

Risk Management Do's and Don'ts

Actions to Follow	Actions to Avoid
Proposed area should be subject to a fire risk assessment in compliance with the Regulatory Reform (Fire Safety) Order 2005	No flammable or combustible material to be stored within the charging area, with a minimum clearance of at least 2m (but ideally 10m) between charging units/vehicles and any adjacent combustible materials or composite panels with combustible cores.
Where appropriate, an assessment in compliance with the Dangerous Substances and Explosive Atmospheres Regulation 2002 (DSEAR) should be carried out.	Chargers located at least 10m from critical infrastructure and neighbouring properties.
Implementation of an emergency plan to protect life and property.	Location of EV charging areas in the vicinity of areas that are likely to flood or suffer surface water.
Review sprinkler protection and any changes in design required to accommodate electric vehicle charging.	Using chargers which are found to be defective – they must be taken out of service immediately and until all repairs are completed.
Circuit supplying the EV charger should be checked to ensure it has the capacity for the additional electrical load.	Allowing temperature within internal areas to exceed 60°C during charging.
Assess whether surge protectors should be installed in accordance with IET Wiring Regulations (BS7671) .	Over-stretching of cables - ensure that they are adequately located.
Chargers, batteries and associated equipment should be installed, used and maintained in accordance with the manufacturer's instructions and the IET Code of Practice - Electric Vehicle Charging Equipment Installation 4th Edition .	Use of extension cables.
Servicing and maintenance of the chargers should be carried out by a competent engineer on a regular basis with results documented.	Untidy cables which create trip hazards.
Up to date periodic electrical installation safety inspection report for the installation that will supply the chargers in accordance with BS 7671:2018 .	Use of 13 amp sockets for charging.
Ensure adequate training for safe use of the chargers and shutdown of the charging process.	
Sufficient area around chargers to allow for safe vehicle movement.	
Means for isolating the power and the action to take in an emergency, should be prominently signed.	
Internal Chargers should be protected by Automatic Fire Detection installation extending to weekly servicing and testing in accordance with BS 5839-1 .	
Automatic Fire Detection should be monitored and operating in accordance with BS EN 50518 and BS 8591 or BS 5979 where appropriate.	
Outdoor charging areas should be adequately lit and provided with emergency lighting complying with BS 5266 .	
Provide an outdoor quarantine area for vehicles that suspected to have a damaged or faulty battery.	
Batteries should be disposed of in accordance with EU Directive 2006/66/EC when at the end of their working life, including stored safely outside the premises and protected from the effects of the weather.	