

Addendum

Electric vehicle fleets incentive: Kick-start funding Financial year 2025–26 guidelines

Version 1.0 – released May 2026

Addendum to Kick-start funding guidelines (December 2025)

Introduction

This addendum to the [Kick-start funding guidelines \(guidelines\) \(PDF 1.7MB\)](#) provides updated information and clarification to applicants for the Electric vehicle fleets incentive: Kick-start funding.

All eligibility, funding and application requirements continue to apply unless they are explicitly varied by this addendum.

The addendum must be read in conjunction with the original [guidelines](#). This addendum takes effect from the date of publication.

Clarification and changes

The amendments below describe the updates that have been made to the guidelines.

Amendment 1

Kick-start funding for financial year 2025–26 is extended from 29 May 2026 to 30 November 2026, and the funding allocation is increased from \$5million to \$9million.

Amendment 2

Table 1: Clarification on related entities

| Item | Information |
|---------------|--|
| Section title | Kick-start funding – Fairness and integrity |
| Page number | 12 |
| Original text | <ul style="list-style-type: none">• An individual involved in managing multiple entities cannot submit multiple applications at the same time using different ABNs.• Individuals that operate multiple ABNs are only eligible to receive an incentive towards 15 BEVs and charging ports across all applications and organisations. |
| Amended text | <ul style="list-style-type: none">• An applicant cannot submit multiple applications at the same time using different ABNs.• Related entities, such as businesses within the same group or company structure, or owned/operated by the same individual, are only eligible to receive an incentive towards 15 BEVs and charging ports across all applications and organisations. |

Amendment 3

Table 2: Clarification on recommended retail price (RRP) rule

| Item | Information |
|---------------|---|
| Section title | What can be funded – Price minimum and caps |
| Page number | 15 |
| Original text | Eligible electric PVs and SUVs must have a recommended retail price (RRP) of \$40,000 or higher (inclusive of GST, as per Australian Consumer law guidance on display prices). PVs and SUVs priced below \$40,000 are not eligible to receive an incentive. |
| Amended text | Eligible electric PVs and SUVs must have a recommended retail price (RRP) of \$40,000 or higher (inclusive of GST, as per Australian Consumer law guidance on display prices) as at the date of the submission of your application via the SmartyGrants portal. PVs and |

| Item | Information |
|------|---|
| | <p>SUVs priced below \$40,000 (at the date of submission) are not eligible to receive an incentive.</p> <p>Exception: Any vehicle selected from the pre-filled list provided in the Smarty Grants application portal will be considered eligible regardless of its RRP at the time of submission.</p> |

Amendment 4

Table 3: Charging infrastructure tax invoice minimum requirements

| Item | Information |
|---------------|--|
| Section | Application process |
| Page number | 24 |
| Original text | <ul style="list-style-type: none"> • tax invoices for smart charging infrastructure included in their incentive application. The invoice must include an itemised breakdown of hardware and installation costs. Specifically, applicants must require their charging providers to issue detailed invoices, including as a minimum the following information: <ul style="list-style-type: none"> – charging hardware costs with detail on charger type/capacity and total number of chargers per type/capacity – labour costs (installation, project management) – civil works and reticulation costs – itemised costs for electrical upgrades/other electrical equipment installed (as applicable) – any other cost clearly itemised (as applicable) – if chargers are installed at multiple sites, each site with its items/subtotal should be clearly listed on the invoice. |
| Amended text | <ul style="list-style-type: none"> • tax invoices for smart charging infrastructure included in their incentive application. The invoice must include an itemised breakdown of hardware and installation costs. Specifically, applicants must require their charging providers to issue detailed invoices, including as a minimum the following information: |

| Item | Information |
|------|--|
| | <ul style="list-style-type: none"> - charging hardware costs with detail on charger make and model/capacity and total number of chargers per make and model/capacity - total other materials costs (e.g. cabling, hardware for electrical upgrades) - total labour costs - if chargers are installed at multiple sites, each site with its items/subtotal should be clearly listed on the invoice - site addresses for all sites. |

Amendment 5 (New)

Table 4: Introduction of the waiting list

| Item | Information |
|---------------|---|
| Section | Terms and conditions |
| Page number | 28 |
| Original text | Not applicable, this is a new addition. |
| Amended text | <p>Waiting list</p> <p>If funds are exhausted before the published round closure, applicants will still be able to apply and, if found eligible, they will now be offered the opportunity to be added to a waiting list.</p> <p>If enough funds are forfeited on executed contracts under the round, the department will contact eligible applicants on the waiting list and offer them the requested incentive. Applicants will have 10 business days to accept their offer.</p> <p>Priority will be determined by the application date.</p> <p>The waiting list will close on the published closure date of the round, or earlier if there are unlikely to be enough funds available to meet the demand of potential new applicants. This will remain at the discretion of the department and an earlier closure will be communicated on the website.</p> <p>After the waiting list closure, the department will not make any further offers to applicants.</p> |

Glossary

Battery electric vehicle (BEV): A vehicle that is fully electric and powered by an electric drivetrain. BEVs do not include plug-in hybrid or hybrid electric vehicles. BEVs are often simply referred to as 'EVs'.

Passenger vehicle (PV): A vehicle designed primarily for the carriage of passengers, such as hatches, sedans and wagons.

Sports utility vehicle (SUV): SUVs evolved from conventional 4WDs. They come in a range of sizes and are based on a 2/4 door wagon body type and elevated ride height.

