Oct 2025

What does fair look like?

EV charging in existing strata

ocn THE INDEPENDENT VOICE OF STRATA OWNERS

ELECTRIC VEHICLE COUNCIL

Disclaimer: The Electric Vehicle Council (EVC) does not provide legal advice.
Therefore, this guidance should be considered in combination with input from your local council and regulatory requirements related to the sale of electricity, as those requirements change over time.
The advice offered here is temporal and non-exhaustive.

As electric vehicle take up contrinues to grow with roughly 12% of new car sales electric, more and more strata residents are seeking to go electric.1 In support of these EV-intending strata residents and their body corporates, the EVC in partnership with OCN have prepared the following guideline to assist parties with providing fair solutions for strata residents to access EVs. We offer three situations parties may encounter when seeking to introduce EV charging into a strata building and approaches that assist with navigating positive outcomes, fairly, for all parties.

This guidance may be of assistance in demonstrating the possible solutions and steps to providing EV charging options for the carparking spaces in strata buildings.

To date there has been a focus on level 2 chargers (7-22kW) in apartment buildings, which meets the needs of some high usage consumers but has proven to be more expensive than Level 1 chargers (~1.5-3.5kW). Level 1 charging is the most commonly used method by standalone homeowners and examples of how to use this are provided below.

ASSUMPTIONS:

Enough owners have agreed to make progress possible.
An energy assessmentof the building deems thec onnection adequate.

OTHER CONSIDERATIONS:

Fire safety - It is important to clarify that the current concerns surrounding fire safety of electric vehicles
(EVs) and their charging inf r astructure are not evidence based. Contrary to the stance taken by certain segments of our fire services, extensive evidence demonstrates that EVs and their associated charging systems are significantly safer than traditional fossil-fuel vehicles.

Numerous studies and real world data have consistently shown that the incidence of fires involving EVs is lower compared to those involving internal combustion engine vehicles. This can be attributed to several factors, including the sophisticated battery management systems in EVs, rigorous safety standards adhered to by manufacturers, and lower levels of flammable liquids such as oil, petrol or diesel. Statistics are kept up to date on the EV firesafe website.

Insurance - Off the back of misinformation around EV fire risk, some insurers charge additional fees to strata carparks with EV chargers. The EVC is aware of isolated incidents of insurance companies seeking to impose onerous conditions on buidings that advise of plans to deploy EV charging equipment. In cases of this nature, the EVC advises contacting a broker ot switch to an alternative insurance provider.

IAG insurance's research centre has commented that the risk of EV battery fires is "effectively zero". 2 Several EVC member organisations have installed EV charging infrastructure in properties with no change to the risk profile or premiums of a property.

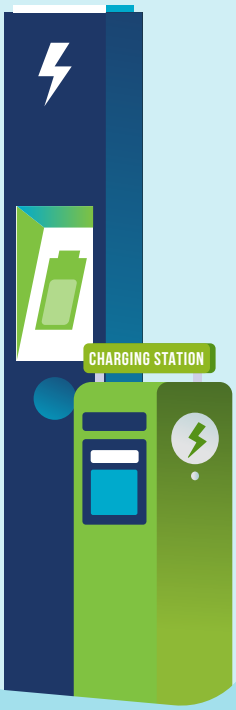
1. https://electricvehiclecouncil.com.au/state-of-evs-2025/
2. https://fleetevnews.com.au/ev-insurance-myths-busted-iag-confirms-zero-fire-risk-and-supports-fleet-transition/

How to do charging fairly?

Situation 1

Utilization of power points downstream of the dwelling meter

Homeowners should have the freedom to use power points that are located downstream of their dwelling meter (at any powerpoint connected to their electricity account) for EV charging. To manage peak demand effectively and prevent strain on the building's electrical infrastructure, it would be prudent to implement a bylaw stipulating that EV owners should avoid charging their vehicles during peak hours, specifically between 5pm and 10pm. This measure can help mitigate peak load impacts while allowing residents sufficient time to charge their vehicles.



Example 1

This owner lives in one of a series of attached, ground level dwellings, which have a shared car park out the back. Each dwelling has a power point at the back door which is connected to the meter that feeds the rest of the dwelling. Power points may have lockable switches to deter power theft.

IMPLEMENTATION DETAILS

- **Notification and Agreement:** All residents will be notified of the by law through building management. EV owners must acknowledge and agree to the terms to ensure compliance, or find another solution.
- **Monitoring and Compliance:** Building management will monitor overall electricity usage patterns to ensure compliance with the peak demand guideline. Residents who consistently charge during peak hours may receive reminders or additional guidance to optimise their charging habits.
- **Support and Education:** Building management will provide resources and educational materials to help residents understand the importance of avoiding peak-hour charging and offer tips on how to schedule their charging during off peak times.

Note: Building management can include the strata committee, strata managing agent, building manager or a volunteer tasked with the function.

PROS

By adopting this approach, the residential complex can support the growing trend of electric vehicle ownership and charging at home, while ensuring that the building's electrical system remains robust and reliable for all occupants.

CONS

Extra monitoring for Building Management.
Relies on driver compliance.

Situation 2

Use of power points in private garages with cost recovery

Mechanisms allowing the use of power points located in private garages served by common property power can be beneficial, provided there are clear cost recovery mechanisms in place.

Three methods are recommended:

a) **Odometer-Based Cost Recovery:** This method involves periodically reading the vehicle's odometer and calculating the electricity usage by multiplying the kilometers driven by 4.2 cents, this is similar to the Australian Taxation Office (ATO) method. This approach offers a simple and standardised way to estimate the cost of electricity used for charging.

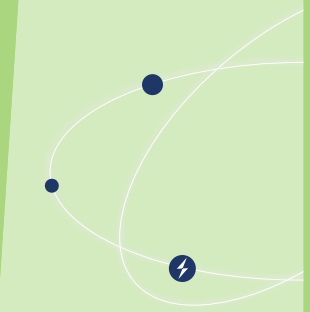
b) i. **Check Meter Installation:** Installing a dedicated check meter above the power point used exclusively for EV charging, provides measurement of electricity consumption. The energy used can then be billed at the c/kWh rate applicable to the common property power, ensuring accurate and fair cost distribution.

b) ii. **Smart power points:** Products exist in the market (NOX, Alchemy) whereby a consumer can download an app or log onto a website that will enable a smart power point to become live for a period of time and measure the energy dispensed. This energy can then be billed at the c/kWh rate.

c) **Flat rate:** A flat mothly rate to use the common power outlet.

Example 2

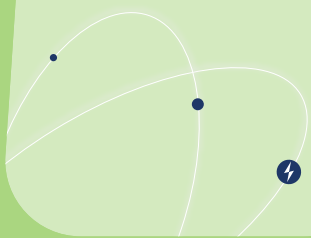
A group of walk-ups share a ground level car park. There is common property light and power throughout. A power point and check meter will need to be installed for each dwelling owner wishing to charge an EV.



Disclaimer: the laws around metrology of energy by kWh are currently in flux.

For more information from the National Metrology Institute, click the button.

click me



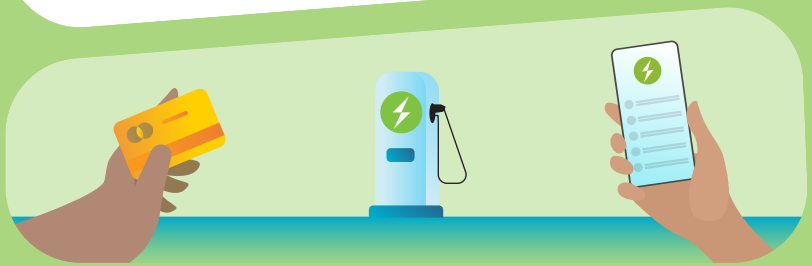
IMPLEMENTATION DETAILS

Bylaw Description: A bylaw should be applied requiring the installation and usage of check meters for EV charging from common property power. The bylaw will stipulate that charging should not occur during network peak times.

The electricity consumption recorded by the check meter will be billed at the rate (c/kWh) applicable to the common property power, ensuring that the cost is distributed fairly based on actual usage.

INSTALLATION PROCESS

- **Assessment and approval:** Residents interested in installing a check meter must submit a request to the building management. The management will conduct an assessment to ensure that the installation is feasible.
- **Meter selection:** The building management will provide a list of approved check meter models that are suitable for accurately measuring electricity consumption for EV charging.
- **Installation and commissioning:** The installation of the power point and check meter must be carried out by a licensed electrician. The meter should be installed above the designated power point to ensure it exclusively measures the electricity used for EV charging. The electrician will test and commission the installation.
- **Verification:** Once installed, the meter will be verified by the building management to ensure it is functioning correctly.



Situation 3

Installation of shared chargers in visitor parking spaces and shared areas

The installation of shared EV chargers with an integrated software platform for billing is recommended. This setup can manage usage and ensure that the costs are recouped efficiently.

The software platform can handle the billing process, with the collected payments being redirected to the owners corporation. By setting the charging fees to cover the installation and operational costs over a few years, this approach ensures that non-EV drivers are not unfairly burdened with the expenses, promoting equitable cost-sharing among all residents.

Example 3

An apartment complex has a tight underground carpark with one car space per apartment, two visitor car spaces, two accessible car spaces and two shared carspaces. Building management decides to install 2 x 3-phase 22kW a.c. chargers and a 40kW d.c. charger. The a.c. chargers will be billed out at 40c/kWh and the faster d.c. charger at 55c/kWh, both with an additional allowance to cover installation and operational costs.

IMPLEMENTATION DETAILS

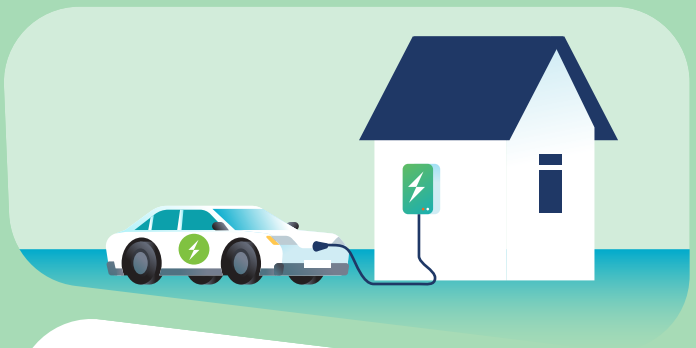
Shared EV chargers will be installed in shared car parking spaces and an accessiblecar space within the residential complex. The accessible car space(s) will employ the ‘use last’ policy, to ensure the space is left clear for those that need it for as long as possible, without restricting use of the charger altogether. These chargers will be equipped with an integrated software platform to handle dynamic load management, scheduling, billing, usage tracking, and payment collection.

BENEFITS

By adopting this plan, the residential complex can provide a fair and efficient EV charging solution that meets the needs of all residents while ensuring equitable cost sharing.

INSTALLATION PROCESS

- **Site selection and assessment:** Building management identifies suitable locations for the installation of shared chargers, ensuring that the chosen spots do not interfere with regular visitor parking and are easily accessible to residents.
- **Charger selection:** High-quality EV chargers compatible with the software platform will be selected to ensure reliability and ease of use. The chargers will be capable of managing multiple users and providing detailed usage reports.
- **Installation by certified technicians:** The chargers will be installed by certified electricians to comply with safety standards and ensure proper integration with the building's electrical system.
- **Software integration:** The chosen software platform will be configured to manage the billing process, track usage, and facilitate payments. The platform will also provide residents with real-time updates on charger availability and the owner's corporation with usage history.



USAGE AND BILLING

- **Registration and access:** Residents who wish to use the shared chargers will need to register with the software platform. Upon registration, they will receive access credentials or a mobile app to manage their charging sessions. This will also help strata to manage users who may be misusing the facility.
- **Charging fees:** The software platform will calculate the cost of each charging session based on the energy consumed (c/kWh rate). The fees will be set to recover the installation and operational costs over a specified period, ensuring that the infrastructure becomes self-sustaining.
- **Payment collection:** Payments will be processed through the software platform, which will automatically redirect the collected funds to the owners corporation account. Regular reports will be generated to track revenue and expenses.
- **Maintenance and support:** Building management will oversee the maintenance of the chargers and provide support for any technical issues. Regular inspections will be conducted to ensure the chargers remain in good working condition.

More info

Where can I get more information about charging in strata?

Go to the federal government website on the topic.

Next steps

If you'd like to discuss these matters further with the EVC, or enquire about becoming a member, please reach out to us at **office@evc.org.au**.