



# **ELECTRIC VEHICLES CHARGING INFRASTRUCTURE REGULATION FOR THE EMIRATE OF DUBAI**

VERSION 1.3

NOVEMBER 2025



## LEGISLATIVE REFERENCES:

- Cabinet Resolution No. (81) of 2024 Regarding the Unified Charging Tariff for Charging Electric Vehicles in the UAE;
- Dubai Law No. (19) of 2009 Establishing the Supreme Council of Energy;
- Dubai Law No. (27) of 2021 Concerning the Dubai Electricity and Water Authority;
- Dubai Law No. (6) of 2015 Concerning the Protection of General Network of Electricity and Water in the Emirate of Dubai;
- Dubai Supreme Council of Energy Circular No. (1) of 2017 Concerning the Development and Installation of Charging Stations for Electric Vehicles in the Emirate of Dubai.

## DEFINITIONS

### ARTICLE (1)

The following words and expressions, wherever mentioned in this regulation, will have the meaning indicated opposite each term, unless the context implies otherwise:

- **Emirate:** The Emirate of Dubai.
- **DSCE:** The Dubai Supreme Council of Energy.
- **DEWA:** Dubai Electricity and Water Authority PJSC.
- **EV Charging Regulation:** This DEWA regulation.
- **Distribution System:** The electrical network at 33kV and below, and its components which are owned and operated by DEWA with the main purpose of delivering electricity to consumers from the power transmission system, including but not limited to all associated equipment such as lines and cables, electrical substations, pole mounted transformers, analogue electrical elements such as resistors, inductors, capacitors, and switches.
- **Electric Vehicles:** Transport vehicles powered (exclusively or accessorially) by electric motors, utilising energy stored in rechargeable batteries. Includes all manned or unmanned terrestrial, marine and aerial vehicles.
- **Electric Vehicle Charging Infrastructure:** Consists of EV Charging Equipment, cables, associated hardware to connect to the Distribution System, and dedicated hardware and software to enable grid integration and use by customers.
- **EV Charging Equipment:** Any stationary or mobile device used to recharge Electric Vehicles batteries or other Electric Vehicles energy storage systems, excluding conventional electric sockets and simple adaptors that connect to those without altering the electricity output, to the extent that they are authorised by DEWA for charging certain types of Electric Vehicles.

- **Public Charging Equipment:** Any EV Charging Equipment that is not classified as Private Charging Equipment. This includes any EV Charging Equipment providing electricity – either directly to Electric Vehicles or to batteries used for Battery Swapping Service – to the general public, or to any third party other than those specified in the definition of Private Charging Equipment.
- **Private Charging Equipment:** EV Charging Equipment providing electricity only to the household/organisation (as may be applicable) of the DEWA electricity customer to whose account the EV Charging Equipment is connected. In the case of organisations, it does not include EV Charging Equipment providing electricity to employees' or other stakeholders' private vehicles, which falls under the definition of Public Charging Equipment for the purpose of this EV Charging Regulation.
- **Mobile Charging Equipment:** EV Charging Equipment mounted on vehicles or transportable from one location to another.
- **Mobile Public Charging Equipment:** Any Mobile Charging Equipment that is also Public Charging Equipment.
- **Battery Swapping Service:** The service provided by an Independent Charge Point Operator using Public Charging Equipment to recharge batteries while they are not placed into an Electric Vehicle and making them available to third parties for the purpose of powering their Electric Vehicles.
- **Charge Point Operator (CPO) Charging Fee:** An amount additional to the DEWA Red Slab Electricity Tariff and applicable fuel surcharge payable by a customer for drawing one kWh, (kilowatt-hour) of electricity from Public Charging Equipment providing paid EV charging services, expressed in UAE Dirham per kWh, excluding Value Added Tax. It can vary depending on the type of Public Charging Equipment and other factors. For avoidance of doubt, it is not applicable to Battery Swapping Services.
- **EV Public Charging Fee:** The total amount payable by a customer for drawing one kWh, (kilowatt-hour) of electricity from Public Charging Equipment, expressed in UAE Dirham per kWh excluding Value Added Tax. It consists of the CPO Charging Fee plus the DEWA Red Slab Electricity Tariff and applicable fuel surcharge. For avoidance of doubt, it is not applicable to Battery Swapping Services.
- **DEWA Red Slab Electricity Tariff:** The highest electricity tariff expressed in UAE Dirham per kWh, excluding Value Added Tax, that is applied by DEWA to commercial customers.
- **EV Charging Technical Regulations:** The technical requirements, guidelines, procedures, and other regulations issued by DEWA and amended from time to time for the implementation of this Regulation.
- **Independent Charge Point Operator:** Any Person other than DEWA and DEWA's subsidiaries operating Public Charging Equipment.
- **Person:** A natural person or a private or public legal person.
- **CPO Licence:** An authorisation issued at its discretion by DEWA to an Independent Charge Point Operator as per Article 4.1.c of this Regulation.
- **CPO Licence Conditions:** A set of conditions established by DEWA and to be complied with by an Independent Charge Point Operator under their CPO Licence.
- **CPO Licence Charges:** The charges payable to DEWA by Independent Charge Point Operators for obtaining or renewing a CPO Licence.

## **APPLICABILITY OF THE EV CHARGING REGULATION**

### **ARTICLE (2)**

The provisions of the EV Charging Regulation shall apply in the Emirate of Dubai, including free zones and special development zones, including the Dubai International Financial Centre.

## **OBJECTIVES OF THE EV CHARGING REGULATION**

### **ARTICLE (3)**

The EV Charging Regulation aims to:

1. Set out the regulatory framework for the most suitable development and operation of Electric Vehicle Charging Infrastructure in the Emirate, contributing to Dubai's vision of becoming a smarter city and further improving the happiness of citizens, residents and visitors.
2. Support the adoption of Electric Vehicles in the Emirate, contributing to better air quality and a reduction in carbon footprint as a further step towards Dubai's vision of achieving net-zero carbon emissions by 2050.

## **FUNCTIONS AND POWERS OF DEWA**

### **ARTICLE (4)**

For the purposes of achieving the objectives set out above, DEWA is empowered to:

1. Develop and operate Public Charging Equipment in the Emirate, relying on a suitable combination of the following means:
  - a. Direct development and operation;
  - b. Assigning wholly owned or partial subsidiaries for the purpose;
  - c. Issuing licences to Independent Charge Point Operators for the purpose, with CPO Licence Conditions established by DEWA. CPO Licence Conditions can include, among other, the requirement to enter suitable contractual agreements with DEWA. Different Independent Charge Point Operators can be subject to different CPO Licence Conditions depending on the nature and extent of their scope and activity related to EV Charging Equipment.
2. Recommend revisions to the applicable CPO Charging Fees and CPO Licensing Charges and submit them to the DSCE for endorsement, in line with Article 6 of this Regulation (EV Public Charging Fees, CPO Charging Fees and CPO Licence Charges).
3. For both Public Charging Equipment and Private Charging Equipment, establish the technical requirements and procedures for connecting EV Charging Equipment to the Distribution System and for the operation of EV Charging Equipment.
4. For both Public Charging Equipment and Private Charging Equipment, co-ordinate with the concerned Government Entities to establish the safety requirements for the development and operation of EV Charging Equipment.
5. Co-ordinate with the concerned Government and Semi-Government Entities and real estate developers to identify and make available suitable locations for the development of Public Charging Equipment.

6. Issue the EV Charging Technical Regulations and amend them from time to time as deemed appropriate for the implementation of the EV Charging Regulation.
7. Monitor and enforce compliance with the provisions of the EV Charging Regulation and take appropriate action and measures against violations.
8. Undertake any other actions to achieve the objectives of the EV Charging Regulation.

## **OBLIGATIONS OF INDEPENDENT CHARGE POINT OPERATORS**

### **ARTICLE (5)**

Independent Charge Point Operators must possess a valid CPO Licence and shall:

1. Abide by the EV Charging Regulation and the EV Charging Technical Regulations.
2. Pay the CPO Licence Charges as invoiced by DEWA.
3. Abide by the CPO Licence Conditions outlined in the CPO Licence.
4. Comply with the terms and conditions of any relevant agreement entered into with DEWA in connection with the CPO Licence.
5. Obtain all required approvals from the competent authorities in the Emirate for deploying Public Charging Equipment and connecting it to the Distribution System.
6. Ensure transparency in the terms and conditions concerning the use of Public Charging Equipment operated by them or availing Battery Swapping Services provided by them, and in the invoices and other communications issued or made available to customers in relation to the applicable charges.

## **EV PUBLIC CHARGING FEES, CPO CHARGING FEES AND CPO LICENCE CHARGES**

### **ARTICLE (6)**

1. EV Public Charging Fees are initially set as follows, guided by Cabinet Resolution No. (81) of 2024 Regarding the Unified Charging Tariff for Charging Electric Vehicles in the UAE:
  - a. For AC (Alternate Current) Public Charging Equipment: 0.7 AED/kWh (+VAT).
  - b. For DC (Direct Current) Public Charging Equipment: 1.2 AED/kWh (+VAT).

They could be modified from time to time based on future federal guidance under above-mentioned Cabinet Resolution (Article 3, Fees Amendments), or to adjust for inflation and/or changes in costs upon recommendation by DEWA's Board of Directors, subject to endorsement by the DSCE and approval by the Chairman of the Executive Council.

Any discount, preferential rate or subscription model that results in an Independent Charge Point Operator collecting service fees – for the use of Public Charging Equipment – that is lower than the fees prescribed by Cabinet Resolution No. (81) of 2024 (or its amendments, as may be applicable) is forbidden.

2. Corresponding CPO Charging Fees are derived by subtracting from the EV Public Charging Fees, the DEWA Red Slab Electricity Tariff and the applicable fuel surcharge. Invoices and other communications issued or made available by Independent Charge Point Operators to customers in relation to applicable charges for using Public Charging Equipment shall include a breakdown showing DEWA's Red Slab Electricity Tariff and fuel surcharge (charged on behalf of DEWA as collection agent), as well as CPO Charging Fee, overstay charges (if applicable), service charges for the delivery of charging services through Mobile Charging Equipment (if applicable), and applicable VAT. For avoidance of doubt, this requirement is not applicable to Battery Swapping Services.
3. Independent Charge Point Operators or other parties involved in providing access to Public Charging Infrastructure shall not:
  - a. Collect periodical or one-off subscription fees for granting access to the Public Charging Equipment operated by them. For avoidance of doubt, this requirement is not applicable to Battery Swapping Services.
  - b. Charge EV users for additional services (such as parking) more than they would charge for the same services to users who are not using the EV charging service.
  - c. Collect additional compensation in any other way for the charging service provided, except for service charges for delivering charging services through Mobile Charging Equipment. These charges are allowed, provided they are specified in the contract terms and conditions and are transparently shown in the invoices and other communications issued or made available by Independent Charge Point Operators to customers in relation to the applicable charges for the services provided.
4. The annual CPO Licence Charges are initially set as follows, as approved by the DSCE:
  - a. For AC (Alternate Current) Public Charging Equipment: AED 500 per Charging Port (corresponding to AED 1,000 per charger per annum for a typical two-port public charger).
  - b. For DC (Direct Current) Public Charging Equipment: AED 100 per kW of output capacity, with a maximum of AED 7,500 per Charging Port (corresponding to AED 15,000 per charger per annum for a typical 150 kW two-port public charger).

They could be modified from time to time upon the recommendation of DEWA's Board of Directors and the endorsement of the DSCE.

## PROVISION OF ELECTRICITY AND SOURCE OF ELECTRICITY

### ARTICLE (7)

1. **CPO Licence Requirement** – The operation of Public Charging Infrastructure implies a provision of electricity to end users, and as such is within the exclusive purview of DEWA. Operating Public Charging Infrastructure without either controlling equity participation from DEWA or without a CPO Licence issued by DEWA (as per Article 4.1.c of this EV Charging Regulation) is not permitted in the Emirate.
2. **Prohibition of Unauthorised Provision** – It is forbidden to use household chargers or other Private Charging Equipment to provide electricity to the public or to any third party other than those specified in the definition of Private Charging Equipment.
3. **Electricity Sales and Fees Collection** – DEWA subsidiaries and Independent Charge Point Operators shall act as DEWA's collection agents for the portion of EV Public Charging Fees corresponding to DEWA's applicable electricity tariff and fuel surcharge, as the sale of electricity is from DEWA to the customers. This provision does not apply to the case of Battery Swapping Service.

4. **Electricity Source** – Independent Charge Point Operators shall provide electricity sourced exclusively from DEWA's Distribution System. This requirement is also applicable to Mobile Charging Equipment.
5. **Co-location with Solar PV Systems** – The installation at the same site of Public Charging Equipment or designated connection points for Mobile Public Charging Equipment and Solar PV generators under the Shams Dubai initiative is permitted as long as the solar PV capacity is justified solely by other on-site loads. Therefore, for the purpose of determining the maximum solar PV capacity allowed, electrical loads associated with Public Charging Equipment and designated connection points for Mobile Public Charging Equipment shall be excluded from the total connected load. This exclusion is required under Executive Council Resolution No. 46 of 2014, which restricts PV generation to self-consumption only, without any supply to third parties. It also reflects the requirement for Independent Charge Point Operators to provide electricity sourced exclusively from DEWA's Distribution System, as per previous clause #4.
6. **Surplus Offset Ineligibility** – Accounts that host Public Charging Equipment or designated connection points for Mobile Public Charging Equipment shall not be eligible as secondary accounts for surplus offset under the Shams Dubai initiative.
7. **Prohibition of Off-Grid Systems** – Law No. (27) of 2021 concerning the Dubai Electricity and Water Authority designates DEWA as the entity exclusively in charge of achieving the objective of implementing and managing projects related to electricity generation. Generation of electricity by third parties using off-grid systems – whether powered by fossil fuels, renewables, hydrogen or any other source – and the use of such electricity to power EV Charging Equipment or any other loads is not permitted in the Emirate, with the following exceptions:
  - a. Generation by back-up systems during emergency operations.
  - b. Exceptional cases (for example, remote areas) for which prior written approval has been obtained from DEWA to utilise an off-grid system for normal operations.

In all cases, the third party shall obtain design approval from DEWA for the off-grid system.

## END USERS OBLIGATIONS

### ARTICLE (8)

1. Parking bays and other spaces where Public Charging Equipment is installed are dedicated to Electric Vehicles for the purpose of recharging batteries. It is forbidden to occupy them with vehicles other than Electric Vehicles, or with Electric Vehicles without the purpose of charging, unless explicitly authorized by DEWA or by the concerned Independent Charge Point Operator.
2. Any Person using Public Charging Equipment shall abide by the EV Charging Regulation, the applicable EV Charging Technical Regulations and the contract terms and conditions for the use of such equipment. These may include:
  - a. Clauses limiting the stationing of slow-charging Electric Vehicles in parking bays and other spaces equipped with fast charging EV Charging Equipment;
  - b. Clauses limiting the stationing of Electric Vehicles in parking bays and other spaces where EV Charging Equipment is installed beyond the time required for battery charging. In the event that such time is exceeded beyond the prescribed limits, additional charges (overstay charges) may be applicable if specified in the contract terms and conditions and visibly displayed at the Licensed Charge Point itself.

3. End users of Public Charging Equipment shall make sure that they connect Electric Vehicles only to correctly functioning devices compatible with their Electric Vehicle. The DEWA licensing regime intends to provide customer protections through licence conditions but due diligence on service providers and on the suitability of any Public Charging Equipment for charging their Electric Vehicles is the responsibility of end users. DEWA will not be responsible for any injuries, damage, loss or any other negative consequences arising from the services provided by independent Charge Point Operators.
4. Any activity that may tamper with or damage Public Charging Equipment or the surrounding infrastructure is strictly forbidden.
5. Any attempt by any Person other than DEWA, Independent Charge Point Operator or their authorised representatives or third parties authorised by them – to prevent, restrict, control or regulate access to Public Charging Equipment is strictly prohibited.
6. Any Person deploying Private Charging Equipment at their premises shall follow the applicable procedures to obtain DEWA's approval and comply with the EV Charging Technical Regulations.

## TRANSITORY PROVISIONS

### ARTICLE (9)

Any Person operating Public Charging Equipment must comply with this EV Charging Regulation with immediate effect. The six-month transitional period provided in the initial version of the EV Charging Regulation expired on 31 March 2025.