

- (4) Distribution Licensee may provide sub metering for EV charger, behind-the-meter of an existing HT connection.

#### 10. Service charges for EV Charging Stations

- (1) The following ceiling limit for service charges (excluding GST & land cost) shall be applicable till 31<sup>st</sup> March, 2028 for conductive AC/DC charging at PCS & Community EV Charging Stations setup on either public or private land. :-

S.No.	Charging Type	During Solar Hours (9:00 A.M. - 4:00 P.M.)	During Non-Solar Hours (4:00 P.M. - 9:00 A.M.)
1.	AC (Slow)	₹3.00 per unit	₹4.00 per unit
2.	DC (Fast)	₹11.00 per unit	₹13.00 per unit

**\*Note:** These ceiling limit are subject to annual review.

- (2) Central and State governments may offer subsidies for setting up public charging stations.
- (3) **Transparent Pricing:** EV Charging Stations will prominently display:
- Charging rates per unit.
  - Applicable service charges.
- (4) A committee under the Central Electricity Authority (CEA) will recommend service charges from time to time.

#### 11. Charging Station Network

To ensure widespread availability, the following guidelines for Public Charging Station placement may be adopted.

(1) **Density:**

- Urban Areas:** By FY 2030, there will be at least one charging station within a 1 km x 1 km grid in urban areas as notified by respective state governments.
- Highways:** Charging Stations will be located every 20 km on both sides of highways, expressways, and major roads.
- Long-Range & Heavy-Duty EVs:** For long-range EVs and heavy-duty vehicles like buses and trucks, a fast-charging station (as per specifications in Clause 12 (7) of these guidelines) will be located every 100 km on each side of the designated expressways, highways and major roads. Ideally, these stations will be situated within or near existing public charging

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stations. Cities/Urban Development Authorities/States may locate these facilities in urban regions within areas such as transport hubs or bus depots.

- (2) **Flexibility:** Additional charging stations, both standard and fast-charging, can be installed beyond the minimum requirements.
- (3) **Infrastructure Planning:** State and UT governments will utilize these density/distance guidelines to:
  - a. Secure land for public charging stations.
  - b. Prioritize installation of supporting infrastructure like transformers and feeders for electricity distribution.
  - c. Implement these measures even in cases without central or state subsidies.
- (4) **Partnerships:** The government may prioritize existing fuel retail outlets operated by Oil Marketing Companies (OMCs) for installing public EV charging stations (meeting safety and connectivity standards as in **ANNEXURE – I** and **ANNEXURE - II**) to achieve the desired network coverage.
  - a. OMCs with charging facilities should prominently advertise this on their signage to inform EV owners.
  - b. Directional signs on nearby roads leading to charging stations will further enhance accessibility.
- (5) **Additional Locations:** EVCharging stations can also be installed at:
  - a. Group Housing Societies including Residential Societies
  - b. Shopping malls
  - c. Office complexes
  - d. Restaurants and Hotels
  - e. Educational institutions
  - f. Hospitals

These charging stations should allow charging for visitor vehicles and be strategically located near entrances, exits, or well-lit elevator areas for optimal accessibility.

## 12. Public Charging Stations – General Requirements

- (1) **EV Charger Specifications:** EV Chargers shall be as per the Indian Standards mentioned at **ANNEXURE – I**. For small size EVs such as two wheelers, three wheelers, quadri-cycles, four wheelers etc. Charge Point Operators will preferably provide a minimum 7.4 kW AC or DC EV chargers.
- (2) **User Convenience:**
  - (i) **Online Booking (Optional):** Public Charging Stations may partner with network service providers for convenient selection of EV chargers and remote booking of charging slots.
  - (ii) **Real-Time Information:** Public Charging Stations will display user-friendly information including:
    - a. Location
    - b. EV Charger types (AC/DC, kW capacity)

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- c. Number of available EV chargers
  - d. Charging rates
  - e. Any additional fees
  - f. Information specified by the Central Nodal Agency (CNA)
- (3) **Communication Protocols:** Open Standards are recommended. PublicCharge Point Operators (CPOs) may adopt open communication protocols like UEI, OCPP, OCPI or open ADR for efficient communication with DISCOMs regarding demand response. The protocols must be compliant to extant provisions of cyber security.
- (4) **Payment Options:** Flexible Payment Methods must be offered. Public Charging Stations will offer (prepaid/postpaid) payment options, potentially with time-based rates and discounts during solar hours.
- (5) **Electricity Connections:**
- (i) **Distribution Licensee Connection:** Owner of Public Charging Stations can apply for electricity connections with their Distribution Licensee following the process outlined in **ANNEXURE – III** of these guidelines.
  - (ii) **Open Access Option:** Owner of the PublicCharging Station can also choose to obtain electricity through open access within 15 days of submission of a complete application. This option involves paying a surcharge (not exceeding 20% of the tariff applicable to the category of the consumers seeking open access as per Tariff Policy 2016), transmission charges and wheeling charges. No additional fee will be applied beyond these.
  - (iii) Owner of PublicCharging Station may explore potential integration of renewable energy sources (example solar) in their charging stations.
- (6) **Station Amenities (Optional):** Larger Public EV Charging stations i.e. stations with more than 10 EV chargers for four-wheeled vehicles may offer additional amenities like washrooms, drinking water, and covered waiting areas for customers. They may also be equipped with surveillance cameras with at least one month storage.
- (7) **Fast Charging for Long-Range and Heavy-Duty EVs:** Public Charging Stations equipped for fast charging long-range EVs and heavy-duty vehicles (like trucks and buses) must meet the following specifications:
- (i) **High-Power EV Chargers:** At least two EV chargers with a minimum capacity of 240 kW each, complying with Power Levels 3 or 4 as defined in **ANNEXURE – I**.
  - (ii) **Liquid Cooled Cables (Optional):** PublicCharging Stations may also choose to provide Liquid Cooled Cables for high-speed charging of vehicles with compatible fluid-cooled batteries (a feature found in some long-range EVs).

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