



Best Practice: Two (or more) BEV's in one household

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With this position, EV Belgium aims for a solution as close as possible to the existing practice and current tax system for home charging with two different BEV's. This way, we create clarity and avoid additional costs for new software implementations, the industry and/or the users. EV Belgium recommends its members to work according to the principles below until there is a standardised solution validated by the tax authorities.

Next to this best practice, other commercial solutions exist in the market and should be considered on a case-by-case basis.

Existing situation:

EV riders that charge at home in Belgium can enjoy the possibility to have their charging costs being reimbursed and their charge point installed by their employer. In practice, this results today in sometimes having 2 separate chargers in one household, sometimes even two chargers of a different brand. The impact of having two chargepoints on the household's grid and the very practical installation of two 'machines' that do the same thing, is seen as an issue by the industry that could be easily solved by having both cars charge on the same chargepoint. In addition, installing two (or more) chargepoints in one household is not always technically possible. Having one charger for two or more cars in one household is technically and practically the best solution for the user but requires that the EV charger is made accessible for the additional BEV(s) in the household.

Today, this is solved in several ways which require some additional steps or costs. Sometimes the existing solution is also not widely accepted/used. **In order to develop a best practice and reducing the additional steps and costs as much as possible for the industry and the user, EV Belgium worked out a proposal of best practice in the future.**

*The retained best practice for Belgium requires the inclusion of a specific tag/information fields into the existing communication protocols (OCPP & OCPI) in order to identify a charging session as a home charging. This requires some efforts of several stakeholders but seems to enjoy the most support of the industry. It is also the solution that is the closest to the reality today, although other solutions exist and may still be considered as well. It is important to highlight that the reimbursement by the employer (directly but also through the MSP) is in principle done "VAT free". A service and/or roaming cost (not covering the charged electricity) can be invoiced (separately) with VAT. Argument being here that the industry does **not** consider the sales of energy by the homeowner (employee1) to the second user (employee2) in this case as being a commercial sale.*

Best practice for users and industry:

EV Belgium advice users of one single household to, when impossible or not needed, to not install more than one charger within one household. Except for apartments where a comprehensive system for several households (with load balancing) is advisable (see previous position of EV Belgium).

EV Belgium would like to stress the importance of impossible and not needed as:

- Impossible: technically not possible due to limited connection/grid and/or space.
- Not needed: both cars can charge sufficiently (in kWh or km's) for work & pleasure usage on a weekly basis.

In all other cases, EV Belgium advices to only install one charger per household (this can however be a charger with one, two or more plugs). When doing so, several steps must be undertaken to make sure that the next steps (invoicing and reporting) happen in a correct manner. The following steps should be taken:

1. Install the charger correctly and safely.



2. Establish a legal agreement/framework between the CPO1 and eMSP2 (mandated by the employer).

This should include elements such as data-exchange, payment details and termination agreement. It is up to each CPO and MSP to identify the details, and which form this agreement/framework will take.

3. Adapt the settings of the charger for this one to be publicly accessible.

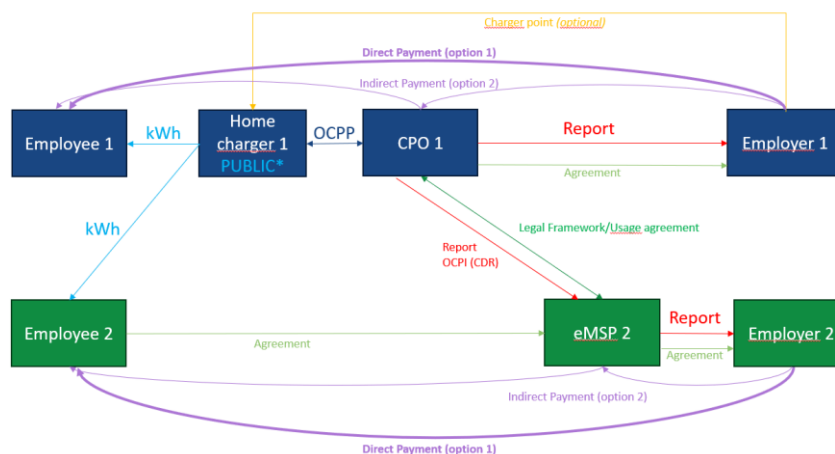
Setting the charger as public and enable the token of the second user for private charging at the specific charger. ***If you want to keep the charger for private individual use only, then it is important that when setting the charger as public, this charger is not shown on any maps. (this is an option that you must choose).** If this is not the case, any person could come and charge, and the other users will often be confronted with a charger that is not accessible due to a gate, private property etc.

4. The CPO1 in charge of the charger registers the usage and does the administrative follow-up with the employer1/employee1 and the eMSP2 (of the second employee/employer).

- a. CPO1 submits a **CDR** to eMSP2 **with an additional field** indicating it concerns a home charging session. (this additional field is required for tax reasons)
- b. eMSP2 collects the **CDR** and proceeds to reporting to the CPO1 and Employer of the usage (with request to pay for the session).

5. The employee pays the consumed energy on a monthly basis to his energy supplier. Depending on the agreement between the employer and employee, each employer reimburses his/her employee (either directly or via the CPO or eMSP) for his/her electricity consumption (related to the BEV via the charger) at the reference tariff. EV Belgium advises the usage of the CREG-tariff ([read our position of this here](#)).

EV Belgium emphasises that the reimbursement by the employer (directly but also through the MSP) is in principle done "VAT free". A service and/or roaming cost (not covering the actually charged electricity) can be invoiced (separately) with VAT.



More information:

EV Belgium: contact@ev.be