWR) above 3,856 kg (Class 2B and higher) and they must be designed exclusively for commercial use. Medium-duty passenger vehicles are not eligible for funding through the Program. A medium-duty passenger vehicle is defined by the Canadian On-road Vehicle and Engine Emission Regulations as a heavy-duty vehicle that has a GVWR of less than 4 536 kg (10,000 lb.) and that is designed primarily for the transportation of persons but does not include any vehicle that

- is a truck that is incomplete because it does not have a primary load carrying device or container attached;
- (b) has a seating capacity of more than 12 persons;
- (c) is designed to seat more than 9 persons behind the driver; or
- (d) is equipped with an open cargo area (for example, a pick-up truck box or bed) of 183 cm (72 in.) in interior length or more or with a covered box not readily accessible from the passenger compartment.

If the vehicle is an Airport or Port Specialty Vehicle, to be eligible:

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- For e-bikes with open transport beds or boxes positioned behind the rider, maximum acceptable load height shall be taken as the sum of the length and width of the available load bed area.
 - For "long tail" or similar two-wheel e-bikes where loads may largely be carried to the side of the structure, rather than on a flat bed, the effective load bed width shall be taken as 80 cm when calculating load area.
 - Weight capacity means weight of rider plus weight of luggage. If only a specification for luggage weight is available, this must be at least 40 kg.

The vehicle must meet any federal safety or operation certification required for intended operation at the expected location.

If the vehicle is a Utility Vehicle, to be eligible:

The vehicle must be defined as follows:

- Is a prescribed class of off-road vehicle as described in the Off Road Vehicle Regulation, B.C. Reg. 193/2015 with the exclusion of the “on-highway motor vehicle” definition. This includes all-terrain vehicles, motorcycles, off-road side-by-side vehicles, and snowmobiles, or
- Is a small marine vessel as regulated in the Small Vessel Regulations SOR/2010-91

3.3.3 Be Battery Electric, Plug-in Hybrid or Hydrogen Fuel Cell

To be eligible, the vehicle must be either fully battery electric, plug-in hybrid, or a hydrogen fuel cell. A conventional hybrid vehicle is not eligible for this Program.

3.3.4 Time in British Columbia

To receive a vehicle rebate the vehicle must remain plated, registered, and insured (or equivalent requirements depending on vehicle type) in British Columbia in the applicant’s name for at least 12 months from date of sale for electric motorcycles, low-speed vehicles, cargo e-bikes, and utility vehicles, and for at least 36 months from date of sale for on-road medium and heavy-duty vehicles and airport and port specialty vehicles.

If, before the 12- or 36-month period (depending on vehicle type) is up, the applicant does not abide by all of the above conditions, the applicant will be required to repay the full amount of the rebate awarded.

3.3.5 Purchased or Leased in Canada

To be eligible for this Program the vehicle must be purchased or leased within Canada. Vehicles purchased outside Canada will not be eligible.

3.4 Development of List of Eligible Vehicle Models

The List of Eligible Vehicle Models for the Program will be periodically updated as

manufacturers submit applications and vehicle models are approved. In order for a vehicle to be eligible for a rebate through this program, the vehicle manufacturer must submit the Vehicle Eligibility Application and all supporting documentation to EMLI.

EMLI will work with the vehicle manufacturer to ensure that all the required documentation is received and request any additional information needed to make an eligibility determination. If the vehicle meets the eligibility requirements, EMLI will add the vehicle to the List of Eligible Vehicle Models, calculate the rebate amount, and provide the updated list to the Program Delivery Agent, the Fraser Basin Council.

4.0 Rebate Overview

This Program provides the purchaser or lessee of an eligible vehicle with a rebate depending on the vehicle type purchased. The rebate amounts will be reviewed annually to determine if they are appropriate for the marketplace. EMLI will adjust the rebate amounts as necessary based on market performance; the rebate may decline each 12-month period of the Program. Table 2 lists the maximum rebate values for each category of the Program, with either the maximum rebate value listed being used, or 33.33% of the purchase price of the vehicle, whichever is lower.

Table 2 – Rebate values for eligible Zero Emission Vehicles in the Program

Vehicle Type	Maximum Rebate Amount
Electric Motorcycles	\$2,000
Low-speed Vehicles	1) 15.9 kWh and below: \$ 2,000 2) 16 kWh and above: \$ 5,000
Cargo E-bikes	\$1,700

On-Road Medium and Heavy-Duty Vehicles	<ul style="list-style-type: none"> 1) Class 2B: \$10,000 2) Class 3: \$55,000 3) Class 4-5: \$75,000 4) Class 6-7: \$100,000 5) Class 8: \$150,000
Airport and Port Specialty Vehicles	<ul style="list-style-type: none"> 1) 45 kWh and below: \$5,000 2) MSRP below \$300,000: \$20,000 3) MSRP above \$300,000: \$50,000 4) Class 8 Yard Tractors: \$150,000
Utility Vehicles	\$2,000

4.1 Leased Vehicles

Leased vehicles are eligible for a rebate depending on the term of the lease and whether the vehicle is used for personal or fleet purposes as shown below. To qualify for the full value of the rebate, a minimum 36-month lease term is required. If the applicant breaks the lease, the applicant will be required to return the difference between the original lease time rebate and the actual lease time rebate. Per the time in B.C. requirement above (section 3.3.4), leases of on-road medium and heavy-duty vehicles and port and airport equipment must be for a minimum of 36 months to receive a Program rebate.

Table 3 – Lease Terms

Term of Lease (months)	Applicable Rebate for Personal (% of maximum rebate amount)	Applicable Rebate for Fleet (% of maximum rebate amount)
12	33.33%	33.33%
24	66.66%	100%

36	100%	100%
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4.2 Total Rebate Maximum

Any eligible organization may receive a maximum of ten rebates from the Program. Requests for more than ten rebates will be considered on a case-by-case basis. Any exception is at the sole discretion of EMLI. Any individual may receive a maximum of five rebates from the Program.

4.3 Rebates for OEMs buying their own vehicles

OEMs (Original Equipment Manufacturers), including their affiliates and dealerships will not be eligible to apply and obtain a rebate if they purchase their own vehicles, under the Go Electric Rebate program. This applies to rebates under all eligible vehicle categories listed under the program.

5.0 Application Process

To apply to this Program, an applicant must complete the application form in full and provide all necessary supporting documentation. Instructions on the requirements of the application process are detailed on the program website. Photocopies of the necessary documentation will be accepted. The completed application and supporting documentation must be postmarked no later than 90 days after the vehicle purchase in order to qualify for the rebate.

If the application is accepted, the rebate process will be initiated with the applicant. Ineligible applications will not be returned. If EMLI changes or terminates the Program, a completed eligible application form received prior to a change or the termination of the Program will be administered in accordance with the Program as it existed effective as of the postmarked date of the application.

6.0 Program Results and Data Sharing

The program will also include opportunities for data collection and reporting. It is expected that during the program's lifetime, summary reports about deployments will be shared publicly across the Province.

By participating in the Program, commercial applicants who receive rebate support agree to respond in a timely manner to annual vehicle surveys/questionnaires.

Applicants who provide false or misleading information may be barred from future participation in the Program and face other penalties.

7.0 Interaction with Other Programs in Market

The stacking of provincial funding from the Program with other CleanBC Programs (for the same vehicles) is not permitted. For example, applicants who receive funding for vehicles through the Program will be ineligible to apply to receive funding for those same vehicles through the CleanBC Go Electric Commercial Vehicle Pilots Program or CleanBC Industry Fund. Applicants will still be able to apply for the CleanBC Go Electric Commercial Vehicle Pilots Program for infrastructure support.

Stacking of funding from other government funding programs with the Program will be limited to 75% of eligible project costs, except in the case where the applicant is a local or Indigenous government or their department or agency in which case the stacking limit for government funding is 100% of the total project costs. Funding from other sources will be allowed as long as funding amounts do not exceed total project costs. Reporting of application for other government funding for the use toward a project funded under the Program is mandatory.