

State Government, as defined in Electricity (Rights of Consumers) Rules, 2020 as amended from time to time.

- r) **Smart Charging** is a way to optimize the charging process according to distribution grid constraints, utilization of renewable energy sources and customer preference. This helps reducing transformer overloading requirement for enhancing capability of grid, mitigating voltage fluctuation in grids having high penetration of renewable energy sources. Smart charging includes bi-directional vehicle to grid integration.
- s) **State Nodal Agency (SNA)** means an agency designated by State Government for rollout of Public EV Charging Infrastructure in the state.
- t) **Unified Energy Interface (UEI)** is a standard and interoperable network based on open source Beckn Protocol, which facilitates interoperability among charging networks, flexible demand response, grid services and cloud storage.
- u) **Vehicle to Grid (V2G)** means a set of technologies which facilitates drawing unused electrical energy from electric vehicles into the grid. V2G can supply electricity to the grid during peak hours. V2G can enable electric vehicles to act as extra power source when weather-dependent renewable energy sources are not available.

**Note:** In case of any conflict, definitions in respective Acts, Rules & Regulation as amended from time to time shall prevail.

## 5. General Requirements

- (1) Setting up and operation of EV Charging Stations is a de-licensed activity and any entity is free to establish EV Charging Infrastructure by adhering to these guidelines.
- (2) Charge Point Operators may apply for an electricity connection for their EV charging stations. The Distribution Licensee must provide the required connection according to the following timelines specified under Electricity (Rights of Consumers) Rules, 2020 as amended from time to time:

S.No.	Area Type	Maximum time period within which distribution licensee shall provide new connection
1.	Metropolitan Area	3 days
2.	Other Municipal Area	7 days
3.	Rural Area	15 days
4.	Rural Area having hilly terrain	30 days

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5.	If extension of distribution mains, or commissioning of new substations is required	90 days
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In case of delay in supplying electricity within the period specified by the appropriate Commission, distribution licensee shall be liable for a penalty as may be determined by the Commission as per Electricity (Rights of Consumers) Rules, 2020 as amended from time to time.

To expedite the process, Distribution Licensees must establish a customer-friendly online single window clearance system, following the Standard Operating Procedure and application form outlined in **ANNEXURE - III**.

- (3) Appropriate Electricity Regulatory Commission must pre-specify connection charges up to 150 kW as per rule 4 (13) of Electricity (Rights of Consumers) Rules, 2020 as amended from time to time. Distribution Licensee must provide Low Tension (LT) connection up to 150 kW for charging stations provided, application for a separate LT electricity connection is made for EV charging station.
- (4) State Nodal Agencies and Municipal Commissioners will conduct a yearly assessment of potential EV charging demand across their geographical area to ensure strategic placement of EV Charging Stations. State Nodal Agency (SNA) shall publish this data for benefit of Charge Point Operator.
- (5) The Ministry of Housing and Urban Affairs (MoHUA) has amended relevant sections of the Model Building Bye-laws (2016) and the Urban and Regional Development Plans Formulation and Implementation Guidelines (URDPFI — 2014) to support the growth of electric mobility. These amendments take into account evolving charging technologies, EVs with different charging needs and have a 20-year vision. Local Development Authorities are encouraged to adopt these revisions and ensure adequate space is allocated for establishing EV charging stations in new buildings and urban development plans.
- (6) Charging Station owner may adopt newer technologies for charging of EVs such as induction charging, pantograph etc. compliant with safety and connectivity requirements stipulated by CEA and BIS from time to time.
- (7) Charging stations may also integrate solar energy for their stations.

## 6. **Safety, Functionality and User Experience**

- (1) All Electric Vehicle Supply Equipment shall comply with BIS standards indicated at **ANNEXURE – I**.
- (2) Safety & Connectivity of Electric Vehicle Supply Equipment requirements shall be as specified in CEA “Measures relating to Safety and Electric Supply” Regulations 2023 as amended from time to time and CEA “Technical Standards for Connectivity of the Distributed Generation Resources” Regulation (2013) as amended from time to time.

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- (3) Functionality and User Experience requirements specified in **ANNEXURE – II** of these guidelines.

#### 7. **Provision of public land at promotional rates for Public Charging Stations**

Initially, Public Charging Stations (PCS) may experience low usage due to the gradual increase in electric vehicles on the road. The combination of high land rent and uncertain future revenue streams can make setting up PCS financially unattractive. Therefore, the following provisions are made to lower the land cost.

- a. Government/Public entities shall offer land for installation of PCS at a subsidized rate to Government/Public entity. This will be a revenue-sharing model where the land-owning agency receives ₹1 per kWh of electricity used for charging at the station, to be paid quarterly. The revenue sharing agreement may be initially entered by parties for a period of 10 years. A model revenue sharing agreement is placed at **ANNEXURE - IV**.
- b. The Revenue Sharing Model may also be adopted by the public Land-owning agency for providing the land to a private entity for installation of Public Charging Stations on bidding basis with floor price of ₹1 per kWh.

#### 8. **Charging Fee**

The total fee charged by Charge Point Operators from customers shall comprise the following components: -

- a. Electricity supply tariff which will be considered as pass through (₹ per kWh).
- b. Service charge as per Clause 10.0 of these guidelines (₹ per kWh).
- c. Land cost which will be pass through as per registered land deed (₹ per kWh).
- d. GST as applicable (₹).

#### 9. **Tariff for supply of electricity to EV charging stations**

- (1) The tariff for supply of electricity to EV Charging Stations shall be single part and shall not exceed "Average Cost of Supply" till 31<sup>st</sup> March 2028.
- (2) The Distribution Licensee will charge 0.7 times the Average Cost of Supply (ACoS) during solar hours (9:00 AM to 4:00 PM) and 1.3 times ACoS during non-solar hours (remaining hours of the day).
- (3) Each EV charging station must have separate metering arrangements to accurately record consumption and apply the appropriate tariff.