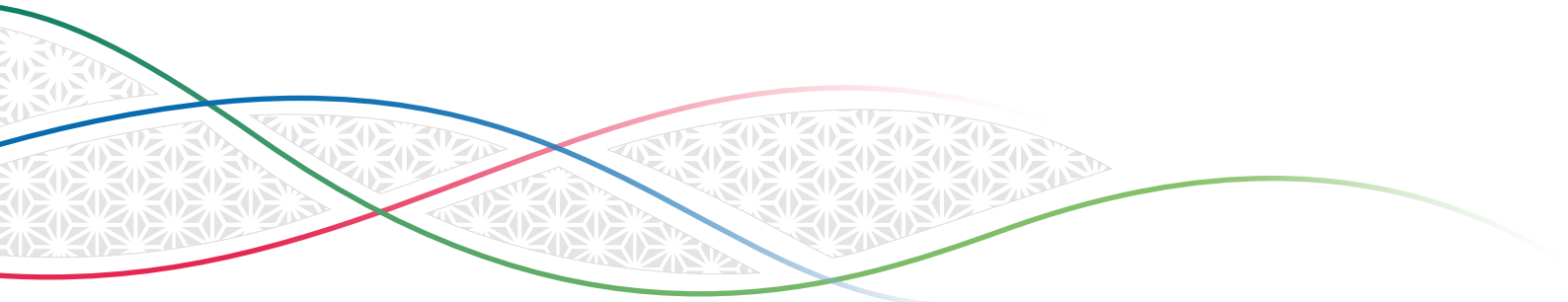




ELECTRIC VEHICLES CHARGING INFRASTRUCTURE REGULATION FOR THE EMIRATE OF DUBAI

VERSION 1.1

December 9th, 2024



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 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 of them unless the context implies otherwise:

- **Emirate:** The Emirate of Dubai.
- **DSCE:** 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, utilizing energy stored in rechargeable batteries. Includes all terrestrial, marine, and aerial manned or unmanned vehicles.
- **Electric Vehicle Charging Infrastructure:** Consists of EV Charging Equipment, cables, other hardware for its connection to the Distribution System, and dedicated hardware and software for enabling grid integration and use by customers.
- **EV Charging Equipment:** Any Electric Vehicles charger, including any stationary or mobile device to which Electric Vehicles can be connected for recharging their batteries, excluding conventional electric sockets and simple adaptors that connect to those without altering the electricity output, to the extent that they are authorized by DEWA for charging certain types of Electric Vehicles.

- **Public Charging Equipment:** Public Charging Equipment: Any EV Charging Equipment other than Private Charging Equipment. It includes any EV Charging Equipment accessible by the general public, or by any third party other than those specified in the definition of Private Charging Equipment.
- **Private Charging Equipment:** EV Charging Equipment accessible 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 accessible by employees or other stakeholders for the purpose of charging 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.
- **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.
- **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.
- **DEWA Red Slab Electricity Tariff:** the highest electricity tariff expressed in UAE Dirham per kWh excluding Value Added Tax 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 4.2.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 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 happiness of citizens, residents, and visitors.
2. Support the adoption of Electric Vehicles in the Emirate, contributing to better air quality and 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 the 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 EV Charging Equipment operation.
4. For both Public Charging Equipment and Private Charging Equipment, coordinate with the concerned Government Entities for establishing the safety requirements for development and operation of EV Charging Equipment.
5. Coordinate with the concerned Government and Semi-Government Entities and real estate developers for identifying and making 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 for achieving 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 of the terms and conditions for using Public Charging Equipment operated by them and of invoices and other communications issued or made available to customers in relation to financial 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 the 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).

And 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 from DEWA Board of Directors endorsed by the DSCE and approved by the Chairman of the Executive Council.
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 financial charges for using Public Charging Equipment shall include a breakdown showing DEWA Red Slab Electricity Tariff and fuel surcharge (charged on behalf of DEWA as collection agent), CPO Charging Fee, overstay charges (if applicable), and applicable VAT.
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 the service.
 - b. Levy for any other service that they may be providing (parking or other) any amount in excess of the rates that would be charged for such service to users not availing 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 financial 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: 500 AED per Charging Port (corresponding to 1,000 AED per charger per annum for a typical two ports public charger).
 - b. For DC (Direct Current) Public Charging Equipment: 100 AED per kW of output capacity, with a maximum of 7,500 AED per Charging Port (corresponding to 15,000 AED per charger per annum for a typical 150 kW two ports public charger).

and could be modified from time to time upon recommendation from DEWA Board of Directors endorsed by the DSCE.

PROVISION OF ELECTRICITY AND SOURCE OF ELECTRICITY

ARTICLE (7)

1. The operation of electricity through 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 4.2.c of this Regulation) is not permitted in the Emirate.
2. 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.
3. Independent Charge Point Operators shall provide electricity sourced exclusively from DEWA's Distribution System. This requirement is also applicable to Mobile Charging Equipment.
4. Generation of electricity by third parties using renewable or conventional off-grid systems and the use of such electricity for powering EV Charging Equipment is not permitted in the Emirate, except in exceptional cases explicitly authorized by DEWA.

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 and the applicable EV Charging Technical Regulations and by 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 case 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. 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 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 authorized representatives, or third parties authorized 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 procedure to obtain DEWA's approval and comply with the EV Charging Technical Regulations.

TRANSITORY PROVISIONS

ARTICLE (9)

Any Person operating Public Charging Equipment at the effective date of this EV Charging Regulation must comply with it within six months and no later than 31 March 2025 (ie) from the date of its first publication on 1st October 2024. During the transitional period, Independent Charge Point Operators may continue to provide free EV charging services. However, the collection of payments from customers for the use of Public Charging Infrastructure is strictly prohibited without a valid DEWA licence.