



# **EV Apartment Charging Grants Programme Overview (Public) v01.12.2021**

**DRAFT**

| Date       | Author | Comments  |
|------------|--------|---|
| 10.08.2021 | SEAI   | Minor updates following review                                      |
| 17.11.2021 | SEAI   | Added pre-application guide and list of CPOs + other minor changes. |
| 01.12.2021 | SEAI   | Added info regarding previous webinars and consultation             |

## Introduction

SEAI currently provides assistance to individuals with access to off street parking to apply for a [Home Charger grant](#). For individuals who rely on public on-street parking SEAI provides grants directly to Local Authorities via the [Public Charger scheme](#). The proposal included in this new scheme will assist residents and owners of Apartments who don't fall into one of the two categories above.

According to the [CSO](#) the number of apartments in 2016 was 204,145 (CSO), this accounted for 12% of all households. However, the [CSO](#) also notes that there are 277,716 dwellings in Ireland that are part of a building with 2 or more units. Furthermore, it is estimated that approximately 80% of apartment residents are renting while 20% are owner-occupied.

You can [watch back our webinar](#) where we discussed details about the proposed programme and the proposed two-tiered approach to providing grant support. For further information please see the following documents:

- [Webinar Presentation](#)
- [Questions & Answers](#)

## Programme Overview

The Electrical Vehicle charging landscape in Apartment Blocks is complex and involves many stakeholders. To cater for all scenarios, our scheme was designed to offer maximum flexibility. At a very high-level the Apartment Charging Programme will consist of two Tiers which are described in more detail below.

| Tier   | Support Required  | Support Proposed   | Applicant Type  |
|--------|---|--|---|
| Tier 1 | <ul style="list-style-type: none"> <li>• Cabling</li> <li>• Infrastructure</li> <li>• Labour/Construction</li> <li>• Bulk Installation of Chargers at a single location</li> <li>• Existing Scheme expansion</li> </ul> | <ul style="list-style-type: none"> <li>• 50% to 80% of project Eligible Costs</li> <li>• Lesser of 50% to 80% or €600 cap per Charger Installed</li> </ul>                               | <ul style="list-style-type: none"> <li>• Owner Management Companies (OMCs)</li> <li>• Housing Bodies</li> <li>• Local Authorities</li> <li>• Build to Rent/Commercial Landlords</li> <li>• Private Landlords</li> </ul> |
| Tier 2 | <ul style="list-style-type: none"> <li>• Installation of a Single Charger to an existing shared network (no connections to own supply board will be grant aided)</li> </ul>   | <ul style="list-style-type: none"> <li>• €600 per Charger Installed with <u>evidence of EV purchased by Resident</u>. Application to be made via existing Home Charger scheme</li> </ul> | <ul style="list-style-type: none"> <li>• Owner Occupier</li> <li>• Residents/Tenants</li> </ul>   |

Given the various Applicant Types expected under Tier 1 they will be referred hereafter as the *management of the Multi-Unit Development (MUD)*.

Please note the following aspects:

- The proposed support level (50% to 80%) is indicative, and a final decision will be reached following the consultation. For both Tiers there is a maximum grant level of €600 for the installation of the charging unit itself. All other costs in Tier 1 do not have a maximum grant amount.
- Tier 1 applications are tied to an individual Multi-Unit Development (MUD) complex.
- Tier 1 applications will accept applications for any of the items listed under “Support Required”. This also includes applications for stand-alone bulk EV chargers installations if the required infrastructure is in place already (or if a previous Tier 1 application is being expanded).
- If the required infrastructure is in place already, the management of the MUD will be able to complete a simple registration form. This will allow further applications for EV Chargers via Tier 1 or Tier 2.
- EV Chargers Installations are supported both via Tier 1 and Tier 2 applications. The key difference is that via Tier 2 (Home Charger scheme) it is the resident who owns the charger while via Tier 1 it is the OMCs / Housing Body etc. Tier 1 will be streamlined for bulk applications while Tier 2 is for individual chargers only.
- Applications via Tier 2 will be done via the existing Home Charger scheme. The full details of this scheme including T&Cs can be found [here](#). These T&Cs will be expanded to allow applications from residents in apartment blocks. Please note that evidence of EV purchase by the applicant must still be provided.
- Applications via Tier 2 require that the Multi-Unit Development (MUD) EV charger network to which that proposed charger will be connected to has been registered in advance with SEAI by the management
- Applications via Tier 2 will not be accepted for one-off connections to the electricity supply that is assigned to the apartment/unit of the resident.
- A maximum value for each application and/or applicant is likely to be applied. This value is still being decided and will be communicated once agreed.  
A new and dedicated Metered ESB Connection will be required to supply electricity to the vehicles. By exception (to be defined), the existing shared metered connection (also known as landlord supply) might be used

## Pre-application Guide

### What is the current demand for EVs from residents?

- Run a survey with all residents or those interested

### What is the expected demand for EVs in the future?

- 1 in 40 cars currently have electric batteries that require charging
- 1 in 20 by 2023 expected growth
- 1 in 5 by 2025 expected growth
- Good benchmark for potential estimates

### What is the balance of dedicated chargers versus shared?

- Where possible, dedicated chargers should be considered as this gives full control of charging to residents

- Where this isn't possible shared chargers should be considered. Are there existing shared spaces that could be converted into EV spaces?

### Is this possible and what would it cost?

- Once a high-level overview from residents and their demands has been considered the next step would be to contact a Charge Point Operator (CPO).
- A list of known CPOs operating in Ireland is provided as an Appendix to this document. Please note this does not constitute an endorsement of these companies.
- The high-level requirements for the development should be shared with a CPO who will provide an assessment of what is technically feasible
- The CPO will be able to advise on all aspects of the solution: electrical capacity, wiring, charger installation, operation, maintenance, and civil works where necessary
- Their registered electrician will also be to seek advice from ESB on the proposed connections

### What is the best model for operating the scheme?

- There is no one size fits-all solution and we recommend following the advice from the CPO but some guidelines have been included below
- The ESB Metered Network Connection will always be owned by the management company but the billing system can be managed independently by the CPO if required. In cases where the existing connection will be used this might not be possible.
- For all other EV related equipment there are several options
  1. The underlying infrastructure (cables & load management systems) and the chargers are bought and owned by the management company, but the operations are managed by the CPO
  2. The underlying infrastructure (cables & load management systems) is purchased and owned by the management company, but the chargers are provided as-a-service by the CPO
  3. The underlying infrastructure (cables & load management systems) is purchased and owned by the management company, but the chargers are installed by the residents themselves.
- In all cases we advise that the billing system is managed by the CPO with minimal interaction with the management company
- If any Civil Works is required, the CPO should be in a position to co-ordinate and advise on the required works
- We advise that at least 3 different quotes should be sought to ensure good value for money

### How will the scheme be funded?

- Once a potential solution has been chosen the management company will submit an application form to SEAI to confirm cost eligibility and grant levels
- Once approval in place the final proposal should be presented to residents and the source of funding should be confirmed.
- Key decisions: will this be funded from a joint pot of money (sinking fund) or by individual interested households?
- The current plan is that all required costs must be supported by the applicant with the SEAI grants being awarded on a milestone basis (25%, 50%, 75%, 100%) where required.

## List of Charge Point Providers

See below a list of providers we currently are aware of. Please note this does not constitute an endorsement of these companies.

<https://easygo.ie/>

<https://www.gocharge.ie/>

<https://www.randridgetechnologies.ie/>

<https://localpower.ie/ev-charging/>

<https://tsgcharge.ie/>

<https://www.plugsurfing.com/home>

<https://www.eccharging.com/>

<https://www.rolecserv.com/ev-charging>

<https://glenev.com/>

<http://www.darkinev.com/>

<https://evbox.com/en/>

## Eligibility Criteria

### Eligible Properties

The scheme is aimed at Multi-Unit Developments (MUD) with 2 or more units that share facilities, amenities, and services and where shared or private parking is available, but which do not have dedicated private off-street parking provided within the curtilage of the individual properties (note, those with dedicated off-street parking are eligible for existing Home Charger grants). This includes developments formed of apartments, houses, or a mixture of both.

### Developments Excluded

New Build or Buildings undergoing Major Renovations. Now mandatory for buildings with 10 or more parking spaces to include EV infrastructure elements. The regulation is contained in S.I. No. 393/2021 - European Union (Energy Performance of Buildings) Regulations 2021 and can be found at the following location:

[http://www.irishstatutebook.ie/eli/2021/si/393/made/en/print?q=Energy+Performance\\*&years=2021](http://www.irishstatutebook.ie/eli/2021/si/393/made/en/print?q=Energy+Performance*&years=2021)

## Operating Costs

Based on the research carried out to date, the following revenue model is expected to be the most common for covering the on-going operating costs:

- The EV Chargers are owned by the management company and/or residents
- The EV Chargers share a single dedicated MPRN connection
- The EV Chargers have in-built meters linked to individual resident's accounts
- Each month, the Charging Point (CP) Operators bill the residents directly for energy they have used. This will include the electricity unit rates as agreed with the Management Company (expected to be the market rate) plus any service fee (expected to be quite low)
- The residents pay the Charging Point (CP) Operators for their own consumption
- The Charging Point (CP) Operators aggregates payments for all residents and transfers the monthly fee to the management company
- The Charging Point (CP) Operators may include maintenance fees directly into the bill to residents or may choose to bill the management company directly.

Other revenue models are possible, and they are not excluded from the scheme.

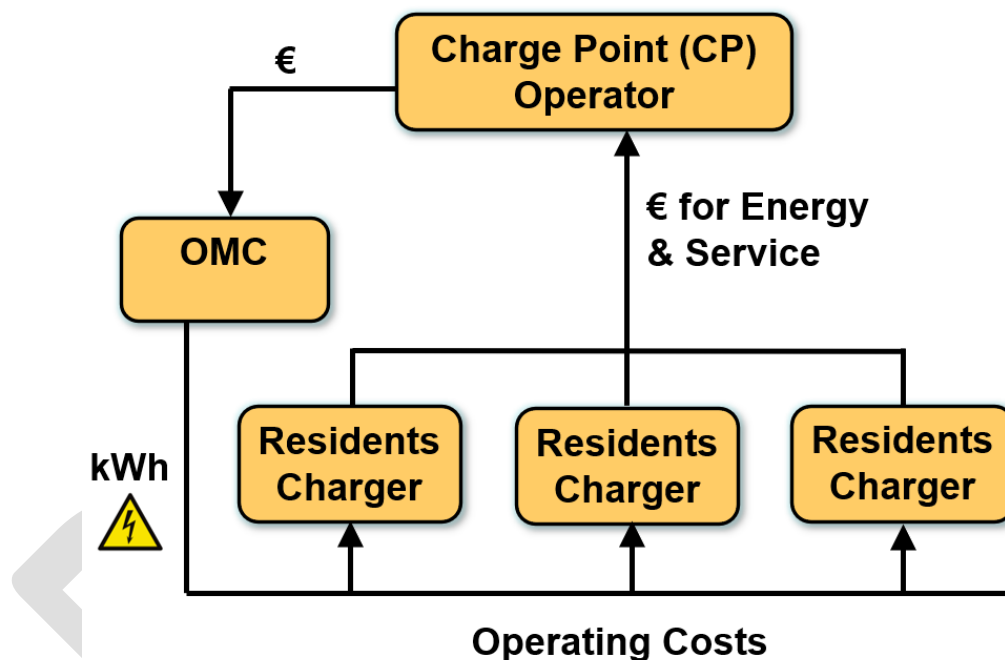


Figure 1: Suggested revenue model

## Tier 1 – Application Process

We expect the following steps to be representative of a typical project

1. **The management of the MUD gathers interest from residents**
  - How many chargers are needed now and how many in the near future?
  - How many shared chargers and how many assigned? What power?
2. **An initial survey is carried out to determine:**
  - Electrical capacity of the building and if upgrades are required
  - Opportunities and challenges where chargers will be installed
  - Potential costs and overall feasibility of project & expected timelines
3. **The management and residents decide on most suitable approach for delivery**
  - Will costs be covered from the Sinking Fund or via Levy? Will AGM vote be required?

- Who owns the equipment? The residents or the management?
- 4. **Charge Point (CP) Operators/Installers are invited to inspect the property, review proposed connection, proposed cabling routes and car park locations and provide an estimate for the works**
  - It is recommended that preferably three quotes are sought before selecting a preferred contractor
  - If the contractor is subcontracting aspects of the job e.g. concrete works, cabling then it may be possible to seek additional quotes and identify other suppliers for these elements if you think better value for money can be obtained
- 5. **Application Form is submitted to SEAI for review**
- 6. **Letter of Offer Contract issued if successful**
  - **Do not start work before the date on the Letter of Offer**
- 7. **The project commences and required works are carried out**
- 8. **Proof of works and required documentation must be submitted to SEAI before the Expiry Date on the Letter of Offer before funds are finally released to the Applicant.**

## Tier 2 – Home Charger (Application Process)

Full details of the application process for the Home Charger scheme are available on our website [here](#). At a very high-level, the following steps are envisaged:

1. Resident must seek permission from owner and management of MUD to install a Charge Point
2. Connection can be to new or existing Apartment Charger network (applicant must contact CP operator)
3. Resident will apply online via SEAI's Home Charger scheme
4. Letter of Offer will be issued to the Resident
  - **Do not start work or purchase chargers before the date on the Letter of Offer**
5. Resident must have an EV (i.e. BEV or PHEV) registered at that address.
  - If the car is a Company car, address does not have to match Resident's
6. Vehicle Registration Cert will be submitted at payment stage to confirm address
7. Resident must install the Charger and submit Payment Request **within the 6 months Offer period and before the Expiry Date stated on the Letter of Offer.**

## Other Considerations

The following section includes a list of items that are worth considering.

### Ownership models

There are many possible ownership models that each Apartment Complex / Organisation can decide on:

- The EV Chargers can be provided on a *Charging-as-a-Service* basis. Under this option the EV Service Operators owns and maintains the chargers and bills the management company for an agreed fee each month
- The EV Chargers can be owned by the management company

- The EV Chargers can be owned by the Private or Commercial Landlords which own units in that MUD Complex
- The EV Chargers can be owned by residents who are renting properties in the MUD Complex

### Product Standards

Each of the EV chargers installed will have to adhere to product standards. This list is being revised and will be published once available.

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