

Government of Pakistan

National Energy Efficiency and Conservation Authority

Islamabad, --- , --- 2023

S.R.O. ----/2023.- In exercise of the powers conferred by sub-section (d) of section 7 and Section 21 of the National Energy Efficiency and Conservation Authority Act 2016, the National Energy Efficiency and Conservation Authority hereby makes the following Regulations, titled “National Energy Efficiency and Conservation Authority’s (NEECA) (Registration of EV charging infrastructure) Regulations 2023:

CHAPTER- 1

PRELIMINARY

1. Short Title and Commencement: These regulations shall be called National Energy Efficiency and Conservation Authority’s (NEECA) (Registration of EV Charging Infrastructure) Regulations 2023.

- 1) They shall come into force at once.
- 2) The Board of the NEECA, hereinafter called the Board, shall administer these regulations for installation of Electrical Vehicle Charging Infrastructure.

2. Purpose: The purpose of these regulations is to facilitate and encourage the use of electric vehicles, to expedite the establishment of a convenient, cost-effective electric vehicle charging infrastructure across Pakistan, and to establish minimum requirements for such infrastructure to serve both long-term and short-term charging needs.

3. Definitions:

- i. **Act** means National Energy Efficiency and Conservation Act 2016;
- ii. **Applicant** means any individual or company who wants to set up Electric Vehicle charging station or Battery swap station;
- iii. **Application** means an application made by applicant in accordance with the provisions of these regulations;
- iv. **Authority** means the National Energy Efficiency and Conservation Authority (NEECA) established under sec 6 of the Act;

- v. **Electric vehicle charging station** means an electric vehicle charging station where the battery charging station is located within accessible reach of a barrier-free access bay and the electric vehicle.
- vi. **Battery charging station** means an electrical component, assembly or cluster of component assemblies designed specifically to charge batteries within electric vehicles.
- vii. **Battery electric vehicle** 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 tail pipe emissions or pollution when stationary or operating.
- viii. **Battery Swapping Station (BSS)** refers to a station where a discharged and partially charged battery of an Electric Vehicle can be swapped for a fully charged battery. The Battery swapping station shall be considered at par with the Electric vehicle charging station.
- ix. **Charging** means an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.
- x. **Charging levels** means the standardized indicators of electrical force, or voltage, at which an electric vehicle's battery is recharged. The terms 1, 2, and DC are the most common charging levels, and include the following specifications:
 - a) Level 1 provides charging through a 220 – 240 Volt (V), alternating-current (AC) plug. Level 1 is considered as slow charging. Level 1 charging equipment is standard on vehicles and therefore does not require the installation of charging equipment. The most common place for Level 1 charging is at the vehicle owner's home and is typically conducted overnight.
 - b) Level 2 charging is through a 240 – 415 volt (V), AC plug and requires installation of home charging or public charging equipment. Level 2 chargers shall commonly be installed in urban settings i.e. public parking areas, places of employment, existing petrol stations and commercial setting.
 - c) Level 3 charging is through a 480V (+), direct-current (DC) plug. Due to their high cost and extremely high-power draw, Level 3 chargers shall typically be installed on motorways and in commercial or industrial locations rather than residential.
- xi. **Discos** means Electricity Distribution Companies;
- xii. **Enforcement Officer** means any person designated by Managing Director NEECA to perform certain functions as per the regulations;

xiii. **Electric vehicle** means a vehicle that operates, either partially or exclusively, on electrical energy from the electrical grid, or an off-grid source, that is stored on board for motive purposes. “Electric vehicle” includes:

- a) Battery electric vehicle
- b) Plug-in hybrid electric vehicle

xiv. **Electric vehicle charging station (EVCS)** 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.

xv. **Electric vehicle charging station – private restricted use** means an electric vehicle charging station that is:

- a) Privately owned and restricted access (e.g. family home, executive parking, designated employee parking, assigned parking at high rise residential buildings); or
- b) Publicly owned and restricted (e.g., fleet parking with no access to the general public).

xvi. **Electric vehicle charging station – public use** means an electric vehicle charging station that is:

- a) Publicly owned and publicly available (e.g., Park & Ride parking, commercial parking lot, on-street parking); or
- b) Privately owned and available to visitors of the use (e.g., shopping center parking).

xvii. **Electric Vehicle Charging infrastructure** means conduit/wiring, structures, machinery, and equipment necessary and integral to support an electric vehicle, including battery charging stations.

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

xix. **Electric vehicle supply equipment (EVSE)** means any equipment or electrical component used in charging electric vehicles at a specific location. EVSE does not include equipment located on the electric vehicles themselves.

xx. **ECBC-2023** means Energy Conservation Building Code 2023

xxi. **IEC** means International Electro-technical Commission;

- xxii. **Margin** means an amount (in PKR) announced by NEPRA as a rate per unit of electric power (kWh) to be billed by a EVCS from time to time from an EV User and duly notified and displayed on the NEPRA website.
- xxiii. **Maximum Margin** means the total amount arrived at by adding the tariff fixed for a commercial consumer by NEPRA and the Margin
- xxiv. **NEPRA** means National Electric Power Regulatory Authority;
- xxv. **NHA** means National Highway Authority;
- xxvi. **OEM** means Original Equipment Manufacturer;
- xxvii. **PSQCA** means Pakistan Standard and Quality Control Authority;
- xxviii. **PSDR Rule 2015** means Manual of Performance Standards (Distribution) Rules (PSDR), 2015
- xxix. **Plug-in hybrid electric vehicle** means an electric vehicle that:
- a) Contains an internal combustion engine and also allows power to be delivered to drive wheels by an electric motor;
 - b) Charges its battery primarily by connecting to the grid or other off-board electrical source;
 - c) May additionally be able to sustain battery charge using an on-board internal- combustion-driven generator; and
 - d) Has the ability to travel powered by electricity.

2) Words and expressions used, but not defined in these regulations, shall have the same meaning as in the Act or in any enabling rules and regulations.

CHAPTER-2

APPLICATION AND REQUIREMENTS

4. Applicability

- 1) These regulations shall apply to all electric vehicle charging infrastructure installed, constructed, or modified after the effective date of these regulations.
- 2) Electric vehicle charging infrastructure in place prior to the effective date of these regulations shall not be required to meet the requirements of these regulations unless substantial modification to the infrastructure is proposed in accordance with the criteria identified in Section 6.1.
- 3) All electric vehicles charging infrastructure shall be designed, built, and installed in accordance with applicable provincial and federal codes, regulations, and standards.

5. Registration

- 1) The Electric Vehicle Charging Stations/Battery Swapping station, both public and private, shall be constructed and developed with the prior permission and registration with NEECA.
- 2) The application for the registration shall be submitted as per Schedule-I of the regulations along-with Registration Fee as decided by NEECA Authority from time to time. The NEECA shall decide the registration application within three months of its submission. In case of the refusal of the registration application, NEECA shall afford hearing opportunity to the applicant within a month of the refusal by NEECA.
- 3) NEECA reserved the right to cancel any registration, in case the applicant is found in breach of any requirement as stipulated under the regulation. NEECA shall issue show cause notice before cancellation to the concerned registered EVCS operator.
- 4) The Electric Vehicle Charging Station infrastructure shall comply with the requirements as mentioned in section 7 and 8 of the said regulations.
- 5) NEECA shall identify feasible locations along highways/busy routes, public parking spaces, bus terminals, etc.
- 6) NEECA shall create and maintain data base of all EVCS all across the country. NEECA shall prepare web portal/mobile app for the data base of all EVCS across the country.

6. Charging Infrastructure – Minimum Requirements:

- 1) Current International Standards that are prevalent and used by most vehicle manufacturers are CCS2 and CHAdeMO. Hence charging points / stations shall have one or more electric kiosks / boards with installation of the following international standards:

Table 6.1

Charging Systems	IEC 60335-2-29
	IEC 61851-25
	IEC 61851-3 series
	ISO 18246
DC Charging Connectors	IEC 62196-6
	IEC / TS 62196-4
Battery Swap Systems	IEC 62840 series
	IEC 63066

7. Required Facilities

- 1) All new or reconstructed parking structures or lots / plazas shall be required to install EVCS according to Table 7.1 when one of the following conditions is met:
 - a) The development includes a new off-street parking facility with more than 10 spaces; or
 - b) The parking capacity of an existing building, site, or parking facility with 20 or more spaces is increased by 30 percent or more (expressed as $[\text{number of additional spaces}] / [\text{number of existing spaces}] \times 100$).
 - c) Fuel station layout shall be designed with the provision of parking spaces designated for Electric Vehicles including Canopy on Chargers (in case of open space). The allocated spaces shall have safety precautions e.g. barricaded parking space and safety barrier for charger protection etc.

Table 7.1
EV Charging Requirements for new and reconstructed parking structures

Land Use Type	Percentage of Parking Spaces
High-rise Residential	5-10%
Retail, Restaurants	2%
Office, medical	3%
Industrial	1%
Institutional, municipal	3%
Recreational/entertainment/cultural	1%
Other	3%

2. These requirements may be revised upward or downward as part of an application for a conditional use permit or planned unit development based on verifiable information pertaining to parking.

CHAPTER- 3
REQUIREMENT FOR SITE SELECTION

8. General Requirements for Electric Vehicle Infrastructure

1) General station requirements

- a) **Size.** A standard size parking space shall be used for an electric vehicle charging station where such a station is required or planned.
- b) Equipment Standards and Protection.
 - i. **Clearance.** Charging station equipment mounted on pedestals, light posts, bollards or other devices shall be a minimum of 12 inches clear from the face of curb.
 - ii. **Charging Station Equipment.** Charging station outlets and connector devices shall be according to the OEMs specifications. It shall be mounted and located as not to impede pedestrian movement or create trip hazards on footpaths.
 - iii. **Charging Station Equipment Protection.** When the electric vehicle parking space is perpendicular or at an angle to curb face

and charging equipment, adequate equipment protection, such as wheel stops or concrete- filled steel bollards shall be used.

2) **Maintenance**

Charging station equipment shall be maintained in all respects, including the functioning of the charging equipment. A phone number or other contact information shall be provided on the charging station equipment for reporting when the equipment is not functioning, or other problems are encountered.

3) **Signage**

Electric vehicle charging stations, other than in residential use, shall have posted signage, allowing only charging electric vehicles to park in such spaces. For the purposes of this subsection, “charging” means that an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment. Signage for parking of electric vehicles shall include:

- a) Information on the charging station to identify voltage and amperage levels and any time of use, fees, or safety information.
- b) Restrictions shall be included on the signage, if removal provisions are to be enforced by the property owner.
- c) As appropriate, directional signs to effectively guide motorists to the charging station space(s).

4) **Lighting**

Site lighting shall be provided where EVCS is installed unless charging is for daytime purposes only.

5) **Usage Fees**

The property owner or operator is not restricted from collecting a service fee for the use of an electric vehicle charging station made available to visitors of the property.

6) **Accessible Facilities**

Where electric vehicle charging points are provided in the parking lots or parking garages, accessible electric vehicle charging points shall be provided according to the ratios shown in Table 8.1. The first column indicates the number of parking bays / spaces provided on-site and the second column indicates the number of accessible charging points that are to be provided for the corresponding number(s) of parking bays / spaces.

Table 8.1
Minimum Number of Accessible Electric Vehicle (EV) Charging Points in new /

renovated parking lots / plazas

Number of Parking Bays / Spaces	Minimum accessible EV charging points
5–50	1
51–100	2
101–150	3

7) Accessible electric vehicle charging points should be located in close proximity to the building or facility entrance and shall be connected to a barrier-free accessible route of travel. It is not necessary to designate the accessible electric vehicle charging points exclusively for the use of disabled persons.

8) Charging and Parking

- a) EVCS parking spaces are to be included in the calculation for both the number of minimum and maximum parking spaces required, as provided by the ECBC-2023 -Energy Conservation Building Code 2023.
- b) EVCS parking spaces, where provided for public use, are reserved for parking and charging electric vehicles only, except as otherwise provided by the ECBC-2023-Energy Conservation Building Code 2023.
- c) Electric vehicles may be parked in any space designated for public parking, subject to the restrictions that would apply to any other vehicle that would park in that space.

9) Parking Restrictions

- a) No person shall stop, stand or park any non-electric vehicle in a space designated through signage as an electric vehicle charging station. Any non-electric vehicle is subject to removal by the property owner or the property owner’s agent.
- b) Any electric vehicle in an electric vehicle parking stall that is signed exclusively for electric vehicle charging and that either (1) is not electrically charging or (2) is parked beyond the days and hours designated on regulatory signs posted at or near the space shall be subject to removal as posted by the property owner or the property owner’s agent. For purposes of this sub section, “charging” means an electric vehicle is parked at an electric vehicle charging station and is connected to the charging station equipment.
- c) Decommissioning: Unless otherwise directed by National Energy Efficiency and Conservation Authority (NEECA). Within ninety (90) days of cessation of use of the EVCS, the property owner or operator shall restore the site to its original condition. Should the property owner or operator fail to complete said removal within ninety (90) days, NEECA shall conduct the removal and disposal of improvements at the property owner or operator’s sole cost and expense.

CHAPTER-4

BATTERY SWAPPING STATION

9. Swappable Batteries Facilities:

- 1) Batteries at BSS shall be tested and certified as per PSQCA Standards and IEC 62840 series and IEC 63066.
- 2) NEECA may require additional specific test procedures for the basic characteristics of performance, reliability and electrical functionality for lithium-ion battery packs and systems for the batteries as per ISO 12405-4:2021.
- 3) BSS should have:
 - a) Lane system – used to transfer the EV to a designated location in readiness for battery handling.
 - b) Battery handling system – consist of swap equipment and transfer equipment
 - c) Storage system – used to store the Swappable Battery System (SBS) safely.
 - d) Charging system – used to charge the SBS safely.
 - e) Supervisory and Control system – applicable to automated BSS.
- 4) The Electric Vehicle Supply Equipment used at Swappable station must be approved by NEECA.
- 5) NEECA, in consultation with NEPRA, shall determine the tariff rates for the BSS.
- 6) The safety requirements of battery swap system shall be in compliance with the IEC 62840-2:2016.
- 7) The safety requirements of the battery swap system and/or its systems requires;
 - a) Security requirements for communication,
 - b) Electromagnetic compatibility (EMC),
 - c) Signs and instructions,
 - d) Protection against electric shock and other hazards.

CHAPTER-5
TARIFF & GRID CONNECTIVITY

10. Tariff and Grid connectivity:

- 1) NEPRA, in consultation with NEECA, shall determine which of the following tariff models can be implemented for the EVCS.
 - a) Flat Rate Model
 - b) Time of Use Model,
 - c) Pay per Time or Energy Use Model
 - d) Real Time or Dynamic Pricing
 - e) Cross subsidized Model
- 2) NEPRA, in consultation with NEECA shall determine the tariff rate for the EVCS as per the power capacity usage and distinct utility function for a public charging station as per Chapter 16 of the Consumer Services Manual of NEPRA.
- 3) EVCS shall be subject to all the provisions of the Manual of Performance Standards (Distribution) Rules (PSDR), 2015 and Distribution Code for obtaining a connection and submitting the requisite application forms stated therein from NEPRA with prior approval of NEECA.
- 4) NEPRA and DISCOs, in consultation with NEECA, shall determine the issues of Billing, Metering and Maximum Margin, as per the Consumer Service Manual.
- 5) For the purpose of tariff determination, NEECA in consultation with NEPRA, shall consider following categories in accordance with power capacity usage and distinct utility function for a public charging station:

Table 10.1

sr. No	Charging Levels	Power Capacity (kW)	Preferred Locations
1.	Level 2	(Standard) 7 kW	Workspaces/ Businesses/Shopping Mall
2.	Level 2	(Maximum) 22 kW	Commercial - Shopping Malls/Workspaces
3.	Level 3	(DCFC) 50 kW	Major urban centers – city metropolitans, highways

CHAPTER-6
SAFETY PROVISIONS

11. General safety requirement for electric vehicle charging stations.

- 1) All electric vehicle charging stations shall be designed, installed, tested, certified, inspected and connected in accordance with the provisions of this chapter.
- 2) EVCS are installed according to manufacturer's instructions and applicable legal requirements during construction and installation and shall be in compliance with the highest safety, industrial and technical standards/codes issued by any regulatory body of Pakistan, including Pakistan Standards & Quality Control Authority, recommendations provided by the manufacturer, or DISCO or requirements incorporated into this Consumer Services Manual, from time to time for EVSE and for the overall premises on which the EVCS is located/installed.
- 3) EVCS shall adhere to all the technical and safety requirements stated in the Consumer Services Manual and more specifically chapter 12 as well as PSDR, Distribution Code and Power Safety Code.
- 4) EVCS and Battery Swapping station must conform to all approved and prevailing technical and safety standards approved by National Energy Efficiency and Conservation Authority (NEECA)/Pakistan Standards & Quality Control Authority (PSQCA) and manufacturer's recommendations.
- 5) The owner of EVCS shall ensure that:
 - a) It coordinates with the NEECA and DISCO to obtain EVSE installation requirements, specifications, and other relevant information and documents. This includes any interconnection documents required by the DISCO for new service requests and sites requiring a service upgrade; Provided that the DISCO shall be bound to provide such information and documents in response to the request, free of cost within seven working days.
 - b) The installation, design, and site layout shall consider the potential risk of ignitable fumes such as gasoline dispensers and therefore must comply with relevant safety requirements.
 - c) The installation, design, and site layout shall consider the potential risks during the installation, operation, and maintenance of the EVSE and all support equipment including wiring, conduit, and protection devices;
 - d) The design shall consider protection against vehicle impact and EVSE shall be installed in a position to minimize the likelihood of damage from vehicle impact; Provided that in case the likelihood of damage from vehicle impact cannot be minimized, use of additional protection barriers shall be installed following IEC 62262 i.e. a typical protection against mechanical stress impact for EVSE installed outdoors is IK10.

- e) The electric vehicle parking place shall be such that the connection on the vehicle when parked for charging shall be within five meters from the electric vehicle charging point.
- f) Electric vehicle charging stations shall be designed, installed, tested, certified, inspected, and connected as per manufacturer's instructions/specifications by following the applicable law and international standards such as IEEE, IEC, ASTM, BS, INIFPA, UL, or ISO, etc.
- g) Hazardous live parts shall not *be* accessible to protect persons against electric shock.
- h) Every part of the electric apparatus shall be securely guarded and fenced unless they are safe by position or construction.
- i) Electric vehicle charging station shall be provided with protection against the overload of input supply and output supply fittings.
- j) Electric vehicle charging points shall be installed so that any socket-outlet of supply is at least 800 millimeters above the finished ground level.
- k) A cord extension set or second supply lead shall not be used in addition to the supply lead for the connection of the electric vehicle to the electric vehicle charging point and it shall be so constructed so that it cannot be used as a cord extension set.
- l) Where the connection point is installed outdoors, or in a damp location, the equipment shall have an ingress protection code at least IPX4 as defined in IEC standard 60529".
- m) A lightning protection system shall be provided for the electric vehicle charging station.
- n) The electric vehicle charging station shall be equipped with a protective device against the uncontrolled reverse power flow from the vehicle.
- o) The electric vehicle charging station shall have protection to prevent overvoltage/overloading of the battery.
- p) The electric vehicle charging point shall not be energized until it is connected to the vehicle.
- q) Identify, install and maintain the protective system for abnormal conditions (short-circuits, overcurrent, fault or overloading, etc.) including the grounding of circuits, apparatus, and infrastructures to interrupt all live connections, including the neutral. ELCBs (earth leakage circuit breakers), RCDs (residual current devices), and RCCBs (residual current circuit breakers) shall be used as per design in circuits to prevent fires and shocks in electrical installations. Protections/ controls/ interlocks shall be intact and shall not be bypassed or modified without approval from the designer.

- r) Install and maintain earthing/grounding system for the charging station and bonding system for the vehicle. The resistance shall be as per design or manufacturer's instruction or Distribution design code of Distribution Code. In the absence of grounding and bonding instruction, the earthing resistance shall be not more than 5 Ohms and the transformer shall be not more than 2.5 Ohms to determine the integrity of the grounding path to ensure protection from shock hazards. Verify integrity of earthing/ grounding and bonding *by* continuity test and resistance measurement after 12 months and critical care shall be after 6 months. Provide nameplate/ tag to all equipment with numbers for tracking of earthing/ grounding and bonding testing record, etc. The original record of testing shall be retained and preserved for three (03) years.
- s) Electric vehicle charging station shall *be* provided with an earth continuity monitoring system that disconnects the supply if the earthing connection to the vehicle becomes ineffective.
- t) All apparatus of charging stations shall have the insulation resistance value as per manufacturer's instructions/specifications or as stipulated in the relevant IEC 61851-1 standard.
- u) Power supply cables used in charging stations or charging points shall conform to manufacturer's instructions/specifications or IEC 62893-1 standard.
- v) The safety provisions of all Alternating Current charging stations shall be in accordance with IEC 61851-1, IEC 61851-21 and IEC 61851-22.
- w) The safety provisions of all Direct Current charging stations shall be in accordance with IEC 61851-1, IEC 61851-21, IEC 61851-23 and IEC 61851-24.
- x) Disposal and recycling of the electric batteries shall be done as per the guideline issued by the Federal and provincial Environmental Protection Agencies.

CHAPTER 7 OPERATION AND MAINTENANCE

12. Operations

- 1) EVSE shall be set up in compliance with relevant standards and codes to ensure proper calibration, accurate metering, and transparency;
- 2) EVSE shall be capable to provide *a* technical basis for billing options, metering accuracy, and network connectivity;
- 3) EVSE shall be capable of upgrades to enable Smart-grid-capability through Open Charge Point Protocol (OCPP) transmission and an integrated 4G/5G modem;

- 4) EVSE shall not create faults (typically through a circuit breaker/overcurrent protection), harmonics, and frequency misbalance in the distribution network;
- 5) EVSE shall have the capability to detect and monitor faults and generate signals/alarms in case of any fault is detected as required under international standards like J1772. It shall be capable to react to critical as well as small residual faults, reporting it and deliberately terminating the charging process before the residual current device (RCD) is tripped;
- 6) EVSE shall be connected to energy management systems (EnMS) through the standardized EEBUS protocol for energy management, data exchange, and control;
- 7) EVSE shall be capable to have bi-directional communication with the vehicle as well as intelligent connection to EnMS, monitoring the internal hardware of the charging system, the user interfaces as well as the charging socket and the charging cable. However, it shall be ensured that the EVSE shall not back-feed the grid in the case of an outage;
- 8) A portable socket-outlets or adaptor shall not be used for electric vehicle charging.

13. Maintenance and Inspection

- 1) The owner of the charging station shall ensure the electrical and mechanical isolation before performing any servicing or maintenance at the charging station, where the unexpected energizing, start-up, or release of any type of energy (electrical, kinetic, potential, thermal, chemical) could occur, cause damage to equipment, and injury to personnel.
- 2) The owner of the charging station shall plan and conduct periodic preventive maintenance based on the manufacturer's instructions/manual.
- 3) The owner of the charging station shall ensure that the inspection and testing shall be done as specified in the manufacturer's instructions/manual at specified intervals.
- 4) The owner of the charging station shall arrange inspection and testing by the Enforcement Officer or Third Party Inspector. The report of inspection / testing may be submitted to NEECA.
- 5) The owner of the charging station shall ensure that inspection and testing of the charging station shall carry out every *year* or at the time of any major breakdown.
- 6) The original record of inspection, maintenance, and testing shall be retained and preserved by the owner for three (03) years.

CHAPTER 8
ENFORCEMENT

14. Violations

- 1) If the owner of an EVCS is found to be in violation of the provisions of these regulations, Enforcement Officer shall be responsible for administering the violation.
- 2) The Enforcement Officer shall have power as per Sec 15 of the NEECA Act 2016.
- 3) NEECA shall have authority to impose fine, as per Section 18 of the NEECA Act 2016, for any of the violations of any provision of these regulations.

15. Effectiveness, Interpretation, Severability

- 1) These regulations shall become effective immediately upon its adoption.
- 2) The invalidity of any section or provision of these regulations shall not be held to invalidate any other section or provision of these regulations.
- 3) The provisions of these regulations shall have overriding effect, notwithstanding anything contained in any other law or regulations or rules, as the case may be, before or after the coming into force of the said provisions.

**Application form for Submitting Proposals for Registration of Electric
Vehicles Charging Infrastructure.**

**I. Purpose of the EV Charging Stations
(Strike off whichever is not applicable)**

Public / Private

II. COMPANY DETAILS

1. Name of the Applicant / Company

2. Company registered under

3. Address

a. Office Phone Number

Office Email ID

b. Designation

Mobile Number

c. E-Mail

4. GST Number (copy to be enclosed)

5. Present activity/business carried on by the applicant/ organization.

6. Give details of the turnover of the organization in last three years (copies of the profit and loss account and Balance Sheet/ Annual Report to be enclosed).

III. Location of the proposed site with details

1. Location Details

Land details of the Charging Station site

- a) Name of village/area
- b) District
- c) Pin Code
- d) Survey Nos.
- e) Land Extent survey No.wise
- f) Geo-graphical co-ordinates of Location
- g) Type of land ownership

2. Nearest sub-station details

- a) DISCO
- b) Name & Address of Sub Station
- c) Voltage Level of Substation
- d) Distance from Proposed Charging Station in Kms

3. Proposed Gross Capacity Charging Station (KW)

- a) Type of Charger
- b) Number of Chargers
- c) Capacity of each Charger/ Swapping Station
- d) Number of Guns for each charger/ Swapping Station
- e) Details of Network Service Provider(NSP)

4. Estimated cost of the project proposed (Rs.....)

5. Planned duration for commissioning of the project. (Months)

IV. DETAILS OF REGISTRATION FEE REMITTED

1. Amount Paid: *Registration fees to be decided later by NEECA.*

2. Mode of Payment

NEECA Bank Details:

3. Transaction Details:

Bank Name

Reference Number

Transaction Date

V. DECLARATION

- i. I/We certify that all information furnished is true to the best of our knowledge.
- ii. I/We abide by the rules and regulations, terms and conditions laid down by NEECA, NEPRA, DISCOs, NHA, or any other Government departments.
- iii. We submit the required information periodically and give access to our charging station online data.

VI. ENCLOSURES

1. Certified copy of Registration Certificate.
2. Copy of GST Registration
3. Registration fee by way of Demand Draft, drawn in favor of NEECA, payable at NEECA Bank Account.
4. Certified copy of the Authority confirming powers on the person(s) who are competent to apply for Registration of EVCS with NEECA.
5. NOCs from DISCOs, EPA and NHA, as per prevalent rules for the EV Infrastructure Charging station.
6. Any other relevant information required by the NEECA Authority.
7. Layout of Charging Infrastructure