

EV Charging Rules for Housing Societies in India

Central Rules (apply everywhere)

- Ministry of Power's Guidelines for Installation and Operation of EV Charging Infrastructure (2024) apply nationwide covering private, semi-restricted (including Group Housing Societies), and public charging.
- Residents can install private EV charging points in their own designated parking spot, powered either through their existing meter or a separate sub-meter.
- Model Building Bye-Laws (MBBL) 2016, revised by MoHUA, require new buildings to reserve at least 20% of parking for EV chargers, with installations demonstrating a 1.25x safety load factor.
- Minimum of one slow charger required for every 3 EVs in a residential complex.
- RWAs cannot legally block a resident from installing a charger in their allotted parking space if safety norms are met backed by the Electricity Act and Supreme Court guidance.
- Parking spaces are treated as common amenities, not individually saleable property (2011 Bombay High Court ruling, upheld by Supreme Court) meaning charging/parking decisions are a collective society matter, not a builder's or one owner's sole call.
- Mandatory safety compliance: BIS-certified chargers only, licensed electrician installation, earth-leakage/interlock protection, emergency cut-offs, proper signage (per CEA norms).
- Basement charging is under fresh scrutiny BIS has proposed National Building Code amendments (Oct 2025) that could restrict EV/hybrid charging in basements of residential buildings. Check current local notification before basement installs.

State-Wise Rules

Maharashtra

- NOC must be issued by the society within 7 days if safety norms are met (2022 circular).
- New societies must have EV charging infrastructure ready at the time of Occupancy Certificate.
- 100% of new residential parking (not just 20%) must be EV-ready.

Karnataka

- Chargers are mandated every 3 km in Bengaluru; 10% of parking in high-rises is reserved for EVs.
- KERC allows LT/HT sub-metering for EV loads in societies; homeowners can connect within existing load or upgrade with permission.
- EV tariff: ₹4.50/kWh (2024 order, LT-6(C) category).
- BESCOM charges ₹500/kVA for additional EV load connections.

Delhi

- Commercial spaces/institutions with 100+ parking spots must reserve 5% for EVs; new construction must have EV charging on 20% of parking.
- "Switch Delhi" portal offers single-window authorization for charger installation (treated as an essential public utility).
- ₹6,000 subsidy offered for home chargers.

Tamil Nadu

- Apartment Ownership Act includes vehicle/parking provisions similar to Maharashtra's framework.
- 100% road tax waiver + up to 50% land cost subsidy for EV-related projects in southern districts.
- EV tariff: ~₹6.50/kWh (mid-day, ToD-based, July 2025 order).

Gujarat

- Only state offering a dedicated No-Objection Certificate specifically for EV charging setups.
- 25% capital subsidy for public charging installations; 100% electricity duty exemption for charging services; reduced 1% road tax (valid till March 2026).

Other States

- Andhra Pradesh, Chandigarh, Punjab, West Bengal: building bylaw modifications proposed to promote charging infrastructure.
- Uttar Pradesh & West Bengal: revising housing society regulations, borrowing from Maharashtra's model.