



Ways to Monitor and Pay for EV Charging at Your Building

If you are planning to install EV chargers at a multi-unit residential building (MURB), such as an apartment or condo property, one of the common challenges facing stratas or condo owners is figuring out how the electricity used for charging will be tracked and billed.

We have outlined the different metering and billing options below, as well as steps to get started, in order to provide some guidance on different metering and billing options. However, you should receive advice from your electrical contractor, engineer or third-party vendor with regards to their available monitoring and payment options.

Metering, Billing and Liability

Use an Existing Common Account

- Billed under the existing rate.
- Strata administers the billing and payments.

Separate Meter and Account for EV Charging

- Strata pays the cost of installing the new meter.
- Strata administers the billing and payments.
- Electrical rate depends on if the building is residential only or mixed-use, as designated by your utility service provider.
- Allows for tracking electricity costs of EV charging separately from other common-area electricity costs.

Separate Meters for Individuals

- Unit owner obtains approval from the strata and pays the cost of installing the meter.
- Not compatible with load management configurations of chargers (i.e., for dedicated circuits only).
- Unit owner is billed directly by BC Hydro for electricity usage.
- Rate depends on if the unit is residential or commercial.
- Installing one meter per EV driver is relatively very expensive and may require a lot of space.

Options for Cost Recovery

Networked charger that tracks electricity use – Ease of use, accurate, can manage and regulate the electricity usage, may be costlier, both in terms of hardware and monthly networking fees. For example, a network charger can provide an hourly fee as an option to capture usage.

Implement fixed user fee (flat fee) – Strata may need to amend rules/bylaws to set up user fees, which may need to be approved at an AGM/SGM.

May bring up issues of fairness: not an accurate indicator of usage, when comparing a plug-in hybrid, or long-range BEV, for example.

Install a sub-meter – Not compatible with load management configurations of chargers (i.e., for dedicated circuits only).

A simple sub-meter: provides an estimate of electricity use.

An approved revenue meter: tracks electricity use, but with greater accuracy.

Directly link the charger to the homeowner's electrical account – Billed directly through their existing residential bill; rarely logistically feasible in most MURBs; feasible in townhouses with attached garages.

Installation and Maintenance Cost

Charger is installed in individual owners' assigned parking spaces – Owner of the electric vehicle charger is often responsible for managing its installation and maintenance. Check with your insurance provider for options to add to the unit's existing insurance.

Shared charger – Strata may be responsible for the installation and maintenance cost. Check with the insurance provider for options to add to existing common-area insurance.