

# Revised guidelines for charging infrastructure for electric vehicles

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***Source:*** PRS, *Monthly Policy Review*

The Ministry of Power released revised guidelines and standards for charging infrastructure for electric vehicles. The original guidelines were released in December 2018

## **The key changes from the original guidelines are:**

- **Safety standards:** The earlier guidelines required private charging stations (at residences and offices) to meet specified performance and technical standards. The revised guidelines require them to also comply with specified safety standards.
- **Public charging stations:** The earlier guidelines required the public charging stations to install all five specified charger models. The revised guidelines require charging stations to install only one or more types of specified charger models. Charging stations for e-two/three-wheelers will be allowed to install any charger model other than the specified ones, subject to standards set by the Central Electricity Authority.
- **Standalone battery swapping facility removed:** The earlier guidelines allowed public charging stations to provide standalone battery swapping facility. This provision has been removed from the revised guidelines.
- **The ceiling on tariff removed:** The Central or State Electricity Regulatory Commissions determine the tariff for supply of electricity to the public charging stations. Earlier guidelines specified that the tariff

will not be more than the average cost of supply plus 15%. This ceiling on the tariff has been removed under the revised guidelines. Further, a separate metering arrangement will be made for public charging stations.

- **Central nodal agency specified:** Under the revised guidelines, the **Bureau of Energy Efficiency has been specified as the central nodal agency** for rolling out the public charging infrastructure in the country.