

## Frequently Asked Questions (FAQs) - Operational Guidelines for deployment of EV Public Charging Stations (EV PCS) under the PM E-DRIVE Scheme (dated 26 September 2025)

### 1. What is the key difference between Category A and Category B locations?

- a. **Category A** examples include Govt offices such as Collectorate, CPWD, OMCs Corporate Office, DISCOM Head Office, Development Authority office, State Road Transport Corporation offices, CPSE townships, and residential complexes for Government employees. It also includes Government educational institutions such as colleges, universities, NITs/IITs, and Government hospitals.

Subsidy requested under Category A should preferably not exceed 20% of the total requested subsidy.

- b. **Category B** examples include municipal parking lots, State DISCOMs' substations/division offices, Govt. operated public places (libraries, community centers, museums), Govt. operated commercial establishments (guest houses, rest houses, hotels, resorts, state tourism development corporation properties), railway stations, airports (operated & maintained by AAI), retail outlets of public sector OMCs, bus stations operated by STUs, metro stations, public sector ports and NHAI / State govt controlled / managed toll plazas & way-side amenities on highways / expressways.
- c. All locations should have unrestricted public access.

### 2. Who is responsible for deciding the category of the location?

Respective Nodal Agency shall be responsible for deciding the category of the location as per the categorization defined in the operational guidelines.

### 3. What happens if subsidy is requested/availed considering the location as Category A but the same falls under Category B or C subsequently?

In such cases the excess subsidy availed will be recovered along with applicable interest from the date of availing the subsidy.

### 4. How can nodal agencies appointed by eligible entities identify locations for EV Public Charging Stations (EV PCS)?

The nodal agency shall undertake a feasibility study to assess the viability of proposed EV PCS locations. The feasibility study report covering basis of selection of locations, configurations, and charger ratings shall be submitted

along with the EV PCS proposal.

**5. How can nodal agencies appointed by eligible entities aggregate demand for EV Public Charging Stations (EV PCS)?**

Nodal agencies may select cities or highways as per the criteria defined under Clause 3 of the operational guidelines “Locations for EV PCS”.

Nodal agencies can aggregate demand by coordinating with land-owning entities such as Urban Local Bodies (ULBs), Public Sector Undertakings (PSUs), government departments, metro authorities, and railway stations, as well as private landowners including malls and market complexes.

**6. Are BEE benchmark costs subject to revision?**

BEE has revised the benchmark costs in October 2025, and are provided below:

a. For EV Supply Equipment i.e., EV Charger

<b>Connector Type</b>	<b>Charger Rating</b>	<b>Value in lakhs (Including GST)</b>
LEVDC & LECCS (AC/DC)	12kW	1.60
CCS-II	60 kW	3.40
CCS-II	120 kW	5.00
CCS-II	240 kW	8.00
CCS-II	360 kW	12.50

b. For Upstream Infrastructure-

- i. The subsidy for upstream infrastructure costs shall be based on demand note issued by State DISCOMs.
  - ii. Upstream infrastructure typically includes a distribution transformer, LT and HT cables, AC distribution boxes, circuit breakers/isolators, and other protection equipment, along with tubular or PCC mounting structures, fencing, and civil works, as defined by BEE.
  - iii. For EVPCS proposals, the nodal agency shall submit the demand notes or estimates received from DISCOMs for each EVPCS rating (e.g., 60 kW, 120 kW, 240 kW, etc.). Any upstream infrastructure costs deemed abnormally high may be excluded from the subsidy claim.
  - iv. Upstream infrastructure expenses shall include payments to DISCOMs and any direct expenses incurred by implementation agencies (nodal agencies/CPOs) for items mentioned above under the upstream infrastructure definition.
- c. All refundable deposits and GST shall not be eligible for subsidy.
  - d. States/UTs that have already submitted EV PCS proposals shall resubmit revised proposals in line with the updated benchmarks. Any

further revisions notified by BEE will automatically apply for subsidy calculations under PM E-DRIVE.

#### **7. Who can submit proposal for availing subsidy?**

As per clause 2 of the operational guidelines "Eligible Entities"- Govt. of India ministries, Central Public Sector Enterprises (CPSEs), States/Union Territories and PSUs under them shall be eligible to submit EV PCS proposals to MHI. Govt ministries and States / UTs shall appoint nodal agency to aggregate the demand for EV PCS and submit the proposals.

The designated nodal agency may also appoint sub-nodal agencies for demand aggregation and charger deployment. However, all EV PCS proposals shall be routed through the appointed nodal agency. The subsidy to be provided only to the appointed nodal agency.

#### **8. Who is eligible to receive advance subsidy?**

Advance subsidies may be provided to nodal agencies- appointed by States/UTs, Govt Ministries and CPSEs- that directly implement and commission EV PCS without engaging private Charge Point Operators (CPOs), subject to submission of the required undertaking/documents. The final tranche will be released after successful energization, commissioning, and onboarding of the EV PCS to the proposed National Unified Hub (to be called Unified Bharat E-Charge).

#### **9. Can nodal agencies directly install and operate EV PCS without appointing CPOs?**

Yes, Nodal agencies appointed by States/UTs, Govt Ministries and CPSEs may self-implement and operate EV PCS. However, wherever feasible, it is recommended that nodal agencies engage CPOs for deployment of EV PCS to ensure high charger uptime.

#### **10. Is a tendering process mandatory for selecting Charge Point Operators (CPOs)?**

Nodal agencies may select or shortlist CPOs through a fair and transparent process, as determined by the respective nodal agency.

#### **11. What are the expectations regarding uptime and maintenance?**

Implementing agencies—whether CPOs or nodal agencies—are responsible for ensuring continuous operation, timely maintenance, and high uptime of installed EV chargers. Performance will be monitored online through the proposed National Unified Hub (to be called Unified Bharat E-Charge).

**12. What data must be shared with Unified Bharat E-Charge?**

Implementing agencies—whether CPOs or nodal agencies— shall share data including charger location, availability status, pricing, and digital payment options to ensure nationwide visibility and accessibility for EV users.

**13. How is the prioritization of evaluating proposals determined for those already submitted by the Nodal Agency?**

The revised proposal shall be evaluated based on a first-come, first-served basis. However, MHI shall reserve the right to accept/reject any of the proposed locations/proposal submitted by the Nodal Agency.