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| <b>MAHARASHTRA STATE ELECTRICITY DISTRIBUTION COMPANY LIMITED</b>  |  |   |
| <b>CORPORATE OFFICE, BANDRA</b>  |  |   |
| Office of the Executive Director-III<br>(Dist./Infra), Plot No. G-9,<br>"Prakashgadh", Fifth Floor,<br>Bandra(E), Mumbai-400 051 | <br><b>MAHAVITARAN</b><br>Maharashtra State Electricity Distribution Co. Ltd.<br>(A Govt. of Maharashtra Undertaking)<br>CIN : U40109MH2005SGC153645 | Tel(O): 022- 26474211/<br>26472131, Fax: 022<br>26478544, Email ID:<br><a href="mailto:edinfra3@gmail.com">edinfra3@gmail.com</a> |

No. : ED (Infra) / EV / 20769

Date: 02.09.2021

**Circular**

**Sub: Operational Guidelines for disbursement of incentives for Electric Vehicle Charging Infrastructure in Maharashtra under Maharashtra electric vehicle policy-2021.**

**Ref: Maharashtra Electric Vehicle Policy-2021 dt.23<sup>rd</sup> July 2021**

**Introduction**

With the vision to support adoption of sustainable and clean mobility solutions, to become leading State in the country in terms of usage as well as manufacturing of Electric Vehicles (EV), Government of Maharashtra, Environment and Climate Change Department has published Maharashtra Electric Vehicle Policy – 2021 on 23<sup>rd</sup> July 2021.

Following details

➤ **Policy Objectives of EV Policy 2021**

- 1) Increase the use of electric vehicle by the year 2025 in which 10 percent of new vehicle registration will be battery electric vehicle.
- 2) By the year 2025, at least 25 percent of the public transport vehicles should be of battery electric type in the six polluted urban agglomeration of the state, viz. Mumbai, Pune, Nagpur, Amravati, Aurangabad and Nashik.
- 3) By the year 2025, at least 25 percent vehicles of Fleet Operator, Fleet Aggregator and last-mile delivery vehicles in the six polluted urban agglomerations of Mumbai, Pune, Nagpur, Amravati, Aurangabad and Nashik would be on electric.
- 4) At least 15 percent of the vehicles in the bus fleet of Maharashtra State Road Transport Corporation (MSRTC) would be of battery electric type by the year 2025.
- 5) To make Maharashtra the highest production state in terms of electric vehicle production capacity in India.

- 6) Establishment of at least one Giga Factory for battery production in the State.
- 7) Plan for promotion of Research and Development for EVs and its component and skill development.

➤ **Targets in respect of Charging Infrastructure facilities :**

| Sr.No | Description                        | Targets   | Remarks   |
|-------|------------------------------------|---|---|
| 1.    | Charging Infrastructure Facilities | <b>Cities :</b><br>By 2025, city wise targets for Public Charging Stations and Semi Public Charging Stations are as below :-  | Setup of at least one Public Charging Station is a 3km x 3km grid             |
|       |                                    | Greater Mumbai UA - 1500<br>Pune UA - 500<br>Nagpur UA - 150<br>Nashik UA - 100<br>Aurangabad UA - 75<br>Amravati - 30<br>Solapur - 20  | A minimum of 50 charging stations per million populations whichever is higher |
|       |                                    | <b>Highways :-</b><br>By 2025, following 4 Highways/Expressways to be fully ready for facilities for EV Charging Stations :<br>1. Hindu hruday Samrat Balasaheb Thakre Samruddhi Mahamarg (Mumbai – Nagpur)<br>2. Yashwantrao Chavan Expressway (Mumbai-Pune)<br>3. Mumbai-Nashik<br>4. Nashik-Pune | Charging Stations at every 25 kms of Highways on each side                    |

**Targets for Charging Infrastructure Facilities as per the type of Chargers :**

| Sr no. | Type of Public charging station (PCS) / Semi Public charging station (SPCS) | Incentive amount | Maximum Incentive available per PCS/SPCS | Maximum number of PCS/SPCS to be incentivized |
|--------|---|------------------|--|---|
| 1      | Slow  | 60% of the Cost  | Rs. 10,000                               | 15,000  |
| 2      | Moderate / Fast   | 50% of the Cost  | Rs. 5,00,000                             | 500   |



The expenditure incurred for charging Station (Expenditure does not include cost of land and other supplementary expenditure for establishing a charging station)

As per the Maharashtra Electric Vehicle Policy 2021, Energy Department, Government of Maharashtra is mandated to appoint a State Nodal Agency and implement Integrated Charging Infrastructure Plan for creating EV Charging facilities in the State. It is also mandated to issue 'Operational Guidelines for Charging Infrastructure Facilities defining eligibility criterion for availing the incentives.'

Accordingly, Government of Maharashtra has appointed Maharashtra State Electricity Distribution Company (MSEDCL) as State Nodal Agency vide GR dt 21st February 2019 for the purposes of creating a charging infrastructure in the State.

As per the powers delegated to State Nodal Agency, following Operational Guidelines for creating and incentivizing a Charging Infrastructure Facilities for battery operated vehicle are issued. This would come into effect from the date of this issuance of this circular:

**I. Targets and Incentives for Charging Infrastructure Facilities:**

| Sr no | Type of PCS/SPCS       | Incentive amount   | Maximum Incentives eligible per PCS/SPCS | Maximum Number of PCS/SPCS to be incentivised |
|-------|------------------------|--|--|---|
| 1     | Slow charger           | 60 percent of the Expenditure or maximum of Incentive amount whichever is less | Rs. 10000                                | PCS – 9000<br>SPCS – 6000                     |
| 2     | Medium / Fast Chargers | 50 percent of the Expenditure or maximum of Incentive amount whichever is less | Rs. 5 Lakh                               | PCS – 300<br>SPCS – 200                       |

**Note:** Maximum Number of incentivized Charging Infrastructure in the cities and highways under the State would be allocated by SNA as per the criterion laid down in the Policy.

1. Charging station incentive available for PCS/SPCS for Battery Operated EVs in the urban agglomerations of Greater Mumbai, Pune, Nagpur, Nasik, Aurangabad, and cities of Amravati and Solapur is as per the targets set out in the Policy of 2021. The criterion for establishing Charging Infrastructure Facilities in the State would be as per the criterion of grid of 3 km x 3 km or 50 charging stations in per million populations whichever is maximum quantum of City wise and highway charging infrastructure will be decided by the SNA and final.

2. The charging station shall be eligible for the incentives only after commencement of the operation of the station.
3. Public and semi-public charging stations availing FAME-II or any other incentives from State or Central Government for charging infrastructure incentive will not be eligible for EV Policy 2021 incentives.
4. For Public Charging Station (PCS) / Semi Public Charging Station (SPCS) slow charger incentive amount will be 60 percent % of the cost of charger or maximum of Rs 10,000 whichever less is and total number PCS/SPCS eligible for incentive is 15000 as per the table above.
5. For Public charging station (PCS) / Semi Public charging station (SPCS) moderate / fast charger incentive amount will be 50% of the cost of charger or maximum of Rs 5,00,000 whichever is less and total number of PCS/SPCS eligible for the incentive are 500 as per the table above.

## **II. General**

1. Setting up of Public Charging Stations (PCS) being a de-licensed activity any individual / entity is free to set up public charging stations provided that, such stations meet the technical, safety as well as performance standards and protocols laid down below as well as any further norms/ standards/ specifications laid down by Ministry of Power, Central Electricity Authority (CEA), BEE, MERC and State Nodal Agency from time to time. Such public charging infrastructure shall compulsorily participate in the app-based location tracking protocol as well. Provisions of Electricity Act, 2003 and regulations there under be adhered to.
2. Any person seeking to set up a Public Charging Station may apply to concerned DISCOM of area for connectivity.
3. Distribution Company (DISCOM) to ensure EV Charging Infrastructure is connected and operating properly.
4. Private Charging at residences / offices shall be permitted with due precaution and approvals. Distribution Companies (DISCOMs) may facilitate getting additional load / new dedicated the meter the same as per rules & regulations.
5. All DISCOMs who have permitted/ set up PCS/SPCS or any other form of charging facility as well as independent PCS/SPCS in operations before the date of this circular, shall inform the SNA in the desired format to have a consolidated data of charging infrastructure in the State.

## **III. For setting up a PCS/SPCS/Battery swapping station, following procedure shall be followed:**



1. Procedure for application for Charging Infrastructure Facility including Battery Swapping Stations :
  - a. Application to concern DISCOM
  - b. Any entity or individual who wants to install charging infrastructure shall apply to respective DISCOM for availing connection in the desired format. And he shall be provided connectivity on priority by the concerned DISCOM. Necessary permissions from the concerned Land Owning Authority / Competent Authority / Statutory Authority be ensured so as to ascertain that the Applicant is authorized to set up charging infrastructure at right place.
  - c. Tariff applicable for Battery Swapping station is same as that of electric vehicle charging station as per applicable MERC tariff order needs to be adhered to.
  - d. After release of connection DISCOM will submit details to SNA in the prescribed format.
2. Applicant shall submit self-certification of Commercial Operation Date (COD) in the desired format to SNA physically till system to accept such information digitally is operationalized by SNA along with permission of charging the same from DISCOM / appropriate authority.
3. PCS/SPCS/Battery swapping station premises plan sanction by registered electrical contractor / Chartered Safety Electrical Engineer or through the Competent Authority prescribed by the Government from time to time.
4. Applicant may develop his own mobile app for operation of swapping station.
5. Applicant shall follow Gol guidelines and standards for Charging Infrastructure for Electric Vehicles dt 08.06.2020 and CEA safety regulations and changes if any issued time to time for battery swapping station.
6. The Applicant shall follow all the provisions of the related Acts/ Rules/ Regulations and application shall be in consonance with the same.

**Maharashtra Electric Vehicle Policy -2021 supply side incentive is not available for battery swapping station**

#### **IV. Technical requirements of PCS or SPCS :**

- 1) The electricity connection for PCS/SPCS will be released by the concerned distribution electrical licensee under concerned Acts/ rules/ regulations of by Hon. Maharashtra Electricity Regulatory Commission (MERC) and in consonance with any other Act / Rules/Regulations etc.
- 2) Exclusive transformer with all related substation protection equipment including safety appliance, whenever required as per MERC order for respective DISCOMs.

- 3) Electrical line/cables with associated equipment including line termination etc, whenever required.
- 4) Appropriate civil works.
- 5) Appropriate cabling & electrical works ensuring safety.
- 6) Adequate space for Charging and entry/exit of vehicles.
- 7) Public Charging Station /Semi Public Charging Station may have, one or more chargers with the any combination of charger approved by Department of Heavy Industries (DHI) or any other Department notified by Gol/GoM in future.
- 8) Electric Vehicle Supply Equipment (EVSE) shall be type tested by an agency/lab accredited by National Accreditation Board for Testing and Calibration Laboratories (NABL) or any other accredited laboratory of Government of India in this regard or as per guidelines issued in future.
- 9) Adequate communication protocols shall be made effective and locations shall be integrated on communication platforms for integration with EV charging App.
- 10) Both AC and DC EVSE needs to conform the relevant applicable technical IS codes with communication as per relevant IS series.

### **Exclusions**

- 1) The above minimum infrastructure requirements do not apply to Private Charging Points meant for self-use of individual EV owners (non-commercial basis )
- 2) Captive charging infrastructure for 100% internal use for a company's own/leased fleet for its own use will not be required to install chargers and to have Network service provider (NSP) tie ups
- 3) Charging Station may also be installed by housing societies, malls, office complexes, restaurants, hotels, railway stations, freight corridors, airport parking areas, sport complexes, museums, auditoriums etc. with a provision to allow charging of visitor's vehicles which are permitted to come in its premises.

### **V. Location of Public Charging Stations:**

In case of Public Charging Stations, the following requirements are laid down with regard to density/distance between two charging points:

- 1) At least one Charging Station shall be available in a grid of 3 Km X 3 km and one Charging Station shall be set up at every 25 Km on both sides of highways/roads.



- 2) All the distribution licensees shall develop trajectory of charging stations to be installed through the coming five years as per projected sale of E-Vehicle and share the same with SNA before approving charging stations.
- 3) For long range EVs and/or heavy duty EVs like buses/trucks etc., there shall be at least one Fast Charging Station with Charging Infrastructure.
- 4) The above density/distance requirements shall be used by the concerned local authority for the purposes of land use planning for public charging stations as well as for priority in installation of distribution network including transformers/feeders etc.
- 5) The local authority may also give priority to existing retail outlets (ROs) of Oil Marketing Companies (OMCs) for installation of Public EV Charging Stations (in compliance with safety norms) to meet the requirements as laid above. Further, within such ROs, Company Owned and Company Operated (COCO) ROs may be given higher preference.
- 6) For installing a PCS in the Housing Societies and Commercial complexes necessary No Objection to be obtained from the Committee of the Society.
- 7) The site selection for installation of charging of public chargers can be carried out on ground in consultation with land owners and suitability.
- 8) Adequate space for vehicle parking and movement / circulation with entry and exit the charging bays are ensured. Also the area is secured from theft and vandalism. Installation of Charge points, signage and barriers and any upstream electrical infrastructure that may be required are ensured.
- 9) When planning for EV charging integration at given site, the following planning guidelines should be kept in mind ;
  - a. Allocate space that is easily accessible and clearly visible from the site entrance
  - b. Select the charging locations to minimize the Civil Work and wiring requirement where possible
  - c. Follow all safety provisions for EV charging planning as defined and by CEA (Measures relating to safety and electric Supply) Regulations and amendments.
  - d. Clearly demarcate the parking spaces reserved for EV charging with appropriate signage and markings.

## **VI. Safety provision of Central Electricity Authority notification**

- 1) The applicant shall provide a reliable protection system to detect various faults and abnormal conditions and provide an appropriate means to isolate the faulty equipment or system automatically.

- 2) The applicant shall ensure that fault of his equipment or system does not affect the grid adversely.
- 3) The appropriate licensee shall carry out adequacy and stability study of the network before permitting connection with its electricity system and remove any barriers for setting up EVCI at key locations.
- 4) The limits of injection of current harmonics at the point of common coupling by the user, method of harmonic measurement and other such matters shall be in accordance with the IEEE 519-2014 standards, as amended, from time to time.
- 5) The measuring and metering of harmonics shall be a continuous process with power quality meters complying with the provisions of IEC 61000-4-30 Class A.
- 6) The data measured and metered as mentioned in sub-regulation (5), shall be available with the distribution licensee and be shared with the consumer periodically.
- 7) The applicant seeking connectivity at 11 kV or above shall install power quality meters and share the recorded data thereof with the distribution licensee with such periodicity as may be specified by the appropriate Electricity Regulatory Commission.
- 8) Provided that the user connected at 11 kV and above shall comply with the provision of this sub-regulation within twelve months from the date of commencement of the Central Electricity Authority (Technical Standards for Connectivity of the Distributed Generation Resources) Amendment Regulations, 2018.
- 9) In addition to harmonics, periodic measurement of other power quality parameters such as voltage sag, swell, flicker, disruptions shall be done by the distribution licensee as per relevant International Electro technical Commission (IEC) standard and the reports thereof shall be shared with the consumer".
- 10) Modified and updated safety provisions will be applicable from time to time.
- 11) The applicable technical regulations and guidelines issued by CEA time to time are adhered to.

#### **VII. Role of SNA (State Nodal Agency):**

- 1) Develop Maharashtra as the leader in EV manufactures and Use of EV creating robust charging infrastructure facilities.
- 2) Maintain and provide database of Public EV charging stations to CEA for that it is mandatory for all DISCOM to provide charging station data as per CEA format to SNA monthly basis.



- 3) Coordinate with Central Electricity Authority regarding EV charging infrastructure.
- 4) Notify appropriate protocols as prescribed by CEA mandatorily complied by Public Charging Station.
- 5) Follow up for Tariff approval by MERC in accordance with tariff policy issued under section 3 of Electricity Act 2003 as amended from time to time.
- 6) Provide necessary support to Central Nodal Agency (CNA) i.e. Bureau of Energy Efficiency (BEE).
- 7) Fix the ceiling of service charges to be charge by Public Charging Station (PCS)/ Fast charging station (FCS). Where PCS / FCS has been installed with Government incentives (Financial or otherwise).
- 8) Arrange awareness program with the help of EV operator, workshop and seminar in coordination with GoM.
- 9) All PCS/SPCS EV charging station operators/service providers/owners are bound to follow the SNA guidelines.
- 10) SNA will have the authority to inspect the PCS / SPCS location and if any violation/irregularity is observed penalty up to Rs. 1,000/ per instance can be imposed. Blacklisting for the firm violating more than 5 times.
- 11) SNA will maintain data base of various types of charging facility in operation across the State.
- 12) SNA will incorporate all locations of charging facility on its portal for public.
- 13) SNA will incorporate all locations (latitude / longitude) of Charging Infrastructure facility available on its mobile app.
- 14) SNA shall provide necessary information to Steering Committee and Monitoring and Coordination Cell in the Environment and Climate Change Department as well as Energy Department.
- 15) The SNA would send the estimates of incentive amount required each year during the Policy period to Energy Department.
- 16) SNA will implement skill development plan (ICE) under Go Electric Campaign Fund as well with the help of Skill Development and Entrepreneurship Department Government of Maharashtra.
- 17) The provisions made herein are in consonance with the Maharashtra Electric Vehicle Policy 2021 and the mandate given to SNA through Energy Department. Any provisions in the guideline are found to be in contravention with the Policy will be reviewed if brought to the notice.

### **VIII. Database of Public EV Charging Stations:**

SNA will develop the portal and mobile application (App) for applicant as well as for end user. All beneficiaries' also non beneficiaries including those who have already set up charging infrastructure in the State are required to provide the required data to SNA.

As per GoI guidelines Central Electricity Authority (CEA) shall create and maintain a national online database of all the Public Charging Stations through SNA.

### **IX. Tariff for supply of electricity to EV Public Charging Stations:**

The tariff for supply of electricity to EV charging station shall be determined by Maharashtra Electricity Regulatory Commission (MERC). The tariff applicable for domestic consumption shall be applicable for domestic charging.

The separate metering arrangement shall be made for PCS/SPCS so that consumption may be recorded and billed as per applicable tariff for EV charging stations.

### **X. Service charges at PCS/SPCS:**

Beneficiaries who have availed Govt. incentives are bound to apply the service charges fixed by SNA time to time.

### **XI. Procedure for application for PCS/SPCS Incentive**

Maharashtra Electric Vehicle policy will be applicable up to 31st March 2025. Tracking & monitoring of application status possible to applicant. SMS to applicant at every stage of application process till finalization. State Nodal Agency will develop a portal for online application for claiming infrastructure incentive with following facility:

- 1) Submission of Self declaration certificate submit for commercial operation date (COD)/operational of charging station and mobile app for Network service provider (NSP) tie up along with the permission of charging of Station from Competent Authority of concerned DISCOM.
- 2) Incentive amount is for cost of charging station (charger) only and does not include land and any ancillary cost to set up charging station.
- 3) EV charger owner /service provider shall provide facility of payment –wallet/ debit card.
- 4) The cost of Slow /moderate / fast charger shall be commensurate with market cost. DISCOM shall verify market cost for incentive.



- 5) Preference shall be given for e-Auto charging station and for PCS/SPCS using Renewable energy.
- 6) Preference shall be given for chargers having maximum use as per e-vehicle on road.
- 7) EV charger specification in line with GoI guidelines dt 01.10.2019 are as under:

| Charger type   | Sr no | Charger connector                           | Rated output voltage | No of connector guns (CG) | Charging vehicle type (W= wheeler) |
|----------------|-------|---|----------------------|---------------------------|------------------------------------|
| Fast           | 1     | CCS (Combined charging stations) (Min 50KW) | 200-750 or higher    | 1 CG                      | 4 W                                |
|                | 2     | CHArge de MOve ( CHAdeMO) (Min 50KW)        | 200-500 or higher    | 1 CG                      | 4 W                                |
|                | 3     | Type-2 AC (Min 22KW)                        | 380-415              | 1 CG                      | 4W, 3W, 2W                         |
| Slow/ Moderate | 4     | Bharat DC-001 (15 Kw)                       | 48                   | 1 CG                      | 4W, 3W, 2W                         |
|                | 5     | Bharat DC-001 (15 Kw)                       | 72 or higher         | 1 CG                      | 4W                                 |
|                | 6     | Bharat AC-001 (10 Kw)                       | 230                  | 3 CG of 3.3 KW each       | 4W, 3W, 2W                         |

- 8) Incentive application will be first come first serve basis after commissioning. If applicant uses solar integrated roof top, preference should be given for release of incentives over other applicants.
- 9) EV charging Infrastructure premises plan approved by register electrical contractor / Chartered Electrical Safety Engineer (CESE) or through the competent authority prescribed by the Government from time to time.
- 10) The charging station shall be eligible for the incentives only after commencement of the operation of the station.
- 11) Public and semi-public charging stations availing FAME-II charging infrastructure incentive will not be eligible for these incentives.

## **XII. Beneficiary Registration:**

- 1) DISCOMs shall release supply as per MERC provision and SOP.
- 2) The applicant who wants to avail the incentive needs to fill online application on website with all related documents (scanned copies). As and when asked by SNA it will be mandatory for all beneficiaries to produce original documents to SNA.
- 3) Applicant to submit bank details online.

- 4) Acceptance and rejection will be done by SNA. No further dispute will be accepted.
- 5) Electric vehicle charging station electricity bill copy /any other document by DISCOM showing electric connection is released. Latitude / Longitude of Electric vehicle charging station (EVCS) location.
- 6) Charger specification, number of charger at one location and charging gun.
- 7) Charger invoice bill copy.
- 8) Certificate of electric vehicle charging equipment type tested as per AIS 138 at ARAI Automotive Research Association of India) or National Accreditation Board for Testing and Calibration Laboratories (NABL) or any other accredited laboratory as per guidelines in future.
- 9) The standard prescribes the specifications for performance and safety of charging Stations for EV and HEV application for Indian conditions.
- 10)Charger protocol / payment gateway details.

### **XIII. Methodology for incentive disbursement**

- 1) Preference for incentives disbursement such as solar integrated PCS.
- 2) On the basis of information & document submitted by applicant officer nominated by concerned DISCOM will verify the document.
- 3) DISCOM representative with applicant will inspect the site jointly.
- 4) The signed joint survey report in format will be uploaded by DISCOM.
- 5) DISCOM representative will scrutinized the JSR and recommended the same and if found in line with electric vehicle charging infrastructure guidelines.
- 6) SNA will check and approve the document. SNA will forward the document to GoM for disbursement of incentive. GoM will release incentive to applicant.
- 7) At every stage applicant will be informed by SMS.

### **Other provisions**

- 1) Fund provision for administrative expenditure including publicity, ICE activities will be done separately by GoM.
- 2) SNA will have enforcement power for false information provided by applicant and is punishable as per CRPC Act.

### **XIV. Operation tenure**

- 1) For availing the benefit of Incentive, Operation tenure of EV charging station should be minimum 5 years i.e. the applicant shall maintain and keep in



service the PCS/SPCS for minimum 5 years from the date of commissioning of the EVCs.

- 2) The Beneficiary shall produce and upload the self-certified healthiness/working certificate of infrastructure facility every financial year in April for the Operational tenure.
- 3) Undertaking to the effect that Ownership of charger is not transferable in operation tenure and consent for approved Service charges for EV end user. On stamp paper of appropriate value.

Solar integrated Roof top Provisions in MERC (Grid Interactive Rooftop Renewable Energy Generating systems) Regulations, 2019

#### **XV. SNA Portal**

- 1) State Nodal Agency (SNA) will develop online portal for incentive application of vehicle charging infrastructure (EVCI) Web-Portal.
- 2) Separate application has to be submitted for separate location.
- 3) API of same will be shared to GoM to establish the co-ordination between various Departments.

#### **XVI. Proposed charging infrastructure incentive review Committee**

##### **Committee members:**

- |  |                   |
|--|-------------------|
| 1) Director (Projects), MSEDCL                     | : Chairman        |
| 2) Representative of Energy Department             | : Member          |
| 3) Executive Director (Infra), MSEDCL              | : Member          |
| 4) Representative of BES&T U/T                     | : Member          |
| 5) Representative of Adani Electricity Mumbai Ltd. | : Member          |
| 6) Representative of Tata Power Ltd.               | : Member          |
| 7) Chief Engineer (SP. Project), MSEDCL            | :Member Secretary |

Representatives from Environment and Climate Change Department, Urban Development Department and Transport Department are permanent invitees. The Committee can invite the entities for the meeting if it feels so necessary. The operational guidelines will be reviewed periodically by committee members.

##### **Definitions:**

**“Public Charging Stations (PCS)”** consists of charging station, associated electrical infrastructure, space for parking (with clearance), ingress/egress for vehicles and has open (unrestricted) access for the public. Additionally, PCS must not have any usage restriction for any EV user. For instance, PCS usage cannot be restricted by providing services only on a subscription basis.

**“Semi- public charging stations (SPCS)”** consists of the charging stations, associated electrical infrastructure, space for parking (with clearance),

ingress/egress for vehicles and has restricted access for the public (build in semi-public locations like existing commercial and institutional buildings, including malls, shopping complex, hospitals, cinema halls/multiplexes, office spaces, hotels, restaurants, etc.).

For the purpose of EV policy, a slow charger includes AC-001 and any charger (AC or DC) that delivers a maximum output power of 3.3 kW per charging point, is compliant to the technical and safety standards as laid down by CEA, and is type tested by an agency/lab accredited by NABL. 1 PCS/ SPCS equivalent is at least 3 charging points of maximum 3.3 kW power output per charging point.

**For any other charging station (other than slow) -**

If the charging station has one charging gun, it will be equivalent to 1 PCS/SPCS

If the charging station has more than one charging guns, each charging gun will be considered equivalent to 1 PCS/SPCS, provided all the charging guns can charge vehicles simultaneously.

**“Electric vehicle”** means any vehicle that operates, either partially or exclusively, on electrical energy from the grid, or an off-board source, that is stored on-board for motive purpose. “Electric vehicle” includes: (1) a battery electric vehicle (BEV) (2) a plug-in hybrid electric vehicle (PHEV) which includes extended range electric vehicles (EREV) (3) a neighbourhood electric vehicle (NEV) and (4) a medium-speed electric vehicle (MSEV).

**“Electric vehicle charging station”** means a public or private parking space that is served by battery charging station equipment that has as its primary purpose the transfer of electric energy by conductive or inductive means to a battery or other energy storage device in an electric vehicle. An electric vehicle charging station equipped with Level 1 or Level 2 charging equipment is permitted outright as an accessory use to any principal use.

**“Electric vehicle charging station – restricted”** means an electric vehicle charging station that is (1) privately owned and restricted access (e.g., single-family home, executive parking, and designated employee parking) or (2) publicly owned and restricted with no access to the general public.

**“Electric vehicle charging station – public”** means an electric vehicle charging station that is (1) publicly owned and publicly available such as park and ride parking, a public parking lot or on-street parking, or (2) privately owned and publicly available such as shopping centre parking and non-reserved parking in multi-family parking lots.

**“Electric vehicle infrastructure”** means structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations, rapid charging stations, and battery exchange stations.



**“Battery electric vehicle (BEV)”** means any vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle’s batteries, and produces zero tailpipe emissions or pollution when stationary or operating.

**“Battery exchange station”** means a fully automated facility that will enable an electric vehicle with a swappable battery to enter a drive lane and exchange the depleted battery with a fully charged battery through a fully automated process, which meets or exceeds any standards, codes, and regulations

**“Charging levels”** means the standardized indicators of electrical force, or voltage, at which an electric vehicle’s battery is recharged. The terms 1 and 2 are the most common EV charging levels, and include the following specifications:

Level 1 DC Chargers:

Public off-board DC Chargers at output voltage of 48V / 72V with power outputs of 10 kW/ 15 kW with maximum current of up to 200A. These will be called Level 1 DC Chargers.

Level 2 DC Chargers:


Public off-board DC Chargers at output voltage up to 1000V with power outputs of 30 kW/ 150 kW. These will be called Level 2 DC Chargers.

**“Designated accessible space”** means a required accessible parking space designated for the exclusive use of parking vehicles with a state disabled parking permit.

**“Electric scooters and motorcycles”** means any two-wheel vehicle that operates exclusively on electrical energy from an off-board source that is stored in the vehicle’s batteries and produces zero emissions or pollution when stationary or operating.

**“Electric vehicle parking space”** means any marked parking space that identifies the use to be exclusively for the parking of an electric vehicle.

These Operational Guidelines for disbursement of incentives for Charging Infrastructure shall be implemented with immediate effect. Further these guidelines are available on [www.mahadiscom.in](http://www.mahadiscom.in).

  
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