

**Subject: Permission for Installation & Operation of Public Electric Vehicle Charging Stations and Battery Swapping Stations on land owned or managed by South Delhi Municipal Corporation including roads transferred to PWD for maintenance, in the jurisdiction of SDMC.**

The Government of India (GOI) is promoting Electric Vehicles (EVs) adoption in India and has recently announced its target to reach 25% EV adoption by 2030. Several state governments are also working towards accelerating EV adoption in their respective states.

Govt. of National Capital Territory of Delhi (GNCTD), vide notification No. 19(05)/TPT/Sectt/2017/63266 dated 23.09.2019 have notified the parking rules in respect of the National Capital Territory of Delhi. Para 12 of the Rules having provision for charging of electric vehicles is reproduced below:

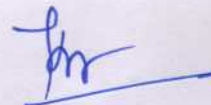
Charging Facilities for Electric Vehicles:-

- (i) The civic agencies shall identify and provide an area in each parking facility to be used for electric vehicle (EV) charging and battery swapping facilities. Proportion of parking facilities to be demarcated will be assessed by the Transport Department, GNCTD, from time to time, which is likely to increase overtime. This should include exclusive night parking places for the purpose of parking and legal charging of E-rickshaws and other EVs.
- (ii) The demarcated area should have direct and easy ingress and egress from a public road and should ideally be located in proximity to power supply infrastructure.
- (iii) The demarcated area for EV charging shall be leased or sub-leased in the future to operators of charging stations and battery swapping stations selected through a competitive bidding process.

Further, GNCTD vide its notification No.DC/OPS/TPT/ 1260/ 2018/ 38704 dated 07.08.2020 has notified the "Delhi Electric Vehicles Policy,2020"

Clause 6.2 dealing with **Charging Infrastructure states that:**

6.2.1 *Providing accessible public charging facilities within 3 km travel from anywhere in Delhi is a key objective of this policy. Considering that there are several stakeholders involved in the implementation of public charging infrastructure within Delhi, a Working Group on Accelerated Rollout of Charging Infrastructure in Delhi ('Charging Infrastructure Working Group') has already been established by the power Department, GNCTD with representative from all relevant government agencies, DISCOMS and Local Bodies vide order No.F.11(50)2019/Power/1216 dated 29.04.2019.*



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6.2.2 *Energy Operators (Eos) shall be invited to set up charging and battery stations across Delhi in multiple phases by porting and providing Concessional Locations for charging station at bare minimum lease rentals. These Concessional Locations shall be carved out from existing public parking zones and other GNCTD identified locations such that they offer easy entry and exist.*

SDMC, with the approval of the Corporation vide Resolution No.148 dated 19.12.2019 is already in agreement with M/s Energy Efficiency Services Limited (EESL), which is a PSU of Ministry of Power, Government of India, for installation of electric vehicle charging stations in the jurisdiction of SDMC. Monthly license fee, in the instant case, has been proposed as in the case of EESL and approved by the Corporation.

As enunciated in Parking Policy, Delhi Electric Vehicle Policy, 2020, as well as to provide more and more facilities to electric vehicle users in the City, Public Sector Undertakings, EESL etc. and DISCOMS (operating in Delhi only) may be permitted to install & operate public electric vehicle charging stations and battery swapping stations on land owned or managed by SDMC including roads transferred to PWD for maintenance, in the jurisdiction of SDMC. The Concessionaire will be responsible for procurement, installation, operation and maintenance of all the chargers. They will tie up with SDMC to install Public charging Stations (PCS).

### **1. Monthly License Fee**

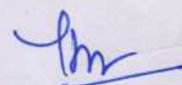
The Concessionaire shall pay an amount of Rs. 1.00 per KWh of energy dispensed for charging of electric vehicles towards the rental charges for the land and support provided by SDMC. The energy (KWh) as recorded by State Discom tariff meter shall be utilized for determination of above calculations.

If the space required by Concessionaire is more than three ECS than Rs. 2000/- will be levied extra per ECS per month.

SDMC may revise fees after 5 years on mutually agreed terms & conditions with the Concessionaire.

SDMC will provide land/space for the installation & operation of EV charging station and battery swapping station as per MOP guidelines and standards and subsequent amendments thereof. The land/space allotted may be used for 2/3/4 wheeler vehicles or as per requirement. Any modification in requirement of space may be mutually decided in subsequent stages depending upon revenue generation.

**Non-Payment of Monthly License Fee:** The concessionaire will have to pay license fee on monthly basis, in advance, by the 10th day of each calendar month. Non-payment of monthly license fee and other dues within the prescribed date will constitute breach of the terms of permission and shall render the permission liable to be revoked. Besides, the concessionaire shall pay simple interest @12% per annum on the amounts of permission and other dues remaining outstanding after the due date and falling in arrears. Interest shall continue to accrue till the



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monthly license fee and other dues are finally squared up. Such interest shall be charged for the full month if the payment of monthly license fee and other dues is not made by the due date with arrears, if any. In case, payments remain outstanding for a maximum period of 3 months, the permission granted shall stand terminated.

## **2. Key responsibilities:**

### **a. SDMC**

- i. SDMC will provide bare space for installation of electric vehicle charging station/s and battery swapping station/s on land/space owned or managed by SDMC and on PWD roads (which were transferred to PWD for maintenance), in the jurisdiction of SDMC.
- ii. Necessary system re-enforcements with parking concessionaire and other authorities for installation of PCS as and when required, at mutually agreed Locations.

### **b. Concessionaire(Public Charging Station Operator)**

- i. Procurement of Charging Units
- ii. Procurement of Related Infrastructure
- iii. Undertake location assessment in association with SDMC and Utility
- iv. Apply for power connection
- v. Foundation for placing of Charging Units
- vi. Electrical earthing for Charging Units
- vii. Payment gateway
- viii. Central Management System
- ix. Paint jobs required for charging stations
- x. Canopy for charging units, barricading and demarking EV charging slots
- xi. Start-up, testing, and commissioning of each Charging Unit and Related Infrastructure.
- xii. SLD charges, cost associated for service cable connection for electric vehicle infrastructure
- xiii. Create awareness of Charging Units amongst general public
- xiv. Any applicable taxes/levies will be paid by the concessionaire directly to the concerned authority.

## **3. Co-branding and Advertisement:**

The Concessionaire may have the right of advertisements and branding activities in & around of or peripheral to Charging Units or Charging Hubs at the Location. The revenue from such advertisement and branding activities (if any) shall be shared between the Concessionaire and SDMC on equal share basis. The Concessionaire will follow the guidelines contained in Outdoor Advertisement Policy, 2017, DMC Act & Advertisement Bye Laws as amended from time to time. The unit area rate for advertisement/display will be decided as per the

  
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tendered rate/approved rate of SDMC or selling price of the advertisement by the concessionaire, whichever is higher and as finalized by SDMC. The revenue generated on this account will be deposited in an Escrow Account and will be shared between SDMC & Concessionaire in equal ratio i.e. 50% each. Calculation of revenue from advertisement will be done on actual basis i.e. on the basis of total revenue earned by the Concessionaire on this account.

#### **4. Key Financial Matrics of the PCS Business:**

The operating cost of the structure of PCS is as explained below.

**Cost of power consumption:** The PCS operator has to pay cost of power and applicable surcharges and duties as approved by the respective State Electricity Regulatory Commission. It is to be noted that the power cost alone contributes 30%-70% of the total cost.

**Capital costs:** Capital cost of PCS includes costs related to the installation of EV Supply Equipment (EVSE) and related infrastructure such as Charger Management System (CMS), meter and meter box, and accessories such as canopy, LED screens, CCTV camera, barricading, etc.

**Other operating costs:** PCS operator needs to pay for several other services such as payment gateway charges, insurance premium, etc.

#### **5. Duration**

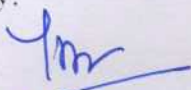
The permission granted by SDMC shall remain in force for a maximum period of 120 months from the effective date of issue of permission letter.

#### **6. Indemnification**

The Concessionaire shall indemnify, defend and hold SDMC and any of its directors, officers, members, employees, and all of its and their successors and assigns, harmless from and against any and all, claims, liabilities, judgments including but not limited to, reasonable attorney fees arising out of or incurred in connection with a breach of any representation, or covenant by the Concessionaire including against any and all Damages from third-party Claims which arise out of or relate to: (i) Concessionaire's negligent acts or omissions, recklessness or misconduct; or (ii) the loss of life or any injury to persons or property due to conditions existing at the property.

#### **7. Disputes:**

In case of any dispute arising on account of grant of permission by SDMC will be subject to courts in the jurisdiction of Delhi only.


  
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## **8. Competent Authority**

Commissioner/SDMC or any other officer nominated/ designated by him shall be competent to grant permission for installation & operation of public electric vehicle charging stations and battery swapping stations on land owned or managed by SDMC including roads transferred to PWD for maintenance in the jurisdiction of SDMC. The Commissioner/SDMC may make suitable amendments in the Policy, as per changing requirement.

## **9. Incubation Period**

The concessionaire will be allowed a period of 120 days for procurement/ installation of charging infrastructure etc. The MLF will be payable after the incubation period is over or from the date of installation & operation of Public Electric Vehicle charging station etc. whichever is earlier.

  
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