

**Amendments in
Model Building Bye-Laws
(MBBL - 2016)
for
Electric Vehicle Charging Infrastructure**

**Town and Country Planning Organization
Ministry of Housing and Urban Affairs
Government of India**

February, 2019

Preamble

To address the quantum of emissions from the “Transport” sector powered by fossil fuels, “electric vehicle” is considered a viable option for short distance / inter-city trips with adequate “charging stations” available. It is necessary to make provisions for establishing Public Charging Stations (PCS) in the local areas including urban CBDs for vehicle re-fuelling / recharging.

Hence, amendments are required for addition of norms for charging Infrastructure provisions in Development Control Regulations and enabling provisions for installing “*Charging Infrastructure*” in the building premises and core urban areas of the cities.

Based on available charging technologies and their evolution, type of vehicles, the types of chargers, indicating number of charging points required for setting up adequate PCS within the local urban areas including the building premises of all building types and with the long term vision of implementing ‘electric mobility’ during the next 30 years, amendments are made in the relevant sections (Chapter 10) of the Model Building Bye-laws, 2016.

Amendments to Model Building Bye-Laws, 2016

In Chapter 10: Sustainability and Green Provisions

After section 10.3 “Various Guidelines for Green Rating Systems”.

Provision of “Electric Vehicle Charging Infrastructure” to be added at clause 10.4

10.4 Electric Vehicle Charging Infrastructure (EVCI):

Based on the occupancy pattern and the total parking provisions in the premises of the various building types, charging infrastructures shall be provided only for EVs, which is currently assumed to be 20% of all ‘vehicle holding capacity’/‘parking capacity’ at the premise.

Additionally, the building premise will have to have an additional power load, equivalent to the power required for all charging points (in a PCS) to be operated simultaneously, with a safety factor of 1.25 (refer *Explanatory Note- Annexure III*).

10.4.1 Residential Buildings (plotted house)

Table 1: Charging Infrastructure requirements for individual house/ self-use

Building Type	Plotted House
Ownership of Station	Private (Owner)
Connection and Metering	Domestic meter
Type of Charger	Slow chargers as per owner’s specific requirements
Modes of Charging	AC (Single charging gun)
Norms of Provisions	Min. 1 SC and additional provisions as per the owner individual.

Note:

- *The charging infrastructure installed by a home owner shall be construed as a Private CI meant for self-use (non-commercial basis) as per the note at clause no 4 of the explanatory note at Annexure III.*

10.4.2 All other buildings (including Group Housing)

Any PCS installed at Public/Private areas or building premises of any category that caters to commercial mode of charging of EVs shall be deemed as a Public Charging Station and shall have to install the minimum requirements of chargers as specified in the Guidelines dated 14.12.2018 of Ministry of Power (refer Annexure IV for MoP Guidelines). However, in order to provide sufficient charging points for the EV share in all vehicles (refer clause 3 of the *Explanatory Note- Annexure III*), ratio of types of chargers is recommended in the table below -

Table 2: Charging Infrastructure requirements for PCS (commercial use)

Building Type	Any building type			
Ownership of Station	Service provider			
Connection and Metering	Commercial Metering and Payment			
Types of Charger	as per min. requirements specified in MoP Guidelines (refer Annexure IV)			
Additional chargers	PCS service providers shall install additional number of kiosk/chargers beyond the minimum specified requirements to meet the ratio of charging points as prescribed below (by the type of vehicles).			
Norms of Provisions for charging points	4Ws 1 SC - each 3 EVs 1 FC - each 10EVs	3Ws 1 SC - each 2 EVs	2Ws 1 SC - each 2 EVs	PV (Buses) 1 FC - each 10 EVs

Note:

- *Charging bays shall be planned currently at 20% capacity of all vehicles including 2Ws and PVs(cars)*
- *Open metering and on-spot payment options to be available for all users.*
- *Provision of FCB CS and BS shall not be mandatory, and will be at the discretion of the service provider.*

Abbreviations used:

2Ws	-	Two wheelers
3Ws	-	Three wheelers
4Ws	-	Four wheelers / PV(cars)
PVs	-	Passenger Vehicles
EV	-	Electric Vehicle
SC	-	Slow Charger / Slow Charging (AC)
FC	-	Fast Charger / Fast Charging (DC and a few AC ones)
PCS	-	Public Charging Stations
MBBL	-	Model Building Bye-Laws, 2016
FCB CS	-	Fluid Cooled Battery Charging Station
BS	-	Battery Swap

**Annexure III
(MBBL 2016)**

**Explanatory Note
on
Electric Vehicle Charging Infrastructure
(For MBBL, 2016)**

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Abbreviations:

UNFCC	-	United Nations Framework Convention on Climate Change
IPCC	-	Intergovernmental Panel on Climate Change
GHG	-	Green House Gases
2Ws	-	Two wheelers
3Ws	-	Three wheelers
4Ws	-	Four wheelers / PV(cars)
PVs	-	Passenger Vehicles
CVs	-	Commercial Vehicles
EV	-	Electric Vehicle
EVSE	-	Electric Vehicle Supply Equipment
SC	-	Slow Charger / Slow Charging (AC)
FC	-	Fast Charger / Fast Charging (DC and a few AC ones)
BS	-	Battery Swap
PCS	-	Public Charging Stations
PCI	-	Public Charging Infrastructure
Private CI	-	Private Charging Infrastructure
MBBL	-	Model Building Bye-Laws, 2016
URDPFI	-	Urban and Regional Development Plan Formulation and Implementation Guidelines, 2014
NSP	-	Network Service Provider (information network)
SP	-	Service Provider

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1. Rationale for EVCI establishment

Rapid urbanization coupled with adoption of mechanized transportation modes has resulted in high emissions of Green House Gases that goes on to impact Global warming. Unless, the global surface temperature rise is restricted to no more than 2°C compared with pre-industrial levels, the IPCC has warned that the world will see irreversible catastrophic climate change.

India being a signatory to the UNFCCC, has pledged for efforts to assess the Greenhouse Gas Emissions (GHG) of anthropogenic origin and removal by sinks. India's per capita emissions are still considered low at 1.9 tonnes (2013), but its total emissions are next only to China and the US and is likely to overtake those of the EU by 2019.

While comparing the Indian cities for their emission scores, Delhi is on top as the biggest emitter at over 38 38 million tonnes of carbon dioxide equivalent overall emissions, followed by Greater Mumbai at 22.7 million tonnes and Chennai at 22.1 million tonnes, Kolkata at 14.8million tonnes, Bangalore at 19.8million tonnes, Hyderabad at 13.7 million tonnes and Ahmedabad at 9million tonnes were the other cities whose emissions for the year were calculated sector wise.

As per the statistics of Transport Department (GNCTD), total number of vehicles in Delhi is more than the combined total vehicles in Mumbai, Chennai and Kolkata. Delhi has 85 private cars per 1000 population against the national average of 8 cars per 1000 population. In terms of CO₂ emissions due to motor vehicles, Delhi emits about 12.4 million tonnes while the city of Bengaluru emits about 8.6 million tonnes.^[1]

Therefore, addressing the quantum of emissions from the “Transport” and “Domestic” sector emerges to be the high priority subjects under the overarching umbrella of “*Climate change mitigation*” as committed to the UNFCC.

Encouraging “Electric Vehicles” as a viable option for phased transportation in terms of short and long distance trips with appropriate “Charging Infrastructure” is therefore, the pre-condition for this paradigm shift / phased migration to sustainable transportation.

For this changes are required in Infrastructure provisions (at Regional and City levels) and in Development Control Regulations (in terms of provisions therein) to include the formulations of norms and standards for “*Charging Infrastructure*” in the said Mater Plan Regulations and State Bye-Laws for adoption across the country suiting local conditions.

2. EV Charging Technology

2.1 Electric Vehicle Supply Equipment (EVSE):

An EVSE is a wall mounted box that supplies electric energy for recharging of electric vehicle batteries. Also EVSEs have a safety lock-out feature that does not allow current to flow from the device until the plug is physically inserted into the car.

EVSEs can be customized with added features like:

- Authentication
- Integrated payment gateways
- Software for remote monitoring.

As electric vehicle charging technology continues to advance, several standards and guidelines have become widely accepted across the industry. This section gives a brief overview of charging infrastructure technology, standards, and terminology.

2.2 Different types of EVSE:

Charging speeds- Charging power, which determines the time required to charge a vehicle, can vary by orders of magnitude across charge points, as shown in Table 1. A small household outlet may charge as slowly as 1.2 kW, while the most advanced rapid charging stations can charge at up to 350 kW. Charging infrastructure is broadly broken into three categories based on speed: Level 1, Level 2, and direct current (DC) fast charging (sometimes referred to as Level 3).

(Source: "Emerging Best Practices for Electric Vehicle Charging Infrastructure", Oct' 2017)

Private Charging

Charging batteries of privately owned cars through domestic charging points. Billing is mostly part of home/domestic metering.

AC "Slow" Charging:

The home private chargers are generally used with 230V/15A single phase plug which can deliver a maximum of up to about 2.5KW of power. The EVSE supplies AC current to the vehicle's onboard charger which in turn converts the AC power to DC allowing the battery to be charged.

Public Charging

For charging outside the home premises, electric power needs to be billed and payment needs to be collected. The power drawn by these chargers may need to be managed from time to time.

DC "Fast" Charging:

DC current is sent to the electric car's battery directly via the charge port. FC chargers (usually 50 KW or more) can supply 100 or more kilometers of range per hour of charging. The fast chargers would generally be used as a top-up, rather than fully charging vehicles. These are important for cab companies and corporate users who have a fleet of electric cars.

3. Options for EV Charging

There is an urgent need to offer flexible charging infrastructure for different vehicle segments to drive adoption of EVs. Charging infrastructure is the most crucial enabler in the entire EV value chain. The exploration of different charging models according to the local conditions shall enable faster deployment of electric vehicles in the country.

EV share in all vehicles - It has been broadly projected that by the current rate of adoption of EVs, about 15% of all vehicles in the country would be EVs by the year 2020. Therefore, while assuming percentage composition of all proposed capacities in Public facilities of vehicle holding capacity, the Metropolitan and 'Tier I' cities will be assumed to have a higher percentage share of EVs, say **20% for now**. The charging infrastructure prescriptions in all urban development guidelines shall, therefore, be in consonance with the said percentage.

Power Load sanction to premises – While adding these Charging Infrastructures to the proposed set of building types of the Indian cities, **enhanced Power Load shall have to be had for each such building type by the Power DISCOMs**, commensurate to the total additional power requirement of simultaneous operation of all the prescribed charging points in the premise. With further advancement of charging technologies and the enhanced capacity of chargers to draw more power, it is advised that the **load capacity assigned to each premise should be kept with a safety factor of 1.25** with a long-term vision of 30 years.

Table 1: EVs charging “modes” and ‘availability’

Vehicle type	Slow Charging	Fast Charging	Public CI
2 Wheelers	Y	N	Yes/Limited
3 Wheelers	Y	N	Yes/Limited
PVs (Cars)	Y	Y	Yes
PVs (Buses)	N	Y	Yes

Table 2: Charging options for EV types (by ownership)

Vehicle type	Private CI	Public CS	Predominant place of charging
2 Wheelers	SC/BS	SC	Point of residence / Work
3 Wheelers	SC/BS	SC/BS	Residence / Parking stations
PVs (Cars)	SC/BS	FC	Residence / Point of work / other public places
PVs (Buses)	-	FC/BS	Bus Terminals/Depots

Note:

- The option of Battery Swapping (BS) for privately owned 2Ws and PV(Cars) is limited to Private CI.
- For 3 Ws the BS is proposed to be made available in PCS, for faster recharge experience only
- For PV (Buses), Captive Fast charging infrastructure for 100% internal use for fleets may be adopted by privately owned Depots/Garages.

Based on the above stated EV charging technologies available and the current trend of evolving technologies of faster charging experience, the Ministry of Power has issued ***Guidelines and Standards for setting up Charging Infrastructure for Electric Vehicles*** [Ministry of Power (MoP) Guidelines dated 14.12.2018] for charging infrastructure to be installed at every Public Charging Station (PCS). 'Connectivity regulations and Safety norms' shall be defined by respective authorities such as Central Electric Authority/MoP for grid access to such PCS / any other charging station/infrastructure.

4. Charger Specifications and PCS Infrastructure

Any installed PCS shall have one or more electric kiosk/boards with installation of all charger models as prescribed in the **Guidelines and Standards notified by Ministry of Power, dated 14 December 2018 for "Charging Infrastructure for EVs"** (at Annexure II), with other necessary arrangements as deemed necessary.

Public Charging Station service providers shall be free to create charging hubs and to install additional number of kiosk/chargers in addition to the minimum chargers prescribed vide the MoP Guidelines, including options for installation of additional chargers, if required.

Note:

1. *Minimum infrastructure requirements do not apply to Private Charging Points meant for self-use of individual EV owners (non-commercial basis).*
2. *Captive charging infrastructure for 100% internal use for a company's own fleet will not be required to install all type of chargers and to have NSP tie ups.*

5. Location of PCS / FCB CS in local area / building precincts

In accordance with the Guidelines issued by the *Ministry of Power (MoP)*, following minimum standards with regard to density of / distance between PCS in local level facilities in building premise / urban precincts shall be followed as per provisions in the Model BBL-2016

1. At the Local levels (within the urban area):

- At least 1 Public Charging Station is to be available within a grid of 3Km x 3Km.

2. At the Building premise levels (for various building types)

- Private charging infrastructure (non-commercial use) for individuals.
- For all commercial modes of charging EVs, at least 1 PCS, as per minimum specifications laid under MoP guidelines.
- Standalone Battery Swapping Stations may be added with the PCs.

Annexure IV - (MoP Guidelines) to be added in MBBL 2016 - being pdf document has been made available in Attachment Section.