

EV Charging in Holiday Parks

A Guide for Industry





What is RACE for 2030?

RACE for 2030 is a 10-year cooperative research centre (CRC) with \$350 million of resources to fund and support research towards a reliable, affordable, and clean energy future.

racefor2030.com.au

About SEVI

The Strategic EV Integration (SEVI) project aimed to identify practical pathways for integrating EVs as energy assets across three key Australian contexts: business/government fleets (NSW), residential precincts (WA), and holiday parks (SA). The project sought to understand the economic, social, and environmental impacts of EV adoption, address industry concerns, and develop actionable guidance for stakeholders.

racefor2030.com.au/project/strategic-electric-vehicle-integration/

Acknowledgment of Country

The authors of this report would like to respectfully acknowledge the Traditional Owners of the ancestral lands throughout Australia and their connection to land, sea and community. We recognise their continuing connection to the land, waters and culture and pay our respects to them, their cultures and to their Elders past, present, and emerging.

Project Partners



Foreword

From the Caravan Industry Association of Australia (CIAA).



The way Australians travel and see our beautiful country is changing. The journey to a low emissions transport environment has commenced as has the rising popularity of electric vehicles (EVs).

Whilst there is a long way to go before we see mass adoption of EVs, we will see more visiting our caravan parks and holiday resorts. That means it is important to inform yourself as much as possible on the consumer requirements and costs associated with charging—this report is a great starting point for that knowledge journey.

As an industry, we know there remains cost and regulatory barriers to a future low emissions environment: costs of infrastructure, council costs, energy regulatory environment and on-costing of energy to name a few. These shouldn't be barriers to you understanding how you can facilitate a great customer experience for those guests that roll into your park with an EV. This report marks a good first step into understanding caravan parks' role in the electrified world and customers' needs as part of it.

Caravan Industry Association of Australia

About this guide

EV charging infrastructure in regional Australia is essential for the clean energy transition, as it enables long-distance travel, reduces range anxiety, and encourages tourism. Holiday parks are ideal places for charging stations, providing convenient options for guests, and supporting EV drivers in remote areas. As more people drive EVs, charging facilities in holiday parks will become an expected amenity for many guests.



Who is this guide for?

This guide is designed for caravan park operators who want to understand the practical, financial, and regulatory aspects of providing EV charging for their guests, and to help them prepare for the growing number of EV-driving visitors. The information will also be useful for regional development agencies and other regional businesses wanting to understand how the integration of EVs into caravan parks may occur.

How to use this guide

Use this guide to learn about different EV charging options, assess the needs and expectations of your guests, and plan a staged approach to installing and managing EV charging infrastructure that balances cost, technical complexity, and guest satisfaction.

EVs are coming

This Guide has been designed to help park operators understand what to expect and how to manage EV charging.

At the end of 2025, battery EVs were around 8% of new vehicle sales.¹

Battery EVs need to be plugged in to recharge. Plug-in hybrid EVs can also be charged using electricity, but the battery size is much smaller than in a battery EV and they can be driven without recharging, using petrol or diesel.

EV charging can take time. Holiday parks are a convenient place for guests to charge, as they stay overnight or for several days.

You might not be seeing many EVs yet because most current models are not suitable for towing. Cabin users and people camping with tents are likely to be the first to show up in an EV.

Parks are already seeing increased use of electricity by guests as caravans trend towards containing more electrical appliances and batteries.

An EV that has travelled 300 km to get to your park will require as much energy to recharge as 5–10 cabins use in a day, costing around \$25. Unmanaged EV charging could trip circuit breakers.

South Australian park operators told us in a recent survey: “[The biggest challenge is] the unknown. I have little knowledge in relation to EV charging.”



Photo: SA Parks

¹ Electric Vehicle Council

Understanding how EVs use power (kW) and energy (kWh) in parks

Within a park, EVs can recharge from:

-  Standard 10 A or 15 A power points using special cables provided by the user.
-  Dedicated charging points, called Electric Vehicle Supply Equipment or EVSE; these are attached to a cabin wall or on a powerhead, and may have a charging cable permanently attached or require a user-supplied cable.

The **energy** required to charge an EV, measured in kilowatt-hours (kWh), depends on the efficiency of the EV and on how many kilometres of range are to be added. Typically, EVs will use 15–20 kWh of electricity per 100 km of range.

The **rate** at which an EV will recharge, measured in kilowatts (kW), is limited by the charging point, and can be controlled. An EV will draw up to 2.3 kW from a 10 A power point and up to 3.4 kW from a 15 A power point. With dedicated charging points the charging rate is typically up to 7 kW. With dedicated charging points in holiday parks the charge rate can be controlled to reduce EV charging loads when required.

The **charge duration** depends on the energy required and the charging rate. An EV that requires 14 kWh of energy and is charged at a rate of 7 kW will take 2 hours to charge.

The table below shows the energy, typical cost (for South Australia) and time required to recharge EVs that have driven a given distance.

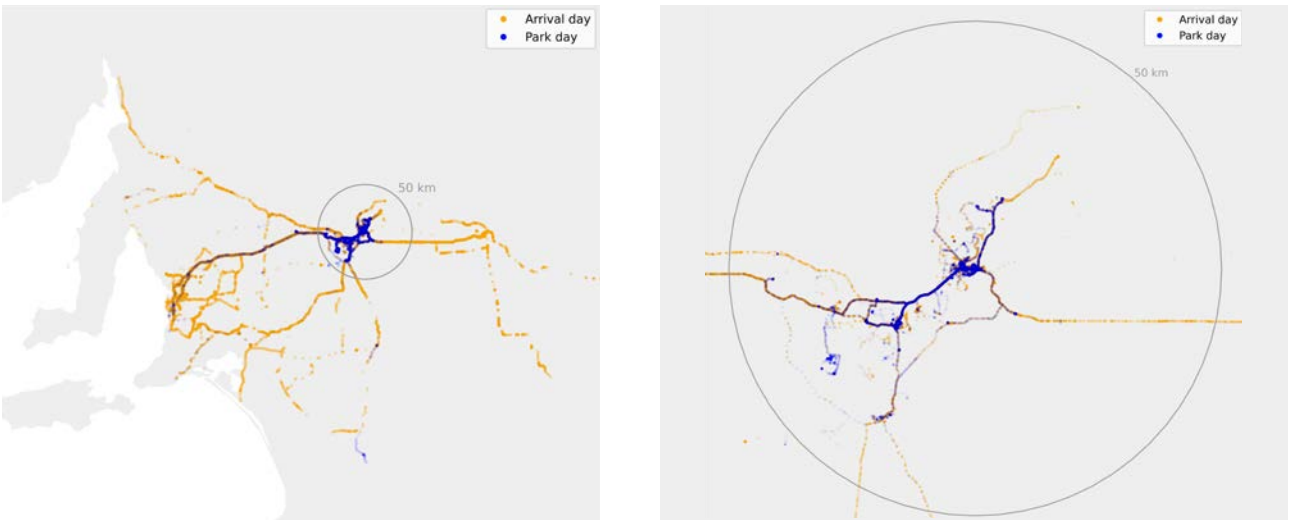
Distance	20 km	50 km	100 km	200 km	400 km
Energy (kWh)	3 – 4 kWh	7 – 10 kWh	15 – 20 kWh	30 – 40 kWh	60 – 80 kWh
Off-peak cost (\$)	< \$1	\$1 – 2	\$3 – 4	\$6 – 8	\$12 – 16
Peak cost (\$)	\$1 – 2	\$3 – 5	\$7 – 10	\$15 – 20	\$30 – 40
Hours @ 10 A (1.8 kW)	1 – 3 hours	4 – 6 hours	8 – 11 hours	16 – 22 hours	32 – 44 hours
Hours @ 15 A (3.4 kW)	< 2 hours	2 – 3 hours	4 – 6 hours	8 – 12 hours	17 – 24 hours
Hours @ 7 kW	< 1 hour	1 – 2 hours	2 – 3 hours	4 – 6 hours	8 – 12 hours
Hours @ 22 kW	< 0.5 hours	< 0.5 hours	< 1 hour	1 – 2 hours	2 – 4 hours

Assumptions: Energy consumption is 150–200 Wh/km; energy cost is 20–50 c/kWh; “10 A” portable charging cable draws 8 A.

How much charge does an EV need each day?

EVs may travel hundreds of kilometres to reach your park, but once there, many will only cover short distances each day. The maps below illustrate this pattern:

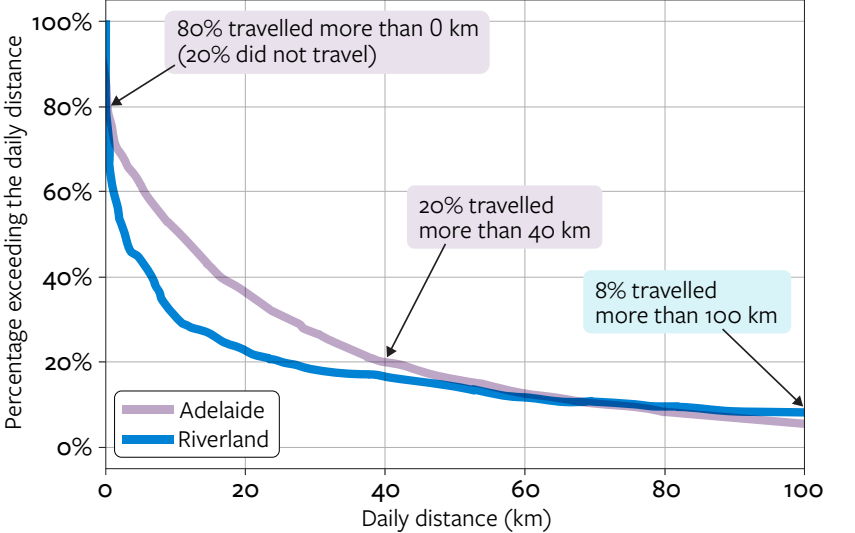
- Orange dots** represent the routes taken by visitors arriving and departing the park.
- Blue dots** show the shorter day trips typically taken during their stay.



EVs don’t need to be charged every day – many only require a small top-up.

The graph to the right shows the distribution of daily distances travelled by visitors at two parks: one in Adelaide (metropolitan) and one in the Riverland (regional).

The data was collected between July 2023 and July 2024.



When is a good time for EVs to charge?

Electricity prices and solar generation can significantly influence EV charging costs.

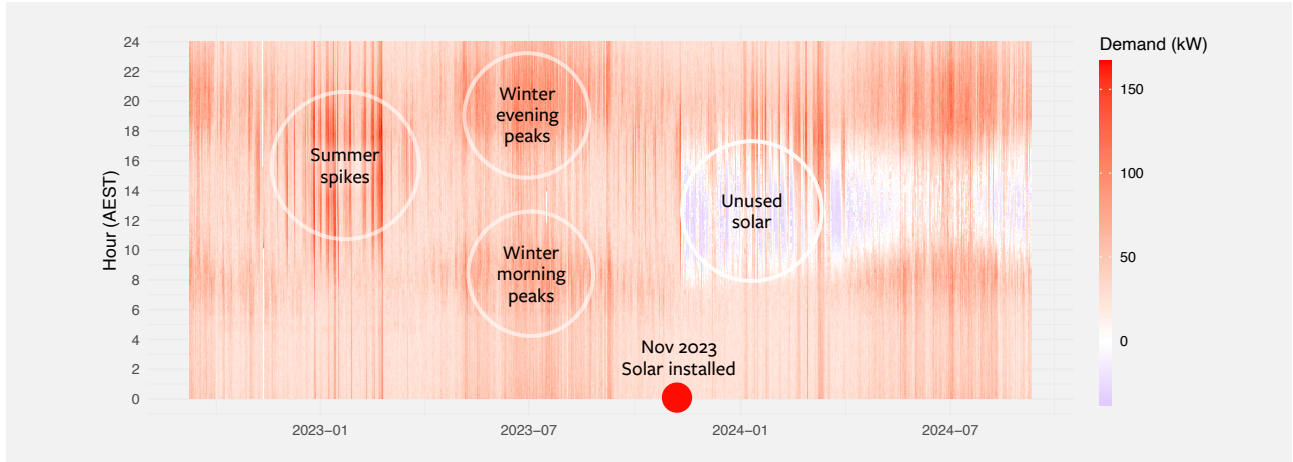
Wholesale electricity prices are typically lowest in the middle of the day. While retail tariffs vary, many offer cheaper rates during middle of the day and overnight periods.

If your site has solar panels, using your own generated electricity is usually the most cost effective option.

The chart below shows the total demand for electricity across each day for a park in Adelaide. Each vertical strip represents one day.

Dark red areas indicate demand peaks in the morning and evening . Demand spikes also sometimes occur during the middle of the day when there is extreme weather.

This particular park added a 70 kW solar system in November 2023. The PV system meets demand during the middle of most days, and exports excess energy to the grid (blue).



Electricity demand at most parks will peak in the morning and evening.

From a park owners' perspective, the ideal time for EVs to charge is when energy is cheapest and overall site demand is low – typically during the middle of the day or overnight.

Guests, however, value convenience and often will seek to plug in their vehicles upon arrival. In many cases, the charging doesn't need to happen immediately and so could be delayed. This creates opportunities to encourage charging during times that benefit park operations.

EVs are generally available for overnight charging, but many will also be idle during the middle of the day - when energy is cheapest and when the park may have excess solar energy available.

What are guests thinking about EVs?

We surveyed 64 South Australian park guests about electric vehicles and charging. At least 20% planned to get an EV in the next 10 years or sooner. This number will likely increase as more EVs become available with higher range and towing capability.

Of guests who had planned to get an EV, 60% of current or future EV drivers said charging would be very important to them when choosing a holiday park in the future.

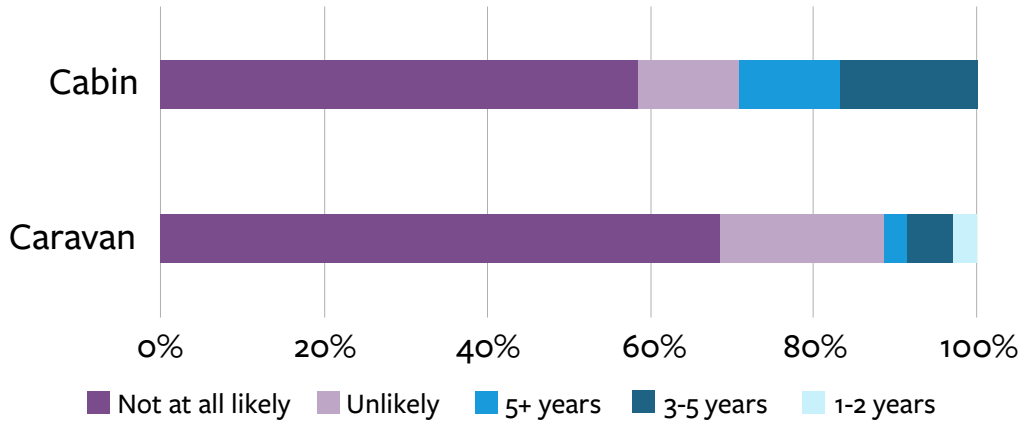
Most guests did not expect parks to provide fast charging and see slow charging on site as enough to meet their needs.

EV prevalence at parks is likely to depend on location:

- Parks with more cabins are likely to see more EVs in the near future
- Parks near water may have guests towing boats, who are currently less likely to have an EV.



Guest survey: Likelihood of getting an EV in the future by site type



Our small sample of guests said they would prefer to pay for the energy they use rather than a flat daily fee.

What are parks thinking about EVs?

39 South Australian park owners and operators took part in our survey during 2025 - representing 25% of all the parks in the state.

Benefits of charging installation

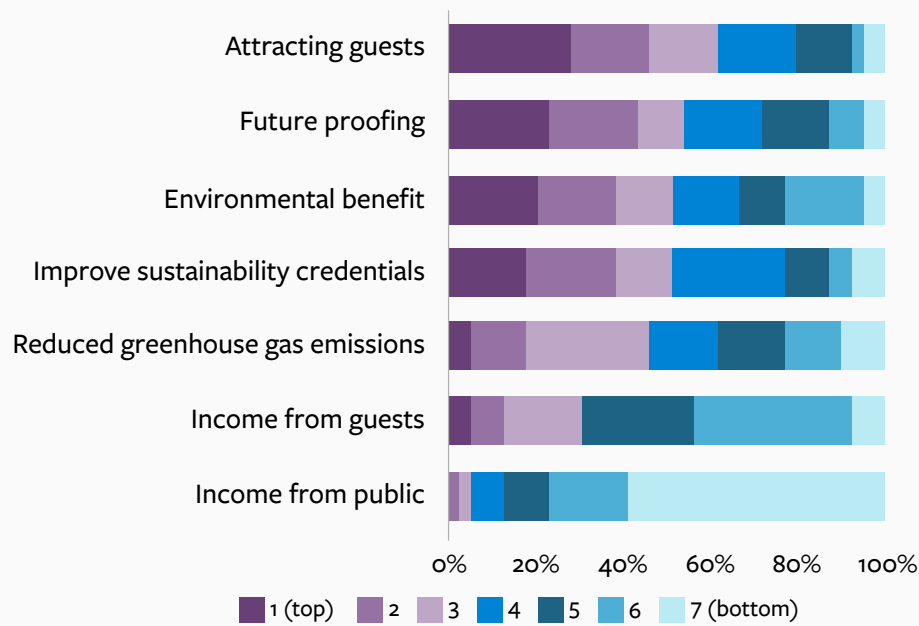
Holiday parks anticipated a range of benefits from installing EV charging facilities, with the strongest being attracting more guests and future-proofing their park.

Information for guests

We heard that park staff are already fielding questions from guests about EV charging and providing guidance on how and where to charge. To prepare for EV-driving guests, parks will need:

- A clear EV charging policy and instructions for staff to share with guests
- Signage that reinforces staff guidance
- Knowledge of nearby public charging stations (online maps like PlugShare and Charge@Large can help).

Operator survey: Please rank these benefits of installing EV charging facilities



The most common concern among park operators about installing and operating chargers was the cost of installation and equipment.

Getting Ready for EVs at your park

As EV uptake increases, reliable and accessible charging will transition from a luxury to an expected amenity for many guests.

Well planned charging infrastructure could enhance a parks appeal, increase bookings, and improve guest satisfaction.

Unlike standard cabin appliances (e.g. a stove or a fridge), an EV can draw a large electrical load equivalent to several cabins combined and often for extended periods. If this demand is unmanaged, this can lead to higher electricity charges, overloaded circuits, and disgruntled guests facing slow or non-existent charging options. Conversely, well-planned charging infrastructure could enhance a park’s appeal, increase bookings, and improve guest satisfaction.

Holiday park operators told us that their key questions were:

- What are the practical and commercial options for facilitating charging?
- What is the best strategy for rolling out this new infrastructure?

The 4 options for Park operators who are considering EV Charging

- Passive Approach:** Allow guests to ‘trickle charge’ from existing 10 A or 15 A general purpose outlets at their cabin or site.
- Basic Controlled Outlets:** Install 10 A or 15 A outlets that can be turned off during peak periods and have a system for monitoring usage and billing guests.
- Dedicated Charging Point Provision:** Provide EV charging units at cabins and/or shared bays offering faster, controllable power levels; or
- Charge Point Operator (CPO) Partnership:** Engage a professional CPO who could offer various degrees of outsourcing as a service (potentially including funding, installing, owning, operating and maintaining the equipment).

Evaluating these options requires assessing three critical aspects:

- **Technical complexity and service quality** – from standard sockets to networked smart chargers, possibly linked to solar or batteries, with either existing or upgraded electrical infrastructure depending on the charger power levels. Each is associated with different implications for quality of the charging service received by guests.
- **Financial and operational implications** – who funds, owns, operates, and maintains the equipment, and how guests are billed, and what is the timeline for investing in the infrastructure or service.
- **Regulatory and billing considerations** – for example, whether revenue-grade metering is required to pass on costs, or whether fixed daily charges can be applied.

These options are explained in more detail in the following table.

#	Option	Infrastructure upgrades	Operational model	Implications
1	Passive Approach 	None. Guests plug in to standard 10 A and 15 A uncontrolled outlets – 1.8–3.4 kW charging.	No change from current arrangements, guest electricity costs remain part of general park overheads.	• No extra capital costs. • Some inconvenience and lack of clarity for guests. • Lack of cost recovery on increasing electricity usage.
2	Basic Controlled Outlets 	15 A outlet per charging location – 3.4 kW charging. Outlets can be remotely switched on and off.	Park owner contracts a technology provider to install the outlets as well as a system to enable and meter usage (e.g. River Myall Holiday Resort in New South Wales). The park operator can handle billing or contract a provider to handle billing.	• Low up-front capital costs. • Possible upgrades to circuits. • Recover costs by charging guests for actual usage or a fixed daily charge. • Regulations require electricity charges to be on par with retailers.
3	Dedicated Charging Point Provision 	7 kW AC charger, single phase Type 2 plug per charging location.	As for option 2. Can be mounted on cabins or on powerheads, or in a shared location.	• Medium capital costs are slightly higher than option 2. • Potential upgrades to circuits or grid connection. • Charging rates can be managed.
		Faster AC charger (up to 22 kW)	As for option 2. Likely shared location.	• Higher up-front capital cost. • Likely upgrades to circuits or grid connection. • Few EVs use 22 kW AC charging. • Some loss of space rented to guests.
		DC charger (50 kW or more)	Shared location.	• Higher cost. • Likely to require upgrades to circuits or grid connection. • High peak demand. • Not needed by most guests.
4	Charge Point Operator (CPO) Partnership 	Handled by CPO, but would typically be 7–22 kW AC chargers, or DC fast chargers 50 kW or faster.	A CPO (e.g. Chargefox) installs and runs the chargers at an agreed location or locations within the park. Power may be purchased from park, or via separate meter to utility.	• CPO provides service for guests in exchange for use of land. • Electrical upgrades potentially covered by CPO. • Chargers may take up land that could be rented to guests.

So where to start?

A staged approach to EV readiness for parks

EVs currently make up a small but steadily growing share of vehicles in Australia. That’s why a staged investment approach makes sense, starting small and scaling up as demand increases.

1

Starting with a few **basic metered outlets (Option 2)** will keep upfront costs low, allows fair cost recovery, and provides a simple and practical amenity for EV-driving guests.

2

As demand grows, consider adding a small number of **dedicated 7–22 kW chargers (Option 3)** in premium or shared locations. These can enhance guest satisfaction and offer a competitive edge.

3

Over the longer term, when EV penetration rises significantly if there are no nearby DC fast charging stations, **partnering with a Charge Point Operator (Option 4)** can help scale infrastructure without large capital outlays or ongoing maintenance responsibilities.

Conclusion

A staged approach balances financial risk, infrastructure constraints, and guest expectations, while keeping the flexibility to adapt as the EV market evolves.

For South Australia, SA Power Networks has information about installing EV charging points and has a list of accredited contractors who can help navigate the design process - search for “SAPN EV charger installations”.

Distribution Network Service Providers in other states should have similar services - search for “EV charger infrastructure installation” and your local network service provider’s name.

For more in-depth information, the full report is available at racefor2030.com.au/project/strategic-electric-vehicle-integration



Citation

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