

Netstrata Webinar | E-Bikes, E-Scooters & EVs

Q&A Summary

Prepared in a presentation-style format based on the supplied reference sheet. General guidance only, not legal advice.

Q	Question	Answer for NSW strata	Practical position
1	For townhouse complexes with shared gyprock walls and attached garages, if written confirmation from the insurer on EV charging risks and coverage is unclear or not provided, is it reasonable for the committee to defer or refuse approval until this is clarified?	Yes. If insurer confirmation about cover, exclusions, premium impact or risk controls is unclear, it is reasonable for the committee to defer approval until the position is clarified. The owners corporation still needs to act reasonably, but insurer uncertainty is a legitimate factor when assessing EV charging in attached or shared-garage settings.	Seek written insurer advice, an electrical assessment and proposed approval conditions before deciding.
3	What about the DiroDi bikes?	They should generally be treated the same way as other e-bikes or e-scooters. The key issue is not the brand. It is whether the battery, charger and use are compliant and whether the by-laws regulate storage, charging and safety.	Focus on compliance, battery condition, modifications and where charging occurs.
4	What if people are plugging e-bikes to charge into common electrical sockets around the building. Can we stop them as a fire hazard?	Yes, usually. Unauthorised use of common property electricity can be restricted by by-law and building rules, particularly where it creates a fire, safety or nuisance risk.	Use signage, notices and a by-law that bans charging from common power without written approval.
5	Is it permitted to charge an EV using the standard 10/15 A outlet?	Potentially yes, but that does not mean it is suitable in every strata building. The outlet, circuit capacity, location, ventilation, charger type and by-laws all matter. A standard outlet may be lawful to use, but it may still be inappropriate for a particular building.	A dedicated compliant EV circuit is usually the safer long-term approach.
6	If a fire is caused by a tenant's e-bike, who pays, for example, the insurance excess?	The building insurer may respond first if insured common property damage occurs, but who ultimately bears the excess or uninsured loss depends on the by-laws, lease, evidence of fault and any recovery rights. In practice, the owners corporation may seek recovery from the responsible party or the lot owner.	A by-law should clearly deal with indemnities, excess recovery and responsibility for occupier conduct.
7	If e-bikes are not permitted on public property, how can mis-use be managed on private property? There are many concerns about the misuse of the bikes by vandals accessing the common property.	Private strata property is managed through by-laws, access control, visitor rules, CCTV, signage and enforcement of nuisance and hazard provisions. Public road rules do not answer how common property is managed.	Use by-laws to regulate riding, speed, storage, charging and anti-social conduct on common property.
8	Who is responsible for ensuring tenant's e-bike chargers are compliant - lot owner or strata manager? How is it enforced?	Primary responsibility should sit with the user and the lot owner, not the strata manager. The strata manager can administer records and notices, but should	Make the lot owner responsible under the by-law for tenant

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		not be treated as the compliance certifier for private devices.	compliance and for producing evidence if requested.
9	Could all this be a moot point given that BYD stuns with 9-minute EV charging? So just like no one has a petrol station in their garage, perhaps the future is that owners of EV should also go to a petrol / charge station for 7 mins and charge their EVs.	Not really. Even if ultra-fast public charging expands, strata schemes still need a framework for approvals, common property works, electricity allocation and building safety. Fast charging may reduce reliance on home charging for some users, but it does not remove the issue.	Public fast charging may grow, but strata still needs rules and infrastructure planning.
10	E-bike fire boxes sold online. Not sure if there is an Australian standard for these. Batteries contained inside whilst charging.	These products should be approached cautiously. They are not a substitute for compliant batteries, chargers, safe charging practices and proper building controls. Online marketing should not be taken as proof of suitability or compliance.	Do not rely on a fire box alone. Ask for independent test evidence before treating it as a control measure.
11	Is it feasible to install chargers into individual garages?	Yes, often it is feasible, but the answer depends on switchboard capacity, cable routes, lot versus common property boundaries, fire safety design and metering arrangements.	Start with an electrical feasibility review rather than assuming each garage can be treated the same way.
12	Is considering adding EV chargers something we could do at the same time as adding solar and battery? Obviously very expensive short term, possibly a saving to owners long term?	Yes. It is sensible to consider EV charging together with solar and battery planning because all three affect switchboards, load management, metering and capital planning.	An integrated electrical strategy is usually cheaper and cleaner than doing each project separately.
13	Example of model set of by-laws for a new apartment block to restrict e-bikes and e-scooters?	A model by-law can be prepared, but it should usually regulate rather than impose a blanket ban unless there is a strong building-specific safety basis. It should cover approved devices, charging, storage, common property use, evidence of compliance, indemnity and cost recovery.	The by-law should be practical, enforceable and not overreach.
15	We have just installed solar - next step is EV infrastructure. What do you think is the best and simplest way? If we supply the cable tray infrastructure and then each resident that wants an EV charger in their car park needs to pay for the install from the cable tray to the car park, is that doable?	Yes. That backbone model is often one of the most practical approaches in strata. The owners corporation can fund shared infrastructure and individual owners can fund the final connection and charger for their own bay.	This is often the cleanest way to stage EV infrastructure fairly across the scheme.
16	What does the by-law do to protect us if they don't have insurance?	A by-law does not guarantee recovery if the person has no insurance or no assets. What it does do is create a clearer legal basis for approval conditions, indemnities, maintenance obligations and recovery action.	A by-law strengthens the owners corporation's position. It does not create a guaranteed fund.
17	Do you have statistics on EV fires over the last 5 years? I understand there are no statistics.	Reliable Australian statistics remain limited. It is safer to say the data is still evolving and that EV fire data should be kept separate from e-bike and e-scooter battery incidents, which are often discussed together but are not the same issue.	Use caution with broad comparisons and avoid overstating the quality of the available data.

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18	Can an owner charge an EV using the power point in the garage if the power is metered to that apartment?	Potentially yes, if the outlet is genuinely on the lot's own meter and the arrangement is safe and compliant. Approval may still be needed if common property, cabling routes or building services are affected.	Metered to the lot helps, but it is not the only issue. Ownership of infrastructure and safety still matter.
19	Lithium-ion batteries are widely used in power tools, vacuum cleaners and other appliances. Energy storage is typically about 100Wh which is 30-50% of an e-bike battery. How have insurers and owners corporations addressed the fire risks of charging such batteries within lots?	Generally through ordinary insurance, nuisance and hazard obligations, and resident education rather than a separate by-law for every household battery device. E-bikes and e-scooters attract more attention because of their larger batteries, charging patterns, modification risks and fire severity.	This is why a scheme may allow household battery devices but still adopt specific controls for e-bikes and e-scooters.
20	When you say pass costs back onto an individual for fire damage or excess, do you mean the lot owner or the tenant?	Usually the lot owner first, because the owner is the member bound to the by-laws and is easier for the owners corporation to pursue. The owner may then seek recovery from the tenant under the lease if appropriate.	Draft the by-law so the owner indemnifies the owners corporation for occupier breaches.
21	How is a fire from an e-device different from, say, a microwave fire under current by-laws? Why would an e-device need a separate by-law?	The legal mechanism may be similar, but e-devices raise more specific issues such as battery provenance, charger matching, modifications, charging locations, storage and common-property electricity use. A separate by-law gives clearer, more targeted controls.	The point is precision, not special treatment for the sake of it.
22	We have just installed solar - next step is EV infrastructure. What do you think is the best and simplest way - if we supply the cable tray infrastructure and then each resident that wants an EV charger in their car park needs to pay for the install from the cable tray to the car park. Is that doable?	Yes. Same answer as Question 15. A shared backbone with user-pays final connection is often one of the most workable models for strata schemes.	Good for staging, fairness and future expansion.
24	Could I use a portable charger? I don't know how it all works but assume I can plug into my own power point.	Sometimes, yes. A portable charger may be acceptable if it is compliant, the powerpoint is authorised and safely located, and the arrangement does not create a building or common property issue.	Portable does not mean unrestricted. It still needs to be safe, compliant and suitable for the building.