

FAQ



KEMENTERIAN PERUMAHAN
DAN KERAJAAN TEMPATAN

PLANMalaysia

Perancangan Melangkaui Kelaziman
Planning : Beyond Conventional



**MALAYSIA
MADANI**

Planning Guidelines for Electric Vehicle Charging Bay (EVCB)



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FAQ



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PLANNING REQUIREMENTS

QUESTION

What is meant by the provision of a minimum of 2% electric vehicle charging bay (EVCB) from the total parking space (TLK) required or a minimum of 1 EVCB at the visitor's parking bay as stated in the EVCB Planning Guidelines?

ANSWER

Any new development that plans to include EVCB as part of its component has to provide a minimum of 2% EVCB from the total parking bay that is required under the existing parking space planning guidelines. Of those 2% EVCB, minimum 1 EVCB is to be provided at the visitor parking.

If the EVCB is intended for public use, it is recommended for it to be placed at the visitor parking.

If upon the 2% requirement calculation finds that only 1 EVCB needs to be provided, it is encouraged to place that EVCB at the visitor parking.

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QUESTION

Does the existing parking that has been converted to EVCB need replacement?

ANSWER

No replacement is needed.

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QUESTION

Where can one install EVCB?

ANSWER

EVCB can be installed at the following locations (based on device type):

- (a) Alternating current (AC) charger is allowed to be installed at all levels indoors, outdoors, and at open or unenclosed rooftop.
- (b) Direct current (DC) chargers are allowed to be installed outdoors and on open or unenclosed rooftops. For indoors, DC chargers are only allowed at ground level, first 2 levels above ground and 1 level below ground (basement 1).

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QUESTION

What does it mean by the “EVCBs at visitor parking are encouraged to be disabled friendly”?

ANSWER

We encourage the joint use of the EVCB facility by both disabled and non-disabled persons to charge their EV vehicles. It measures 3.5 m x 6 m and can be provided at the visitor parking.

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QUESTION

Is the provision of the joint-use EVCB (disabled and non-disabled users) included in the calculation of disabled parking?

ANSWER

Not included. Disabled parking is provided for the sole use of the disabled.

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APPROVAL,
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AND DURATION

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QUESTION

There is a New Development that has obtained Planning Permission (KM), Engineering Plan (PK), and Building Plan (PB) approvals before GPP EVCB is enforced. If the developer submits an amendment application for the Building Plan to the Local Authority today, will they be required to comply with GPP EVCB

ANSWER

If the plan previously approved by the Local Authority did not propose EVCB, the developer will not be required to comply with GPP EVCB in the submitted amendment plan

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QUESTION

What if residents of strata housing want to install EV chargers?

ANSWER

For multi-storey strata housing, approval from the Joint Management Body (JMB) or Management Corporation (MC) is needed.

Private use chargers do not require approval from local authorities, however, they must be installed by a qualified electrician who is registered or accredited by Energy Commission.

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QUESTION

Does the applicant or charge point operator (CPO) need to apply for a planning permission (KM) for the installation of EVCB?

ANSWER

Planning permissions for EVCB installation are excluded for developments that have obtained a Certificate of Completion and Compliance (CCC) or Certificate of Fitness for Occupation (CFO). Applicants or CPOs however, need to apply to the local authority for either Building Plan Approval (Addition/Alteration), Permit, or Temporary Permit to the relevant local authorities for EVCB approval.

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QUESTION

Can the applicant or CPO submit EVCB installation application direct to local authority?

ANSWER

Yes, but before that, the principal submitting person (PSP), submitting person (SP), CPO, or applicant, must first go through pre-consultation with Tenaga Nasional Berhad (TNB) or any Public Distribution Licensee. If the installations are on highways, pre-consultation needs to be carried out with the Malaysian Highways Authority (LLM) or the Ministry of Works (KKR).

In addition to that, PSP or SP must also complete the self-compliance declaration form before submitting the EVCB development application to the local authority.

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QUESTION

How long is the approval period for EVCB development applications for Alternating Current (AC) and Direct Current (DC) chargers?

ANSWER

The EVCB development approval period are as follows:

- (a) AC charger development -7 days.
- (b) DC charger development - 14 days.
- (c) AC and DC chargers development -14 days.

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QUESTION

Can the applicant or CPO immediately start their EVCB operations after getting the local authority's approval?

ANSWER

The applicant or CPO must first apply to the Energy Commission to obtain the Public Distribution License before they are allowed to begin their EV charging operation.

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QUESTION

What is the application method at the local authority for EVCB development?

ANSWER

The PSP, SP, CPO or applicant can submit an EVCB development application to the local authority through the OSC 3.0 Plus online.

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FIRE SAFETY REQUIREMENTS

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QUESTION

What is meant by the installation of a main isolation switch?

ANSWER

A main electrical isolation switch is a device that needs to be installed at the EVCB. It has to be installed at a certain distance from the EVCB and this has been set in the Fire Safety Guidelines for the Installation of Electric Vehicle Charging Stations in Premises, by the Fire and Rescue Department of Malaysia. It enables the electric current to be disconnected from the EV charging device during an emergency.

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QUESTION

If I have installed a device such as an isolator switch, can it be considered as complying with the requirements for main isolation switch provision?

ANSWER

Yes. An isolator switch functions mechanically as a device that is used to disconnect any electrical equipment or circuit from the main electricity supply.

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QUESTION

Is the developer required to provide Vehicle Fire Blankets in their EVCB development?

ANSWER

The developer only needs to ensure compliance with the EVCB bay size, locations and separation distance. The provision for Vehicle Fire Blanket is the responsibility of vehicle owner (for individual EVCB) or CPO/MC/JMB (if it's a public EVCB)

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QUESTION

Where should one store Vehicle Fire Blanket (VFB)?

ANSWER

It is recommended for VFB to be placed close to EVCB. The VFB should be highly visible and easily retrieved in the event of an EV fire.

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QUESTION

Are there certain specifications for the fire blanket?

ANSWER

No. The EVCB owner, supervisor or CPO is free to choose any vehicle fire blanket that they deem suitable. At the moment, Fire Safety Department is in the process of certifying fire blanket for fire safety requirement of EVCB. Two years grace period is given before enforcement is made.

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STATE ADOPTION
OF THE EVCB
GUIDELINES

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QUESTION

Does every new development need to provide EVCB and adhere to EVCB guidelines?

ANSWER

Yes, it is mandatory for new developments to provide EVCB. Exemptions can be given for affordable housing schemes.

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QUESTION

Does EVCB installation benefit the state authorities? Such as increase in tax and non-tax revenue sources for the state authorities?

ANSWER

Yes, state authorities can benefit from an increase in tax and non-tax revenue. For example, on the disposal of land charges through the issuance of a Temporary Occupation License under Section 42(1)(c) of the National Land Code, where the State can allow certain land to be occupied or used for the purposes specified in subsection (2) of Section 42.