



Ministry of Housing and Urban Affairs
Government of India



GUIDELINES FOR PM-eBus Sewa Part I

AUGUST 2023

Message from Hon'ble Prime Minister



— “ —

PM-eBus Sewa will redefine urban mobility. It will strengthen our urban transport infrastructure. The scheme prioritizes cities that do not have organized bus services. It will ensure cleaner and efficient transport and generate jobs for youth.

— ” —

हरदीप एस पुरी
HARDEEP S PURI



आवासन और शहरी कार्य मंत्री
पेट्रोलियम एवं प्राकृतिक गैस मंत्री
भारत सरकार

Minister of
Housing and Urban Affairs; and
Petroleum and Natural Gas
Government of India

Message

I am happy to note that the Ministry of Housing and Urban Affairs (MoHUA) has launched the PM-eBus Sewa scheme to boost India's electric mobility infrastructure.

Reducing the carbon intensity of the Indian economy is a vital component of the 'Panchamrit' Action Plan enunciated by the Hon'ble Prime Minister, Shri Narendra Modi ji at COP-26. This scheme advances his vision to foster a green and sustainable public transport system to connect India's burgeoning cities. In a first-of-its-kind initiative, the scheme provides support for the deployment of 10,000 electric buses through a central outlay of Rs. 20,000 crores.

Over the last nine years, the Modi government has undertaken concrete measures to strengthen public transport systems and urban mobility options across the country, and thereby improve 'Ease of Living' as well as 'Ease of Doing Business' in our cities. The deployment of these electric buses will complement the government's successful metro rail system, among other urban transport initiatives. This innovative scheme promotes a collaborative approach between the government and the private sector to accelerate the adoption of electric mobility options.

The PM e-Bus Sewa scheme is yet another demonstration of the Central government's policy of emphasising the movement of people over movement of vehicles. I look forward to spirited participation from all states and urge stakeholders to act collectively as we revamp urban mobility in the country.


(Hardeep S Puri)

New Delhi
25 August 2023

कौशल किशोर
KAUSHAL KISHORE



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आजादी का
अमृत महोत्सव

आवासन और शहरी कार्य राज्य मंत्री
भारत सरकार

Minister of State for Housing & Urban Affairs
Government of India



Message

Cities are the engines of India's rapid economic growth; contributing to over 60% of India's GDP. Our cities must become empowered to provide safe, accessible and affordable transport for all.

The **PM-eBus Sewa** scheme emphasizes our determination to reach the unreachable and improve lives and create livelihood opportunities in regions where organized city bus service is a challenge. India's commitment to uphold the spirit of inclusivity is reflected in the scheme's scope, which covers cities with populations of three lakhs and above as per the 2011 census. This encompasses capital cities of Union Territories, the Northeastern Region, and Hill States, areas which have their own unique developmental requirements.

Beyond improving the mobility system, this scheme carries the potential to transform our communities with an environment-conscious approach to the transition. Through deployment of new electric buses, we are also opening new avenues for employment and economic growth along low-carbon and sustainable pathways.

The Ministry of Housing & Urban Affairs is committed to creating an efficient and inclusive public transport system in Indian cities and reducing GHG emissions for a better tomorrow. Through the PM-eBus Sewa scheme, we are building bridges between aspirations and opportunities, and we hope for a collective endeavor to achieve India's climate commitments.

(Kaushal Kishore)

मनोज जोशी
सचिव
Manoj Joshi
Secretary



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आवासन और शहरी कार्य मंत्रालय
निर्माण भवन, नई दिल्ली-110011
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Foreword

Government of India has approved the **PM-eBus Sewa** scheme on 16th August 2023. The scheme aims to augment urban bus operations with central assistance of ₹20,000 crore for deploying 10,000 electric buses - underscoring India's commitment to fostering sustainable transport solutions to achieve our decarbonization ambitions. The scheme shall also provide 10 years of operational support for buses besides associated bus infrastructure development and Green Urban Mobility initiatives.

This landmark green initiative by the Ministry of Housing and Urban Affairs marks a significant step towards creating robust transport infrastructure, particularly in Indian states/cities, including Hilly States, that do not have an organized public transport system.

Demand aggregation at the central level and public-private partnership in the scheme will improve efficiency of bus operations - further driving economies of scale for seamless implementation.

It gives me immense pleasure to share the scheme guidelines that will enable the effective implementation of the scheme. I hope these guidelines are used extensively by the States/UTs to adopt e-buses in India's rapidly growing cities. I look forward to wholehearted and collective participation to achieve the desired outcomes of this scheme.

Manoj Joshi
(Manoj Joshi)

New Delhi

CONTENTS

01 Introduction

02 Augmentation of City Bus Services and Associated Infrastructure

03 Challenge Method

04 Process of Submission of Proposal

05 Demand Aggregation and Tendering

06 General Conditions

Annexure 1 - 6



1. INTRODUCTION

- 1.1 The Ministry of Housing and Urban Affairs (MoHUA) is launching '**PM-eBus Sewa**' with a view to increase the modal share of electric bus (eBus) based public transport in Indian cities.
- 1.2 The scheme has two segments:
 - 1.2.1 **Segment-A: Augmentation of City Bus Services and Associated Infrastructure**
Under this segment, the scheme will augment city electric bus operations by extending Central Assistance (CA) for 10,000 electric bus operation on Public Private Partnership (PPP) model, bus depot and behind-the-meter power infrastructure.
 - 1.2.2 **Segment-B: Green Urban Mobility Initiatives (GUMI)**
Under this segment, the scheme will support implementation of GUMI projects for complementing bus services and demonstrating reduction in Greenhouse Gas (GHG) emissions in urban areas. The segment will include support for implementing National Common Mobility Card (NCMC) based Automatic Fare Collection System (AFCS), bus priority infrastructure, etc.
- 1.3 This document provides detailed guidelines for Segment A (Part I). Detailed guidelines for Segment B (Part II) will be released later.

2. AUGMENTATION OF CITY BUS SERVICES AND ASSOCIATED INFRASTRUCTURE

2.1 Bus Operations

- 2.1.1 Under this segment, 10,000 e-buses will be supported. List of 169 eligible cities has been provided in Annexure-2. The cities for the scheme will be selected through a 'Challenge Method'. The maximum number of buses allocated to different categories of cities and central assistance (CA) per kilometer (km) is shown in Table 1 below.
- 2.1.2 CA for operation of eBuses on PPP model in urban areas will be provided on per kilometer (km) basis for 10 years or up to March 2037, whichever is earlier.
 - a) All India aggregation for eBus operations will be done by Convergence Energy Services Limited (CESL) on Gross Cost Contract (GCC) - wet lease model.
 - b) On furnishing Registered Vehicle Scrapping Facility (RVSF) Certificate for scrapping buses, equivalent number of buses may be considered for allotment.
 - c) Clubbing of two schemes of Government of India will not be permitted for the purpose of financing e-bus service.

Table 1: Central Assistance for bus operations

Classification of eligible cities by population	Number of e-buses allocated per city	CA support per km (in INR)*		
		Standard	Midi	Mini
20 - 40 laks	150	24	22	20
10 - 20 lakhs	100			
05 - 10 lakhs	100			
<05 laks	50			

Note to Table 1: Escalation in rates up to 5% per annum will be allowed on CA*

2.1.3 Eligible cities for CA will be selected through a 'Challenge Method' as per Section 3.

2.1.4 The CA shall be released as per the rate specified in Table 1. The conditions for release of CA are as follows:

- i. CA will be provided for assured kilometers and if buses operate less than the assured km, then CA will be released in proportion to rates applicable to under-utilized km. Operations beyond the assured kilometers will be borne by the city.
- ii. Resource gap, if any, beyond CA, farebox & non-farebox revenue will be borne by the city/state.
- iii. City would be required to establish dedicated Escrow account for the scheme.
- iv. CA for the first quarter will be released in advance and subsequently, CA will be released on a quarterly basis after the submission of performance report / Utilization Certificate (UC) by the cities.
- v. Quarterly performance reports and utilization certificates shall be duly certified by the city and verified by the State, prior to submission to MoHUA.

2.1.5 Escrow Account

- i. The revenue source of Escrow account will be an amount of CA for bus operations, state share, daily farebox and non-farebox revenue, and any other relevant sources of funds.
- ii. Payment to bus operator will be made through Escrow Account.
- iii. CA covering 3 months' assured km of bus operations shall be deposited in advance and will be recouped on quarterly basis.
- iv. The payment will be released to operator by the bank on fixed dates as per the terms and conditions of the contract agreement.

2.1.6 Payment Security

- i. State guarantee will be provided for payment of bus operations.
- ii. State shall agree to the Payment Security Mechanism (PSM) being developed by the Government of India (GoI).

2.2 Support for development /upgradation of depot

2.2.1 CA for development/upgradation of bus depot infrastructure will be provided to selected cities only, for the sanctioned number of e buses, up to March 2027 as specified in Table 2.

Table 2: Central Assistance for Depot Infrastructure

Classification of Cities for Depot Infrastructure	CA (as percentage of project cost)
Cities with population between 3 lakh and 40 lakh; and other State capitals less than 3 lakh population	60%
Hilly capital cities, NER State capital cities, and UT capital cities with legislature	90%
Other capital cities of UTs without legislature	100%

2.2.2 Normative project cost of ₹10 crore for 50 e buses will be considered. CA will be calculated on above mentioned percentage of project cost or normative cost, whichever is lower.

2.2.3 CA excludes cost of land, Resettlement & Rehabilitation (R&R), applicable taxes and bus chargers.

2.2.4 Cost of land, R&R, applicable taxes shall be borne by the city/state and cost of bus chargers shall be borne by the operator.

2.2.5 Cities will have to ensure completion of civil and electrical works before the start of bus operations.

2.2.6 City/State shall provide land for depot development.

2.3 Behind-the-Meter Power Infrastructure

2.3.1 100% CA for creation of behind-the-meter power infrastructure will be provided to selected cities up to March 2027, as per the norms to be decided in consultation with Ministry of Power. Behind-the-meter power infrastructure would include substation and other related infrastructure but will not include charger and cabling from meter to the charger.

2.3.2 Cities will have to ensure adequate capacity of behind-the-meter power infrastructure before start of e bus operations.

2.3.3 Model Detailed Project Report (DPR) for assessment of power requirement and development of behind-the-meter power infrastructure shall be made available on the MoHUA web portal.

2.3.4 Dovetailing schemes of other Ministries/ Departments permitted for power infrastructure.

3. CHALLENGE METHOD

3.1 Pre-Qualification Criteria

- 3.1.1 City to agree to conditions of payment security as mentioned in section 2.1.6.
- 3.1.2 State and City will provide an Undertaking on opening a scheme dedicated Escrow Account which will be replenished on a quarterly basis.
- 3.1.3 Undertaking by state/city to implement Intelligent Transit Management System (ITMS) and NCMC based AFCS for bus operations.
- 3.1.4 Participation in all-India demand aggregation by MoHUA and tendering through CESL.
- 3.1.5 Guarantee to be provided by State (participation in PSM) for subsidy on operational resource gap.

The selection of city will be on 'challenge method'. The detailed scoring is provided in Annexure-1.

4. PROCESS OF SUBMISSION OF PROPOSAL

- 4.1 Eligible cities will submit a detailed proposal to State Level Steering Committee (SLSC) headed by Chief Secretary, which will approve and submit the proposals to the Centre for its sanction.
- 4.2 Central Steering and Sanctioning Committee (CSSC) will evaluate and approve the proposals.
- 4.3 Proposal submission format and list of documents is provided in Annexure 3 and 4.

5. DEMAND AGGREGATION AND TENDERING

5.1 Demand Aggregation by MoHUA

- 5.1.1 All proposals submitted by the States and approved by MoHUA will constitute the aggregated demand for all-India tendering by CESL.
- 5.1.2 CESL will divide this aggregated demand into different lots. The lots may be based on bus type and regions/States.

5.2 Features/Bid Parameters of All-India Tendering by CESL

- 5.2.1 CESL will float a unified tender for price discovery of different lots.
- 5.2.2 The contract duration would be for 12 years.
- 5.2.3 GCC wet lease model will be adopted.
- 5.2.4 GCC rates will have an annual escalation clause which will be applicable from the date of commercial operations.
- 5.2.5 Indexation formula for city wise determination of per km fee is based on discovered prices and minimum wages for skilled labour.

5.3 Cities are required to

- 5.3.1 Issue Letter of Authorization (LoA) to the successful bidder.
- 5.3.2 Sign the concession agreement with the Original Equipment Manufacturer (OEM) or operator.
- 5.3.3 Deployment of the e buses by the operator as per the timelines of concession agreement.

6. GENERAL CONDITIONS

- 6.1 Scheme Branding: All the buses procured under the scheme shall bear uniform branding which will be detailed by the Centre at a later stage.
- 6.2 To promote the local manufacturing industry, eligible cities must adhere to the prevailing indigenization criteria of GoI during ebus procurement.
- 6.3 The city shall sign a Memorandum of Understanding (MoU) with concerned department for maintenance of roads along the route alignment.
- 6.4 The city shall sign an MoU with regional transport office for regulating existing private operator along the city bus routes.
- 6.5 Any and all data generated by the bus operations shall be jointly owned by Centre and State agencies. Any use of the aforementioned data by the operator shall only be after written consent from State / Centre.
- 6.6 Periodic third-party audits shall be conducted for ensuring transparency in the project finances.
- 6.7 For resolving disputes during the contract period, a dispute resolution mechanism comprising of individuals with bus operations experience will be set up.

ANNEXURE - 1

Methodology for Scoring Criteria

Each proposal which fulfils pre-qualification criteria shall be considered for participating in the Challenge. The bus proposal shall be evaluated based on the scoring criteria given in the Table 1 below to calculate the 'Total Score'.

Table 1: Scoring structure for evaluation of bus proposal

No.	Criteria	Maximum Score
Deficit of Buses		
1	<ul style="list-style-type: none"> For each city population category: the city with the highest deficit - 40 points For each city population category: the city with the lowest deficit - 10 points The other cities' scores will be between 10 and 40 in proportion to their deficit. Service level benchmarks of 50 buses per lakh population for cities with more than 20 lakh population, and 40 buses per lakh population for cities with population up to 20 lakhs. 	40
Availability of Bus Depot		
2	Availability of bus depot land for the scheme buses in the cities: <ul style="list-style-type: none"> Fully developed Depot & spare parking capacity at existing depot - 20 points Land fully acquired (100%) with clear title - 15 points. Land partially acquired with clear title - 10 points. Land available but not transferred to city - 05 points. Land not available - 00 points. 	20
Availability of 'Power Supply'		
3	Development of behind-the-meter infrastructure by March 2025 and guarantee for adequate power supply for charging of e-buses: <ul style="list-style-type: none"> Agreement formalized between distribution company (DISCOM) and City - 20 points. DISCOM has provided an undertaking to city but yet to sign the agreement - 10 points. DISCOM is yet to provide a proposal - 00 points. 	20
Earning per km (EPKM)		
4	EPKM of city bus operations by State Transport Undertaking (STU)/City for the last financial year viz 2022-2023 will be used for scoring. <ul style="list-style-type: none"> More than 30 - 20 points. 20 to 30 - 10 points. 10 to 20 - 5 points. Less than 10 - 0 points. 	20
Scrapping of ICE bus		
5	Points will be awarded to cities which have scrapped and obtained RVSF certificate for the following number of e-buses since April 2022 to date: <ul style="list-style-type: none"> More than 50 buses - 20 points 50 to 25 buses - 10 points More than 0 & less than 25 buses - 00 points 	20
Total Score (s) out of:		120

Ranking of Cities:

City ranking list shall be made for each city population category, i.e.

1. 20 Lakh to 40 Lakh
2. 10 Lakh to 20 Lakh
3. 5 Lakh to 10 Lakh
4. < 5 Lakh

The applicant cities will be divided into two groups:

1. Cities with existing organized bus transport
2. Cities with no/unorganized bus transport.

Cities with existing organized bus transport will be scored out of 120, -i.e., on all 5 criteria mentioned in table above.

Cities with no/unorganized bus transport will be scored out of 80, -i.e., on criteria 1, 2, and 3 mentioned in table above.

ANNEXURE - 2

List of Eligible Cities - Segment A

Sr.	State	Name: UA/City	Remarks
20 to 40 Lakh Population			
1	Bihar	Patna	
2	Kerala	Kochi	
3	Kerala	Kozhikode	
4	Madhya Pradesh	Indore	
5	Maharashtra	Nagpur	
6	Rajasthan	Jaipur	
7	Tamil Nadu	Coimbatore	
8	Uttar Pradesh	Ghaziabad	
9	Uttar Pradesh	Kanpur	
10	Uttar Pradesh	Lucknow	
10 to 20 Lakh Population			
11	Andhra Pradesh	Vijayawada	
12	Andhra Pradesh	Visakhapatnam	
13	Chandigarh	Chandigarh	
14	Chhattisgarh	Durg-Bhillai Nagar	
15	Chhattisgarh	Raipur	
16	Gujarat	Rajkot	
17	Gujarat	Vadodara	
18	Haryana	Faridabad	
19	Jammu and Kashmir	Srinagar	UT Capital City (without legislature)
20	Jharkhand	Dhanbad	
21	Jharkhand	Jamshedpur	

Sr.	State	Name: UA/City	Remarks
10 to 20 Lakh Population			
22	Jharkhand	Ranchi	
23	Kerala	Kannur	
24	Kerala	Kollam	
25	Kerala	Malappuram	
26	Kerala	Thiruvananthapuram	
27	Kerala	Thrissur	
28	Madhya Pradesh	Bhopal	
29	Madhya Pradesh	Gwalior	
30	Madhya Pradesh	Jabalpur	
31	Maharashtra	Chhatrapati Sambhajnagar	
32	Maharashtra	Kalyan Dombivli	
33	Maharashtra	Nashik	
34	Maharashtra	Thane	
35	Maharashtra	Vasai Virar City	
36	Punjab	Amritsar	
37	Punjab	Ludhiana	
38	Rajasthan	Jodhpur	
39	Rajasthan	Kota	
40	Tamil Nadu	Madurai	
41	Tamil Nadu	Tiruchirappalli	
42	Uttar Pradesh	Agra	
43	Uttar Pradesh	Prayagraj	
44	Uttar Pradesh	Meerut	
45	Uttar Pradesh	Varanasi	
46	West Bengal	Asansol	
47	West Bengal	Howrah	

Sr.	State	Name: UA/City	Remarks
05 to 10 Lakh Population			
48	Andhra Pradesh	Guntur	
49	Andhra Pradesh	Nellore	
50	Assam	Guwahati	NER Capital
51	Gujarat	Bhavnagar	
52	Gujarat	Jamnagar	
53	Haryana	Gurugram	
54	Jammu and Kashmir	Jammu	UT Capital City (without legislature)
55	Jharkhand	Bokaro Steel City	
56	Karnataka	Belagavi	
57	Karnataka	Kalaburagi	
58	Karnataka	Hubballi-Dharwad	
59	Karnataka	Mangaluru	
60	Karnataka	Mysuru	
61	Madhya Pradesh	Ujjain	
62	Maharashtra	Amravati	
63	Maharashtra	Bhiwandi	
64	Maharashtra	Kolhapur	
65	Maharashtra	Malegaon	
66	Maharashtra	Mira Bhayandar	
67	Maharashtra	Nanded-Waghala	
68	Maharashtra	Sangli	
69	Maharashtra	Solapur	
70	Maharashtra	Ulhasnagar	
71	Odisha	Bhubaneswar	
72	Odisha	Cuttack	
73	Odisha	Rourkela	
74	Puducherry	Puducherry	UT Capital City (with legislature)

Sr.	State	Name: UA/City	Remarks
05 to 10 Lakh Population			
75	Punjab	Jalandhar	
76	Rajasthan	Ajmer	
77	Rajasthan	Bikaner	
78	Tamil Nadu	Erode	
79	Tamil Nadu	Salem	
80	Tamil Nadu	Tiruppur	
81	Telangana	Warangal	
82	Uttar Pradesh	Aligarh	
83	Uttar Pradesh	Bareilly	
84	Uttar Pradesh	Firozabad	
85	Uttar Pradesh	Gorakhpur	
86	Uttar Pradesh	Jhansi	
87	Uttar Pradesh	Moradabad	
88	Uttar Pradesh	Noida	
89	Uttar Pradesh	Saharanpur	
90	Uttarakhand	Dehradun	State Capital City (Hilly Region)
91	West Bengal	Durgapur	
92	West Bengal	Siliguri	
Less than 5 Lakh Population			
93	Andhra Pradesh	Anantapur	
94	Andhra Pradesh	Kadapa	
95	Andhra Pradesh	Kakinada	
96	Andhra Pradesh	Kurnool	
97	Andhra Pradesh	Rajahmundry	
98	Andhra Pradesh	Tirupati	
99	Bihar	Bhagalpur	
100	Bihar	Darbhanga	

Sr.	State	Name: UA/City	Remarks
Less than 5 Lakh Population			
101	Bihar	Gaya	
102	Bihar	Muzaffarpur	
103	Bihar	Purnia	
104	Chhattisgarh	Bilaspur	
105	Chhattisgarh	Korba	
106	Gujarat	Junagadh	
107	Haryana	Hisar	
108	Haryana	Karnal	
109	Haryana	Panipat	
110	Haryana	Rohtak	
111	Haryana	Yamuna Nagar	
112	Karnataka	Bellary	
113	Karnataka	Bijapur	
114	Karnataka	Davanagere	
115	Karnataka	Shimoga	
116	Karnataka	Tumkur	
117	Kerala	Cherthala	
118	Kerala	Kayamkulam	
119	Kerala	Kottayam	
120	Madhya Pradesh	Sagar	
121	Maharashtra	Ahmadnagar	
122	Maharashtra	Akola	
123	Maharashtra	Chandrapur	
124	Maharashtra	Dhule	
125	Maharashtra	Ichalkaranji	
126	Maharashtra	Jalgaon	
127	Maharashtra	Latur	

Sr.	State	Name: UA/City	Remarks
Less than 5 Lakh Population			
128	Maharashtra	Parbhani	
129	Odisha	Brahmapur Town	
130	Punjab	Patiala	
131	Rajasthan	Alwar	
132	Rajasthan	Bhilwara	
133	Rajasthan	Udaipur	
134	Tamil Nadu	Ambattur	
135	Tamil Nadu	Avadi	
136	Tamil Nadu	Thoothukkudi	
137	Tamil Nadu	Tirunelveli	
138	Tamil Nadu	Vellore	
139	Telangana	Nizamabad	
140	Uttar Pradesh	Mathura	
141	Uttar Pradesh	Muzaffarnagar	
142	Uttar Pradesh	Rampur	
143	Uttar Pradesh	Shahjahanpur	
144	Uttarakhand	Haridwar	
145	West Bengal	Baharampur	
146	West Bengal	Barddhaman	
147	West Bengal	Bhatpara	
148	West Bengal	English Bazar	
149	West Bengal	Habra	
150	West Bengal	Kamarhati	
151	West Bengal	Maheshtala	
152	West Bengal	Panihati	
153	West Bengal	Rajarhat Gopalpur	

Sr.	State	Name: UA/City	Remarks
Less than 5 Lakh Population			
154	West Bengal	Rajpur Sonarpur	
155	West Bengal	South Dum Dum	
156	Andaman and Nicobar Islands	Port Blair	UT Capital City (without legislature)
157	Andhra Pradesh	Amaravati	State Capital City
158	Arunachal Pradesh	Itanagar	NER Capital
159	Dadra and Nagar Haveli, Daman and Diu	Daman#	UT Capital City (without legislature)
160	Goa	Panaji	State Capital City
161	Gujarat	Gandhinagar	State Capital City
162	Himachal Pradesh	Shimla	State Capital City (Hilly Region)
163	Ladakh	Leh	UT Capital City (without legislature)
164	Manipur	Imphal	NER Capital
165	Meghalaya	Shillong	NER Capital
166	Mizoram	Aizawl	NER Capital
167	Nagaland	Kohima	NER Capital
168	Sikkim	Gangtok	NER Capital
169	Tripura	Agartala	NER Capital

Source : https://censusindia.gov.in/2011-prov-results/paper2/data_files/India2/Table_3_PR_UA_Cities_1Lakh_and_Above.pdf

- (#) Dadra and Nagar Haveli and Daman and Diu (Merger of UTs) Bill 2019 was passed by both the Houses of Parliament effective from 26.1.2020.

ANNEXURE - 3

List of documents to be submitted by states participating in this scheme:

A. Mandatory documents

1. Proposals from states for their eligible cities participating in the scheme. The proposals must be duly signed by the PS Urban Development or PS Public Transport and ACS Finance of the respective states.
2. State guarantee for participation in PSM for subsidy on operational resource gap for the entire contract period.
3. Undertaking for
 - a. Opening a scheme dedicated Escrow Account which will be replenished on a quarterly basis.
 - b. Facilitating implementation of ITMS and NCMC based AFCS for bus operations.
 - c. Participating in all-India demand aggregation by MoHUA and tendering through CESL.
4. Information as per Annexure 4.
5. Details of bus requirements under this scheme.

S.No	Size of bus	Number of buses	Average assured km per bus per day
i.	Standard (12m)		
ii.	Midi (9m)		
iii.	Mini (7m)		

6. Status of proposed depot location

S.no	Identified Depot Location	Location (Latitude, Longitude)	Area (in hectares)	Number of buses that can be accommodated in parking space	Status of development (Brownfield/ Greenfield)	Facilities available at identified location
i						
ii.						
iii.						

B. Information about scoring for Challenge Method

1. Cities/State to self score Annexure-1 and attach supporting documents
2. Agreement between applicant city and DISCOM or undertaking from DISCOM to applicant city to guarantee adequate power supply for ebus charging.
3. RVSF certificate for all buses scrapped during financial year 2022-2023.
4. Any other relevant documents.

ANNEXURE - 4

1. General Information

S.no	State/City	Information
i.	City, State	
ii.	Population of city as on March 2023	
iii.	Name of City Public Transportation Authority	
iv.	State level authority for public transport	
v.	Nodal officer for scheme implementation (Name, phone no., email)	

2. Existing City Public Bus Information

S.no	Mode	Number of Buses	Fuel Type of Buses (Diesel, CNG, Electric)	Average Age of Bus in Years
i.	Standard			
ii.	Midi			
iii.	Mini			

3. Existing Scheduled Private Bus Information

S.no	Mode	Number of Buses Operating on Road Transport Authority (RTA) Approved Routes	Fuel Type of Buses (Diesel, CNG, Electric)	Average Age of Bus in Years
i.	Standard			
ii.	Midi			
iii.	Mini			

4. Bus System Performance

S.no	Parameter	FY 2022-23
i.	Average daily ridership	
ii.	Vehicle Utilization (km/bus/day)	
iii.	Total Staff	
iv.	EPKM (₹/km)	
v.	CPKM (₹ /km)	
vi.	Percentage of non-farebox revenue (excluding grants and subsidies)	
vii.	Average fuel efficiency (km/l or km/kg or kWh/km)	

5. Availability of IT Infrastructure

S.no	Infrastructure / System	Availability	Expenditure (Initial Capex + Opex in FY 2022 - 23)
i.	Automated Vehicle Location System	<Yes / No >	
ii.	Automatic Fare Collection System	<Yes / No >	
iii.	PPP Contract Management Module	<Yes / No >	

6. Requirement for Behind-the-meter Power Infrastructure at proposed depot

Details of substation, power requirements, etc.

ANNEXURE - 5

Definitions

'Cities'

shall mean city/ urban agglomeration/ metropolitan area/ local planning area/ parastatal, as notified by the State under the relevant statute at the time of launch of the scheme.

'Implementing Agency'

shall mean any development authority/agency/SPV/municipality that will be running bus services in the city under the scheme.

'Contract Agreement'

means a tripartite agreement between (i) entity notified for the purpose of the scheme by State/ULB, (ii) concerned State Government, and (iii) bus operator/OEM or ticketing service provider.

'Organised Public Transport'

services are characterized by fixed origins and destinations, fixed routes and schedules, fixed stoppage points and approved fares.

'States'

may include both 'States and Union Territories'.

'Statutory Towns'

shall mean all places with a municipality, corporation, cantonment board or notified town area committee, etc.

'Associated Infrastructure'

shall mean the depot and depot facilities needed for the parking, security, behind-the-meter infrastructure, and maintenance of buses.

'Gross Cost Contract on Wet Lease'

model of service procurement means the bus is owned, operated and maintained by service providers (OEM or a consortium of OEMs and bus operators) for a specific per km rate and a contract period. The Authority pays a per km fee discovered through a competitive bidding process to the service provider.

'Eligible Cities'

are those cities listed in Annexure - 2

'Selected Cities'

are those cities which will be selected through a Challenge Method.

ANNEXURE - 6

List of Abbreviations

1. ₹/km - Rupee per kilometer
2. ACS - Additional Chief Secretary
3. AFCS - Automatic Fare Collection System
4. CA - Central Assistance
5. Capex - Capital Expenditure
6. CBS - City Bus Service
7. CESL- Convergence Energy Services Limited
8. CNG - Compressed Natural Gas
9. COP - Conference of the Parties
10. CPKM - Cost per kilometer
11. CSSC - Central Steering and Sanctioning Committee
12. DISCOM - Distribution Company
13. DPR - Detailed Project Report
14. E-mobility - Electric Mobility
15. EPKM - Earning per kilometer
16. FY - Financial Year
17. GCC- Gross Cost Contract
18. GDP - Gross Domestic Product
19. GHG-Greenhouse Gas
20. GoI - Government of India
21. GUMI - Green Urban Mobility Initiatives
22. HT line - High Tension Line
23. ICE - Internal Combustion Engine
24. IT- Information Technology
25. ITMS - Intelligent Transit Management System
26. Kg - Kilogram
27. km - Kilometer
28. km/l - Kilometer per liter
29. KV- Kilo Volt
30. kW/h/km – Kilowatt per Hour per Kilometer
31. LoA - Letter of Authorization
32. MoHUA - Ministry of Housing and Urban Affairs
33. MoU - Memorandum of Understanding
34. MW - Mega Watt
35. NCMC - National Common Mobility Card

- 36. NER - North Eastern Region
- 37. OEM - Original Equipment Manufacturer
- 38. Opex - Operational Expenditure
- 39. PM eBus Sewa - Prime Minister Electric Bus Sewa
- 40. PPP - Public Private Partnership
- 41. PS - Principal Secretary
- 42. PSM - Payment Security Mechanism
- 43. R&R - Resettlement & Rehabilitation
- 44. RVSF - Registered Vehicle Scrapping Facility
- 45. SLNA - State Level Nodal Agency
- 46. SLSC - State Level Steering Committee
- 47. SPV - Special Purpose Vehicle
- 48. STU - State Transport Undertaking
- 49. UA - Urban Agglomeration
- 50. UC- Utilization Certificate
- 51. ULB - Urban Local Body
- 52. UT- Union Territory

Guidelines for PM-eBus Sewa Part I



सत्यमेव जयते

Ministry of Housing and Urban Affairs
(Urban Transport Division)
Government of India