WBSEDCL

WEST BENGAL STATE ELECTRICITY DISTRIBUTION COMPANY LIMITED

Establishment of EV Public Charging Station at Private Lands (Category C) Under PM E-Drive Scheme

1. Introduction to PM E-Drive Scheme

The Government of India, through the Ministry of Heavy Industries (MHI), has launched the PM E-DRIVE Scheme to accelerate the adoption of electric vehicles (EVs) and strengthen the country's EV charging ecosystem. The scheme envisages the development of a robust, accessible, and reliable network of Electric Vehicle Public Charging Stations (EV PCS) across the country. With a total financial outlay of ₹10,900 crore, the scheme provides dedicated support for promoting electric mobility and developing the necessary charging infrastructure. An amount of ₹2,000 crore has been specifically earmarked for the establishment of EV charging infrastructure, including upstream electrical infrastructure and Electric Vehicle Supply Equipment (EVSE).

In the state of West Bengal, West Bengal State Electricity Distribution Company Limited (WBSEDCL) has been designated as the State Nodal Agency (SNA) for implementation of EV charging infrastructure under the PM E-DRIVE framework.

2. Subsidy for category C type land under PM E-DRIVE

Category	Location	Subsidy on Upstream infrastructure*	Subsidy on EVSE#
C	Private properties / lands situated at i) Cities - Streets, shopping malls, market complexes etc. ii) Highways/ Expressways	80%	NIL

*(*) **upstream infrastructure** typically includes a distribution transformer, LT and HT cables / Overhead lines, AC distribution boxes, circuit breakers/ isolators and other protection equipment, tubular or PCC mounting structures, fencing and civil works.*

*(#) **EVSE** consists of EV charger including charging guns.*

3. Disbursement process of subsidy

As the implementation of EV Public Charging Stations under the PM E-Drive Scheme is being initiated in West Bengal, the subsidy disbursement mechanism is proposed to be administered through the State Nodal Agency.

Under the PM E-DRIVE guidelines, subsidy is typically released in two tranches:

a) First Tranche (70%)

- The applicant initiates deployment activities such as procuring infrastructure, applying for power connections, and procuring EV chargers and will pay the amount as per Demand notes for upstream infrastructure to DISCOMs.

- The applicant has to submit the undertaking certifying:
    a. Demand notes for upstream infrastructure paid to DISCOMs.
    b. Procured EV chargers are compliant with Phased Manufacturing Programme (PMP) guidelines, as amended from time to time.
    c. Procured EV chargers are in accordance with the charging standards as defined in MoP guidelines.
- Once eligible costs are incurred (e.g., payments to DISCOMs and compliant charger procurement), the nodal agency submits an undertaking and supporting documents on the portal to request the first tranche.
- On successful validation by MHI, the first tranche from the Central Government account will be electronically transferred to the State's dedicated SNA.

b) Second (Final 30%) Tranche

- After installation, energization and commissioning of EV charging infrastructure, the applicant has to submit the undertaking by certifying the following:
    a. Installed EV PCS have been successfully commission ed /energized
    b. Procured EV chargers are compliant with PMP guidelines
    c. Installed EV chargers have been onboarded on the 'National Unified Hub being developed by MHI
- A Utilization Certificate should also be submitted indicating the final utilization.
- The nodal agency (BHEL) will certify the above and Following review by MHI, the second tranche is released through PFMS using the same validation and fund transfer steps.

Upon successful verification and approval, the eligible subsidy amount, limited to up to 80% of the approved upstream infrastructure cost, may be released to the applicant through the designated payment mechanism via WBSEDCL (SNA), subject to compliance with the scheme provisions and availability of funds.

4. Necessary Backend Electrical Infrastructure (Upstream)

Power availability is a critical prerequisite for the reliable and efficient operation of Electric Vehicle Public Charging Stations (EVPCS). Adequate electrical infrastructure must be established to meet the anticipated power demand of the charging facility.

To ensure a continuous and uninterrupted power supply to the EV charging station, it is proposed that a dedicated Distribution Transformer (DTR) of appropriate capacity (kVA rating), commensurate with the projected load requirement, be installed for drawing power from the distribution network.

The applicant is advised to initiate necessary application with the concerned Distribution Licensee (WBSEDCL / CESC / India Power) at the earliest for assessment of the connected load and preparation of the Demand Note in accordance with the applicable regulations, standards, and the proposed EVPCS load requirement.

Sl. No.	EV Fast Charger Capacity (kW) *($)*	Connector Type	Number of EV Chargers	Type of Vehicle	Minimum Space requirement *($)*	Simultaneous number of Vehicle Charging	DTR Capacity (Tentative) *($)*
1	60 kW	CCS-II	1	e-4Ws	600 sq. ft.	2	100 kVA
2	120 kW	CCS-II	1	e-buses / e-trucks	2000 Ssq. ft	2	160 kVA
3	240 kW	CCS-II	1	e-buses / e-trucks	2000 sq. ft	2	315 kVA
4	360 kW	CCS-II	1	e-buses / e-trucks	2000 sq. ft	2	500 kVA

($) - for upgrading of higher capacity, all the columns marked as ($) are to be enhanced

Moreover, subject to site-specific conditions and the availability of the existing distribution network, the electricity connection may require an upstream infrastructure extension of the distribution network, typically through an Overhead Distribution Network / Partial Underground Distribution Network/ Full Underground Distribution Network.

5. Space requirement for EVPCS for e-cars/e-buses/e-trucks

Ministry of Heavy Industries (MHI) advised suitable land parcels of minimum 600 sq. ft for e-cars and 2000 sq. ft for e-bus/e-trucks for installation of EV Public Charging Stations. According to the Orders and Guidelines of MHI, priority is being accorded to establishment of EVPCS equipped with high-capacity chargers (120 kW and 240 kW).

NB: For detailed operational guideline:

https://pmedrive.heavyindustries.gov.in/docs/policy_document/EV%20PCS%20operational%20guidelines_F.pdf

7/9/26

Superintending Engineer (Elect.)
Project-III
W.B.S.E.D.C.L.

09/09/26

Chief Engineer
Project-III
WBSEDCL