# By-Law 38 - Electric Vehicle Charging

## 38.1 By-Law 37 Cessation

With effect from a date to be determined and advised by the Strata Committee:

(a) no further charging stations may be installed under the provisions of By-Law 37;

(b) where a power point or EV Charger has been installed under the provisions of By-Law 37 or under other arrangements approved by the Owners Corporation, the facility is no longer to be used to charge an EV once the EV Charging Infrastructure has been commissioned;

(c) Owners with an existing EV Charger installed under By-Law 37 who connect to the EV Charging Infrastructure by 31 December 2025 will not be required to pay the EV Charging Infrastructure Contribution. Such Owners will be liable for the cost of EV Charger Cabling Works for connection into the EV Charging Infrastructure.

## 38.2 Definitions

**Electric Vehicle** (EV) means a full electric or hybrid motor vehicle.

**EV Charger** means a device connected to the EV Charging Infrastructure by an Occupier in a Car space for the purpose of charging an Electric or Hybrid Vehicle.

**EV Charging Infrastructure** means infrastructure installed as part of the Common Property by the Owners Corporation to support the operation of electric vehicle charging in the Building, including distribution boards, cables, cable trays, ethernet network and management systems but excluding EV Chargers and EV Charger Cabling Works.

**EV Charger Cabling Works** means the connection of an EV Charger to the EV Charging infrastructure and includes the cabling and any associated elements which enable connection of the EV Charger to the EV Charging Infrastructure. In some circumstances, the connection may require additional elements on which to mount the EV Charger.

**EV Charging Infrastructure Contribution** means the amount as calculated in accordance with By-Law 38.4(e) which represents the share of the capital cost of the EV Charging Infrastructure payable by an Owner when a Car space is connected to the EV Charging Infrastructure for the first time.

**EV Management System** means the embedded IT functionality which manages the power loading on EV Chargers and the electricity distribution infrastructure.

## 38.3 Authority of Owners Corporation

The Owners Corporation shall have the authority to manage the installation and use of EV Chargers in Car spaces in the Building, including but without limitation, to:

(a) specify and regulate the EV Chargers (including the manufacturers and type/models) that an Owner may install in their Car space;

(b) regulate the location within a Car space where an EV Charger may be installed;

(c) require an Owner to use licensed and qualified contractors approved by the Owners Corporation to carry out the installation;

(d) manage the power available to individual EV Chargers;

(e) acting reasonably, cancel an Owner's or Occupier's access to EV Charging Infrastructure.

## 38.4 Electric Vehicle Charging Infrastructure

(a) The Owners Corporation will install EV Charging Infrastructure to provide Owners with the infrastructure needed to facilitate EV charging.

(b) An Owner may make advanced provision for the installation of an EV Charger by installing the EV Charger Cabling Works from the EV Charging Infrastructure to the termination point for the EV Charger, observing the requirements of By-Law 38.5.

(c) An Owner must pay the EV Charging Infrastructure Contribution to the Owners Corporation when an EV Charger is installed in the Car Space and activated in the EV Management System.

(d) The EV Charging Infrastructure Contribution is calculated at the date of payment as follows:

(1). Payments up to 31 December 2025, $2,000 (including GST);
(2). Thereafter the above amount will increase annually from 1 January by the higher of:

- 4%
- an amount equal to the % change in the Consumer Price Index (*all groups weighted average of eight capital cities published by the ABS)* in the 12 months up to the preceding 30 September.

### *Advisory Notes to By-law 38.4*

*(1). For the avoidance of doubt, only one EV Charging Infrastructure Contribution is required per Lot and no further direct contribution is required towards future capital or maintenance expenditure on the EV Charging Infrastructure, which will remain the obligation of the Owners Corporation.*

*(2). Where the Owner chooses to make advanced provision for the installation of an EV Charger by installing EV Charger Cabling Works, the EV Charging Infrastructure Contribution will not be payable until such time as an EV Charger is installed in the Car Space and activated in the EV Management System.*

*(3). The EV Management System subscription is a one-off payment, initially $180, or such amount as is set by the Strata Committee from time to time, payable when the EV Charger is activated.*

## 38.5 EV Charger

(a) An Owner may only install one EV Charger Cabling Works for each Lot unless otherwise approved by the Owners Corporation.

(b) An Owner or Occupier may only install one EV Charger to service each Lot unless otherwise approved by the Owners Corporation.

(c) The Owners Corporation may install EV Chargers on Common Property parking spaces at the Owners Corporation's expense.

(d) All EV Chargers must comply with the standards laid down by the Owners Corporation, which will specify brands and models which are compatible with the EV Management System. The standards and EV Charger types may be varied by the Owners Corporation as technology evolves.

(e) Prior to installing and connecting, the Owner or Occupier must apply for the approval of the Owners Corporation at least 10 business days before the proposed installation and connection of an EV Charger to the EV Charging Infrastructure. The applicant is to provide:

(1). details of the manufacturer and type/model of the EV Charger;

(2). a plan or schematic identifying that part of the Common Property adjacent to the Car Space to which the EV Charger will be affixed;

(f) To ensure consistency of EV Charger installation practices, EV Chargers are to be installed only by the electrical contractor nominated by the Owners Corporation.

(g) The Owners Corporation may establish standard prices with the nominated contractor for installation of EV Charger Cabling Works in a range of scenarios and for connection of the EV Charger. The standard prices may be reviewed and adjusted annually. This cost is payable directly to the nominated contractor by the Owner or Occupier requiring the installation.

(h) The Owner or Occupier requiring the installation is to make arrangements directly with the nominated contractor, advising the Building Manager of proposed timings.

(i) The EV Charger remains the property of the Owner or Occupier requiring the installation. Any failure or fault with the EV Charger is to be remedied by that Owner or Occupier. Should remediation of the fault require any work impacting the EV Charging Infrastructure or the EV Charger Cabling Works, the Owners Corporation's nominated contractor is to be engaged to undertake the work at the cost of the EV Charger's owner.

(j) The EV Charger may be removed by its owner when no longer required. Prior to removal, that owner is to notify the Building Manager in writing. The disconnection and removal is to be carried out by the electrical contractor nominated by the Owners Corporation at that owner's cost.

(k) The owner of an EV Charger may transfer ownership to an Owner or an Occupier of the Lot.

### 38.6 EV Safety

Lithium-Ion batteries in EVs present an additional fire and safety risk to the Building and Occupiers and visitors. To minimise the risks, Occupiers who own or use an EV with a Lithium-Ion or similar high capacity battery pack must:

(a) never enter the basement parking areas in an EV that has experienced any form of accident, until such time as the full electrical system has been inspected by an authorised dealer and certified in writing as safe. The EV owner is to provide the Building Manager or the Concierge with a copy of the certificate prior to bringing the EV into the basement area;

(b) use best endeavours to ensure that the cable from the EV Charger to the EV does not represent a trip or electrical hazard.

### 38.7 EV Charger Power Management

All EV Chargers used by Owners must be connected into the EV Management System. The Owner acknowledges that:

(a) the total power available for EV Charging will be dynamically managed by the Management System and that, on occasions of heavy loading, the power supplied to individual EV Chargers may be varied by the Management System to minimise risks to the building power infrastructure and to allocate available power based on system priority settings;

(b) in the event of a failure of the EV Management System, the charging rate may be reduced or the charging cycle terminated;

(c) in the event of a fire alarm, charging of all vehicles will be automatically terminated.