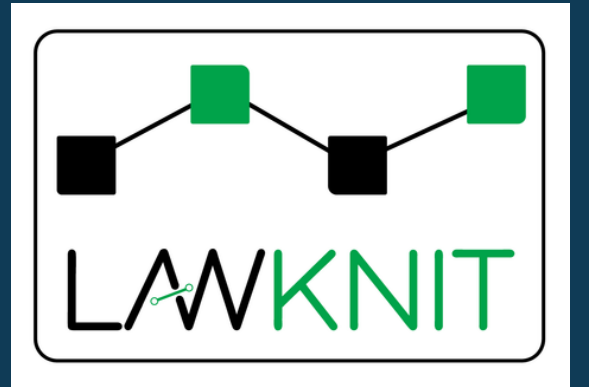


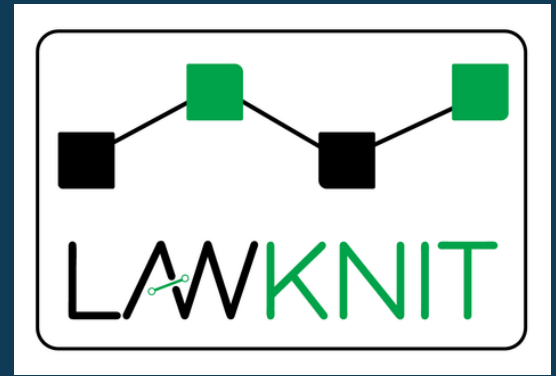
01/06



LAWKNIT ANALYSIS

EV Charging Infrastructure Guidelines





INTRODUCTION

The 2024 guidelines on Electric Vehicle Charging Infrastructure (EVCI) is a comprehensive approach to standardizing and facilitating the adoption of electric vehicles (EVs) through the development of a reliable and scalable charging network (“2024 Guidelines”).

APPLICABILITY

The 2024 Guidelines are applicable on manufacturers, owners, operators of EV charging space in:

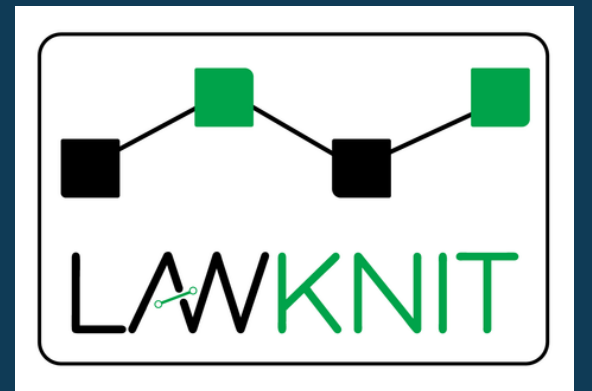
- private parking spaces
- semi restricted places like office buildings, educational institutions, hospitals, housing societies, etc;
- public places like commercial complexes, railway stations, petrol pumps, airports, etc; and
- power utilities and central and state agencies.

OBJECTIVE

The primary objective is to promote:

- EV adoption by creating safe, reliable, and accessible charging stations;
- developing a nationwide robust network;
- facilitating public land, expediting electricity connections, promoting solar hours charging; and
- preparing the electricity grid to handle increasing demand.





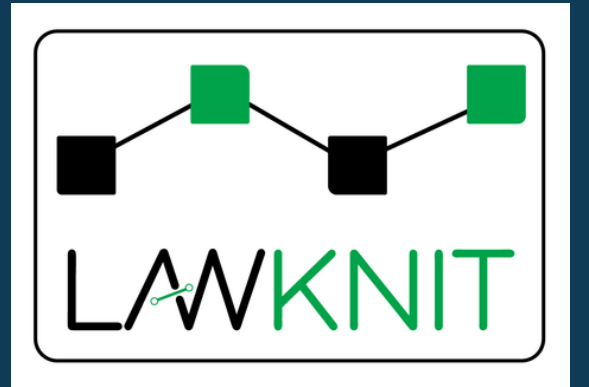
GENERAL REQUIREMENTS FOR SETTING UP EV CHARGING STATIONS(ECS)

- Setting up of ECS is a de-licensed activity and any entity can establish it
- The ECS Operators can apply for electricity connection which is to be provided with-in time-bound manner
- The State Nodal agencies/Municipal Commissioners to conduct yearly survey and publish data on strategic placement of ECS depending on demand/supply
- The safety and other norms relating to equipments has been prescribed
- The ECS to display the charging rates

PUBLIC ECS

- The land to be provided at lower rate with revenue sharing model so that land acquisition and/or rentals doesn't make the project unviable.
- Existing Oil Marketing Companies can also install ECS.
- Population density:
 - (i) Urban Areas: at least 1 charging station within 1 KM * 1 KM grid
 - (ii) Highways: at least 1 in every 20 kms on both sides
 - (iii) Long Range & Heavy Duty EVs: at least 1 in every 100 km on both side of road
- Online booking, payment and other amenities to be provided
- All information regarding to Public ECS to be maintained in Centralized database





CHARGING AT OFFICE/COMMERCIAL BUILDING

- New dedicated connection can be taken however existing connection can be utilized only for charging by employees
- The number of ECS, types, etc can be decided by building owners

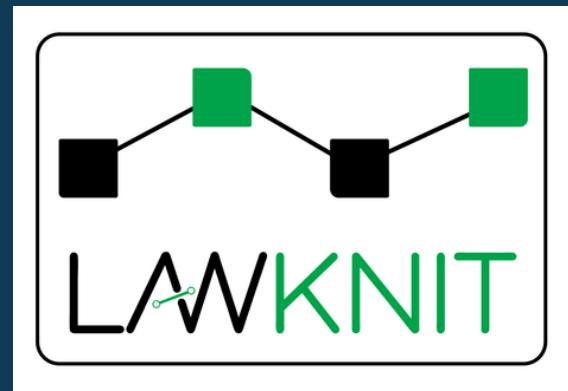
CHARGING AT RESIDENCE

- New dedicated connection can be taken however existing connection can be utilized only for charging by employees
- The number of ECS, types, etc can be decided by building owners

CHARGING AT HOUSING SOCIETY

- Housing Society can apply and take connections for ECS for their society
- The ECS to be located within the society premise however individual resident can also have their dedicated ECS in their parking space
- The Housing Society can decide over numbers of charging points, types, charging rates subject to limits, etc
- Visitor Vehicle charging is also allowed from such ECS



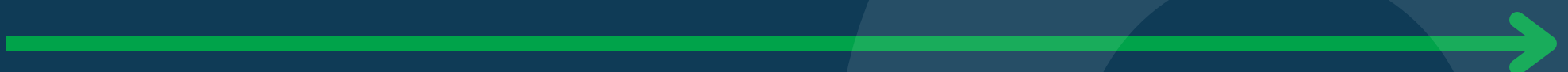


TECHNOLOGICAL INTEGRATION

- Interoperability: A strong emphasis is placed on the need for chargers to be interoperable across different vehicle models and brands.
- Smart Charging: The guidelines highlight the importance of smart charging systems that can adapt to energy demands, integrating renewable energy sources where possible.

CONSUMER-CENTRIC APPROACH

- Ease of Access and Payment: To improve user adoption, the guidelines recommend simple and universally accepted payment methods, including contactless payments. Furthermore, providing real-time information on station availability and charging speeds is suggested to enhance user convenience.
- Affordability: The guidelines emphasize keeping the cost of charging at public stations affordable, promoting wide adoption across socioeconomic groups.





LAWKNIT ANALYSIS

- Various structuring options can be implemented over Public ECS from land acquisition to PPP model to enhance the proliferation of charging stations.
- The Housing Society/ Offices which are semi-public models should be incentivize more for installation and within certain criteria should be allowed as an additional stream for income.
- 2024 Guidelines for charging station placement include density in urban areas, highways, and long-range, heavy-duty vehicles and existing network of petrol pumps.
- The policy provides a consolidated roadmap for expanding ECS, ensuring safety, accessibility, and technological integration while addressing consumer convenience and affordability.

In case of any queries/clarifications, please feel free to reach out to Mr. Arunabh Choudhary at arunabh@lawknit.co; Mr. Amol Apte at amol.apte@lawknit.co; Ms. Tanvi Muraleedharan at tanvi.muraleedharan@lawknit.co; Ms. Renu Sirothiya at renu.sirothiya@lawknit.co

Disclaimer: This document has been made for generic information perspective and shall not be considered as legal advice. No one should act or advise to act on it without seeking proper legal advice.