

EV Apartment Charging Consultation

Q&A Summary

This Q&A document contains a summary of questions submitted via our webinar or via our email address. Questions will be added in as they arrive and are being reviewed. This document was updated on 11/08.

- 1. I'm a landlord of an apartment. I have an EV and have already installed a point on my private residence availing of the grant. Will I be able to avail of the grant again to install a point on the Apt. Complex property? (Or do I have to buy a second EV first?)**

SEAI: Under Tier 1 we will allow Private Landlords to install EV chargers for the properties they own without proof of EVs. However, Tier 1 is intended to be for bulk applications, and we are unlikely to accept applications for one property only. This is still being reviewed and more feedback is welcome.

- 2. Hi, in terms of CP Operators/Installers do you provide a list of these that operate in each county/area**

SEAI: We are very likely to provide a list of known operators and will investigate the option of having this broken down by area

- 3. Does Tier 1 support extend to the charge points if they are installed in a shared parking space?**

Yes – Tier 1 supports the installation of EV chargers in both shared and assigned spaces.

- 4. Under what circumstances will the Tier 1 funding extend to the charge point itself? Or are the charge points only funded through Tier 2 (600e) grant**

SEAI: Tier 1 includes funding for infrastructure works as well as chargers. However, both Tier 1 and Tier 2 limit the funding for the charging unit itself at 600 euros. The difference is that under Tier 1 bulk applications are allowed and under Tier 2 its individual chargers only. Management companies can only apply via Tier 1.

- 5. Can OMCs charge for this and if so does this change the structure of the Ltd company (to shares based)?**

SEAI: OMCs are encouraged to explore all possible avenues for managing the operating costs of this scheme, but this depends on the constitution of each organisation. From our research services fees can be applied to operate the EV infrastructure, similar to other fees in the apartment block.

- 6. Are there companies that would put this in at their cost and charge for use?**

SEAI: As the uptake of EV increases we hope to see this happening more and more

- 7. Are OMCs allowed to use their sinking fund for this?**

SEAI: To our knowledge, the sinking fund can be used for capital investments which should cover EV infrastructure.

8. Is there enough power in National grid to deal with surges due to energy requirements needed to charge the EV's, for example in local authority buildings during the day when energy requirements are very high?

SEAI: We know that if all EVs were to charge at the same time, the national grid is unlikely to be able to cope which is why the charging load must be spread out. The best way to achieve this is through dynamic load management and incentives to charge at off-peak hours while still allowing for rapid charging when needed.

9. Will Charge Point Operators (CPOs) be expected to provide grid demand response capabilities and service as part of the offering

SEAI: Any solutions that will help manage energy demand is highly encouraged. As the market for offerings starts to consolidate, we will explore the option for using the grants as a way of promoting the best technical solutions.

10. How will the grant be structured? % up front and % on completion?

SEAI: All SEAI grants are offered at after the works have been completed. No % can be offered upfront.

11. Is there a consideration to increase funding for Approved Housing Bodies (AHBs) to 100%?

SEAI: Not at the moment but if this is something you think it is worth considering please submit your considerations.

12. Charger technology is rapidly improving - Will there be a minimum standard of charge point e.g. 7kW minimum etc.?

SEAI: To allow for maximum flexibility, in the initial stages of the scheme we will accommodate all technical solutions. As the market develops and we can analyse the various options in more detail we will consider whether minimum power standards will be required. We know that in Finland they provided higher level of grant support for high-power solutions. We will nevertheless require that all charge points meet a minimum set of standards from a safety perspective.

13. Our apt block, in the estate, has 7 apartments and parking is not assigned and parking spots are outside, not in the basement of the building, and the parking spots are under the management of DLR. How would we go about getting an EV units in place?

SEAI: To cater for this scenario, we have allowed under Tier 1 that Local Authorities can apply for grants to install EV chargers. However, depending on who manages the electricity supply, this may or may not be feasible. With the LA permission, the management of the estate would be allowed to apply for grants and manage the charger themselves. Likewise, individual owners could apply for the grant with permission from the management of the estate and the Local Authority.

14. Why does this need to be so significantly different to the household scheme? Most OMCs have no spare parking spaces - each space is privately owned. Electric meters and main fuses are normally located in or near the carparking spaces - so car park space owners should be able to put in a charger for their own use and link to their electricity supply after the main fuse but not up to the fuseboard in their apartment - for the bulk of apartment owners the OMC cannot provide the electricity for every space.

SEAI: Under the proposed scheme, we would be providing grants to residents under Tier 2 for the installation of EV chargers directly to their own electricity supply. However, we think there are many challenges with scaling this up – two of the main factors being the cost of cabling and grid capacity management. When the EV charging infrastructure is centrally managed it allows for dynamic load management which reduces pressure on the grid. Without this, the grid might not be able to cope with the increased energy demand from the EVs.

15. If I have an EV, live in an apartment and already have a privately owned charger installed linked to my supply with permission from the OMC but didn't get a SEAI grant previously because none was available to apartment owner occupiers can I now get the installation grant in retrospect?

SEAI: No, SEAI grants are only offered for new installations

16. It this presentation the main consultation document or is there another document to view?

SEAI: There is a Programme Overview document which can be found on the main consultation website: [Public Consultations | SEAI](#)

17. We have commenced the process of completing a SEAI Sustainable Energy Community - would it be suitable to include assessment and application for EV charging for MUD developments as part of this process?

SEAI: Currently, the two programmes require different applications, but it is possible to explore EV charging options in the assessment as part of the Sustainable Energy Community project. Following a recommendation, an application can be submitted through our programme to agree and release the funds. Please note the Apartment Charging programme is targeted at Multi-Unit Developments (MUDs) whereas Sustainable Energy Communities has a wider scope.

18. I didn't fully understand about the Energy Efficiency Obligation Scheme when it comes to MUD developments - does it relate just to common area supply?

SEAI: As part of the Energy Efficiency Obligation Scheme (EEOS), obligated parties are incentivised to help businesses and residential properties to improve their energy efficiency. This creates the possibility that the obliged parties could cover some of the costs related to the upgrade of EV charging infrastructure, in favour of receiving credits. However, details of this proposal are not finalised yet and will be announced later this year.

19. What is the criteria to determine a "new build" development?

SEAI: Any building that has been notified for planning or construction after 10th of March 2021. Please refer to the following regulation: [S.I. No. 393/2021 - European Union \(Energy Performance of Buildings\) Regulations 2021 \(irishstatutebook.ie\)](#)

20. I am finding it hard to get my management company to enter a discussion on private EV charging (T2). Any advice on this?

SEAI: During the next period SEAI will provide materials and documents that can be used as a blueprint to engage in conversations with the management companies. Meanwhile, it would be useful to notify the management company that this consultation is taking place and advise them to get in touch if they have any concern about how this will be managed.

21. When you say Imported EVs, is that only BEV? Or PHEV as well?

SEAI: Under the existing Home Charger scheme, imported vehicles, be it BEV or PHEV, are eligible for the grant. We plan to keep the same rules when the Home Charger scheme will be expanded to include apartments.

22. Isn't there an issue with transparency and accountability when it comes to landlords and management companies? How can it be ensured that only the appropriate costs of chargers and charging are passed on to residents?

SEAI: This will be one of the most important aspects of the scheme to get right: we want to ensure fair prices for everyone. Research carried out by equivalent bodies in the UK have found only very few and exceptional cases where the costs of EV chargers were not passed correctly to apartment residents. Our preferred approach would be to allow for full flexibility of operating costs models in the initial phases of the programme whilst paying close attention to these developments and intervene when needed. Further feedback on this is encouraged.

23. Given that the majority of renters are on one-year leases, how quickly do you envisage that this process could take someone to complete from application to installation?

SEAI: We expect the work for the infrastructure (Tier 1) to take anywhere between 3 months and 18 months depending on the complexity of the ownership structure and engineering works required. Once in place, we expect that any resident will be able to apply via the Home Charger scheme (Tier 2) which can be as fast as 1 week. Our Home Charger scheme grant is valid for 6 months once approved but residents can choose to do this as fast or as slow as they wish.

24. Are buildings undergoing refurbishment works due to building defects excluded? If so, this is missing a major opportunity, many of the apartment buildings being targeted will need work, the Dept of Housing is currently investigating the extent of the problem. It would be logical that when addressing building defects OMCs could also upgrade facilities.

SEAI: Our scheme will exclude buildings undergoing major renovations as defined by the following regulation: [S.I. No. 393/2021 - European Union \(Energy Performance of Buildings\) Regulations 2021 \(irishstatutebook.ie\)](#). Based on the current wording, our interpretation is that if the renovations do

not include work to the car park or to the electrical infrastructure of the building then they will be allowed under our scheme. We will seek further advice on this and include it in future programme documents.

25. Has the SEAI evaluated taking this approach versus using public high speed charging centres like petrol stations now?

SEAI: This task is being carried out by the Department of Transport who are due to release a new EV Infrastructure Strategy document in due course. Briefly, these aspects have been considered and it is SEAI's opinion that even if Public Charging is provided, there are many benefits for apartment charging, particularly around the cost of the electricity and ease of use.

26. Who pays for electricity under tier 2 model? How do SEAI see this working?

SEAI: Please refer to our Programme Overview document for a detailed answer. At a high-level, we expect a diverse set of operating cost models to be employed as the landscape is highly complex and no one-size solution fits all. Based on our research to date, the most common model we can expect is where residents pay directly for their consumption to the Charge Point Operators (CPOs) who in turn will pay the management companies for the electricity.

27. If the electrical incoming supply / connection isn't sufficient to handle, say, 20 extra EV chargers in an apartment block, would the grant cover the infrastructure cost to upgrade the incoming supply to the MUD development, Apartment blocks?

SEAI: No – this will not be covered under the scheme. It is envisaged that other state agencies and network operators will address this issue.

28. Is on site battery energy storage devices on a large scale 0.5-1MW be considered under the grant, to help the incoming supply for many EV charging as the same time?

SEAI: We would like the scheme to be as flexible and as adaptable as possible. We will examine each application on a case by cases basis, but we currently don't expect batteries to be necessary or justifiable with the expected uptake in the immediate future.

29. OMCs are not able to recover VAT, this puts us at a dis-advantage VS a commercial entity - Can this be considered, that VAT is recoverable on EV Tier 1 installations for an OMC?

SEAI: We are aware of this discrepancy and we will be assessing the appropriate eligible costs for each ownership type and whether this should be inclusive or exclusive of VAT.

30. To help OMC's raise capital monies for this scheme, could a Loan Guarantee scheme or facility be offered, considered via the local authority for example, on capital projects on this nature to OMC's?

SEAI: This is actively being considered and if a suitable approach is found this will be implemented in the programme.

31. Can VAT on these projects for OMC's be considered recoverable via revenue, currently this is not allowed, but would greatly help OMC's roll out EV technology and energy upgrades generally.

SEAI: This is not something we have currently explored but we will pass this information on to our colleagues in Revenue for consideration.

32. For MUD's without individual designated parking spaces will they be excluded i.e. all parking is shared by residents

SEAI: No – they will not be excluded. Both shared and assigned car park spaces will be eligible.

33. What are SEAI's views on the Charge Point Operator market for apartment charging services now and in the future?

SEAI: This is market we expect will develop significantly over the next months and years. Aspects such as resident booking systems, battery storage and charging-as-a-service are expected to reach maturity soon and address some of the key issues we are facing.

34. We have been quoted over 5k Euro for a dual 22kW charging unit at our MUD. It appears from what you have said that the grant available for this is capped at 2x 600 Euro. Is this correct? There are a few k Euro of other installation costs including civil works, ducting etc. which I understand would qualify for a 50-80% grant?

SEAI: The above assumptions are correct yes. Only 2x600 euros for charger costs. Everything else will be grant aided with 50% to 80% (TBC)

35. I am the only EV owner in my apartment block. If I use the tier 2 grant to install a charger will the management company be able to avail of a tier 1 grant to change it over into their name when they eventually decide to install chargers en masse?

SEAI: The chargers under Tier 2 will be owned by residents / individuals. Chargers under Tier 1 will be owned by the management companies. You may choose to transfer the ownership of your charger to the management company but will happen outside of the scheme. Under the proposed scheme no grant aids will happen retrospectively.

36. Great to see this scheme coming, thanks! If you want to install an individual charger now without getting Tier 1 infrastructure, what do you need to show that the existing infrastructure is ok to use?

SEAI: Currently, the Home Charger scheme does not provide grants for chargers where there isn't off street parking within the curtilage of the house. However, when the Apartment Scheme will be launched, the Home Charger scheme will also be expanded to allow apartment residents. There will be two options then 1) the charger is connected to your own apartment's supply or 2) you will connect to the common supply. For either of the cases the management company will need to approve the connection and an approved electrician will need to validate the capacity.

37. How much financial support will there be for each of the two schemes?

SEAI: No set budgets have currently been agreed.

38. Are there any plans to roll out other energy grants to OMCs? (currently targeted at dwellings/houses)

SEAI: We have several different grants that are available to residents of apartments and OMCs, particularly the community grants. Please see our full website for details:

39. Where OMCs have day/night meters installed in units, can the night meter be used to charge EVs?

SEAI: Either of the two meters can be used to charge the EV, it is up to the residents to decide which one to use. To better manage grid capacity we expect that night time charging will become increasingly attractive and will be the primary mode of charging.

40. Can the CPO claim the grant (50-80%) when installing to OMC?

SEAI: It is not currently envisaged that CPOs would apply for grants directly to SEAI. It is the management companies of MUDs and/or residents who can avail of grants.

41. Why would we not use a credit card for the EV charge unit?

SEAI: Our scheme will not restrict or promote a particular operating model. If pay-as-you-go credit card payments suit a particular management company better, then this model should be explored.

42. If this scheme is not compulsory, it makes it unworkable from an OMC?

SEAI: We are currently analysing the options of additional legislation that would help with this issue and any feedback or suggestions in this sense will be considered.

43. If each apartment owner has a designate parking space, where do you put the charger? Who stops others parking in the charger area?

SEAI: The chargers can be assigned both in assigned spaces or shared spaces, each management company is free to choose what works best for their circumstances.

44. Is there a list of consultants which SEAI could supply to an OMC to carry out all the necessary works and project co-ordination and planning etc.?

SEAI: We will provide a list of suppliers we are aware of, but this should not be interpreted as a register or an endorsement by SEAI of any of the companies listed.

45. Can the applicants still apply for this grant if they have claimed energy credits on EV purchase under SEAI's Energy Efficiency Obligation Scheme?

SEAI: We are examining the role of EEOS credits for apartment charging and whatever scheme we develop must avoid duplication of funding or credits.

46. Can this grant scheme be used in conjunction with a solar panel grant scheme to allow utilise cost of electricity costs

SEAI: The Apartment Charging scheme and the solar panel grant scheme are currently separate but, in the future, we hope they will better integrated.

47. Will the availability of the grant be backed up by regulation to ensure OMCs have to act if requested by residents, per regulations in France for example?

SEAI: This is something we are currently looking further into and feedback on this would be highly appreciated.

48. What were the outcome of the SEAI SBIR on solutions for charging Electric Vehicles (EVs) in communal parking areas?

SEAI: We funded two companies (Carra and Smartcharge) to progress to the second phase and build and test their proposed solutions. Both companies presented working examples of chargers which were suitable for apartment complexes. At least one of these companies is today offering an apartment charger solution as a result of the SBIR funding.