

ಕರ್ನಾಟಕ ವಿಧಾನ ಪರಿಷತ್ತು

ಚುಕ್ಕೆಗುರುತಿನ ಪ್ರಶ್ನೆ ಸಂಖ್ಯೆ : 37 (252)
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ಕ್ರ. ಸಂ.	ಪ್ರಶ್ನೆ	ಉತ್ತರ
ಅ)	<p>ರಾಜ್ಯದಲ್ಲಿ ಕೇಂದ್ರ ಸರ್ಕಾರದ ಇ-ವಾಹನಗಳ ಅಭಿಯಾನ ಜಾರಿಗೊಳಿಸಲು ರಾಜ್ಯ ಸರ್ಕಾರ ತನ್ನದೇ ಆದ ಇ-ಸಿದ್ಧಾಂತವನ್ನು ರೂಪಿಸಿದೆಯೇ ; ಹಾಗಿದ್ದಲ್ಲಿ, ಪೂರ್ಣ ಮಾಹಿತಿ ನೀಡುವುದು;</p>	<p>ರಾಜ್ಯದಲ್ಲಿ ಎಲೆಕ್ಟ್ರಿಕ್ ವಾಹನ ವಲಯದ ಕೈಗಾರಿಕೆಗಳ ಅಭಿವೃದ್ಧಿಯ ದೃಷ್ಟಿಯೊಂದಿಗೆ ವಾಣಿಜ್ಯ ಮತ್ತು ಕೈಗಾರಿಕೆ ಇಲಾಖೆಯಿಂದ "ಕರ್ನಾಟಕ ಎಲೆಕ್ಟ್ರಿಕ್ ವೆಹಿಕಲ್ ಮತ್ತು ಎನರ್ಜಿ ಸ್ಟೋರೇಜ್ ಪಾಲಿಸಿ, 2017"ನ್ನು ಸರ್ಕಾರದ ದಿನಾಂಕ:25-09-2017ರ ಆದೇಶದಲ್ಲಿ ಜಾರಿಗೆ ತರಲಾಗಿರುತ್ತದೆ. ಇದರಿಂದ ದೇಶದಲ್ಲಿ ವಿದ್ಯುತ್ ವಾಹನ ಮತ್ತು ಇಂಧನ ಶೇಖರಣಾ ನೀತಿಯನ್ನು ಘೋಷಿಸಿದ ಮೊದಲ ರಾಜ್ಯ ಕರ್ನಾಟಕವಾಗಿರುತ್ತದೆ. ಸದರಿ ನೀತಿಯಡಿ ಇವಿ ವಲಯದ ಕೈಗಾರಿಕೆಗಳನ್ನು ಪ್ರೋತ್ಸಾಹಿಸಲು ರಿಯಾಯಿತಿ ಮತ್ತು ಉತ್ತೇಜನಗಳನ್ನು ನೀಡಲಾಗುತ್ತಿದೆ.</p> <p>ವಿದ್ಯುತ್ ವಾಹನದ ಉತ್ಪಾದನೆ ಹೆಚ್ಚಳ, ಉತ್ತೇಜನಗಳನ್ನು ನವೀಕರಿಸಲು ಮತ್ತು ಕರ್ನಾಟಕದಲ್ಲಿ ವಿದ್ಯುತ್ ವಾಹನಗಳ ಉಪಯೋಗವನ್ನು ವೇಗಗೊಳಿಸಲು ಸರ್ಕಾರವು ಕರ್ನಾಟಕ ಎಲೆಕ್ಟ್ರಿಕ್ ವೆಹಿಕಲ್ ಮತ್ತು ಎನರ್ಜಿ ಸ್ಟೋರೇಜ್ ಪಾಲಿಸಿ, 2017 ನ್ನು ದಿನಾಂಕ:01-06-2021 ರಂದು ತಿದ್ದುಪಡಿ ಮಾಡಿದೆ ಮತ್ತು ಹೂಡಿಕೆದಾರರ ನಿರೀಕ್ಷೆಗಳಿಗೆ ಅನುಗುಣವಾಗಿ ಪ್ರೋತ್ಸಾಹಗಳನ್ನು ನವೀಕರಿಸಿದೆ ಹಾಗೂ ಕರ್ನಾಟಕದಲ್ಲಿ ಎಲೆಕ್ಟ್ರಿಕ್ ವಾಹನಗಳ ಬಳಕೆಯನ್ನು ವೇಗಗೊಳಿಸಿದೆ.</p> <p>ರಾಜ್ಯದಲ್ಲಿ ಇ-ವಾಹನ ಮತ್ತು ಲೀಡಿಯಂ ಐಯಾನ್ ಬ್ಯಾಟರಿಗಳಿಗೆ ಸಂಬಂಧಿಸಿದಂತೆ, SLSWCC ಹಾಗೂ SHLCC ಸಮಿತಿ ಸಭೆಗಳಲ್ಲಿ 11 ಯೋಜನೆಗಳಿಗೆ ಅನುಮೋದನೆಯನ್ನು ನೀಡಲಾಗಿದೆ.</p> <p>ಈ ಯೋಜನೆಗಳಿಂದ ರೂ.31,597 ಕೋಟಿ ಬಂಡವಾಳ ಹೂಡಿಕೆಯಾಗಲಿದೆ ಹಾಗೂ 10,067 ಉದ್ಯೋಗ ಸೃಷ್ಟಿಯಾಗಲಿದೆ. ವಿವರಗಳನ್ನು ಅನುಬಂಧ-1 ರಲ್ಲಿ ಒದಗಿಸಲಾಗಿದೆ.</p>

<p>ಆ)</p>	<p>ರಾಜ್ಯದಲ್ಲಿ ಕೇಂದ್ರ ಸರ್ಕಾರ ಪ್ರಧಾನ ಮಂತ್ರಿ ಇ-ಬಸ್ ಸೇವಾ ಯೋಜನೆಯನ್ನು ಯಾವ ದಿನಾಂಕದಿಂದ ಜಾರಿಗೊಳಿಸಲಾಗಿದೆ; ಈ ಯೋಜನೆಯ ಧ್ಯೇಯೋದ್ದೇಶ ಮತ್ತು ರೂಪ-ರೇಷಗಳು ಯಾವುವು; (ಪೂರ್ಣ ಮಾಹಿತಿ ನೀಡುವುದು)</p>	<p>ಕೇಂದ್ರ ಸರ್ಕಾರವು ಜನಸಂಖ್ಯೆ ಆಧಾರದ ಮೇಲೆ ರಾಷ್ಟ್ರದ ಆಯ್ದು 169 ನಗರಗಳಲ್ಲಿ "ಪ್ರಧಾನಮಂತ್ರಿ ಇ-ಬಸ್ ಸೇವಾ ಯೋಜನೆ" ಅಡಿಯಲ್ಲಿ ವಿದ್ಯುತ್ ವಾಹನಗಳನ್ನು ಜಿ.ಸಿ.ಸಿ (ಒಟ್ಟು ವೆಚ್ಚದ ಒಪ್ಪಂದ) ಆಧಾರದ ಮೇಲೆ ಆಚರಣೆ ಮಾಡಲು ಯೋಜನೆ ರೂಪಿಸಿರುತ್ತದೆ. ಸದರಿ ಯೋಜನೆಯು ಇನ್ನೂ ಜಾರಿಯಾಗಿರುವುದಿಲ್ಲ.</p>
<p>ಇ)</p>	<p>ರಾಜ್ಯದಲ್ಲಿ ಈ ಯೋಜನೆಯನ್ನು ಜಾರಿಗೊಳಿಸಲು ರಾಜ್ಯ ಸರ್ಕಾರ ರೂಪಿಸಿರುವ ನೀತಿ-ನಿಯಮಗಳೇನು ಮತ್ತು ಕಾರ್ಯತಂತ್ರಗಳು ಯಾವುವು;</p>	<p>ಕ.ರಾ.ರ.ಸಾ.ನಿಗಮ: ಮೈಸೂರು, ಮಂಗಳೂರು, ದಾವಣಗೆರೆ, ಶಿವಮೊಗ್ಗ ಮತ್ತು ತುಮಕೂರು ನಗರಗಳು ಸದರಿ ಯೋಜನೆಯಡಿ ಅರ್ಹವಾಗಿದ್ದು, ಸದರಿ ನಗರಗಳಿಗೆ ಕ್ರಮವಾಗಿ 100, 100, 50, 50 ಹಾಗೂ 50 ಹೀಗೆ ಒಟ್ಟು 350 ವಿದ್ಯುತ್ ಬಸ್‌ಗಳ ಬೇಡಿಕೆ ಕುರಿತು ಸ್ವೀಕೃತವಾಗಿರುವ ಮಾಹಿತಿಯು ಪರಿಶೀಲನೆಯಲ್ಲಿರುತ್ತದೆ.</p> <p>ವಾ.ಕ.ರ.ಸಾ ಸಂಸ್ಥೆ: ಬೆಳಗಾವಿ ಮತ್ತು ಹುಬ್ಬಳ್ಳಿ-ಧಾರವಾಡ ನಗರಗಳು ಅರ್ಹವಿದ್ದು, ಸದರಿ ನಗರಗಳಿಗೆ ಕ್ರಮವಾಗಿ 100 ಹಾಗೂ 110 ಹೀಗೆ ಒಟ್ಟು 210 ವಿದ್ಯುತ್ ಬಸ್‌ಗಳ ಬೇಡಿಕೆ ಕುರಿತು ಸ್ವೀಕೃತವಾಗಿರುವ ಮಾಹಿತಿಯು ಪರಿಶೀಲನೆಯಲ್ಲಿರುತ್ತದೆ.</p> <p>ಕ.ಕ.ರ.ಸಾ.ನಿಗಮ: ಕಲಬುರಗಿ, ಬಳ್ಳಾರಿ, ಹಾಗೂ ವಿಜಯಪುರ ನಗರಗಳು ಅರ್ಹವಿದ್ದು, ಸದರಿ ನಗರಗಳಿಗೆ ಕ್ರಮವಾಗಿ 100, 55 ಹಾಗೂ 80 ಹೀಗೆ ಒಟ್ಟು 235 ವಿದ್ಯುತ್ ಬಸ್‌ಗಳ ಬೇಡಿಕೆ ಕುರಿತು ಸ್ವೀಕೃತವಾಗಿರುವ ಮಾಹಿತಿಯು ಪರಿಶೀಲನೆಯಲ್ಲಿರುತ್ತದೆ.</p> <p>ಕೇಂದ್ರ ಸರ್ಕಾರದ ಪ್ರಧಾನಮಂತ್ರಿ ಇ-ಬಸ್ ಸೇವಾ ಯೋಜನೆಯಡಿಯಲ್ಲಿ ಬೆಂ.ಮ.ಸಾ.ಸಂಸ್ಥೆಯು ಅರ್ಹಗೊಳ್ಳುವುದಿಲ್ಲ.</p> <p>ಸದರಿ ಯೋಜನೆಗೆ ಸಂಬಂಧಿಸಿದಂತೆ ಕೇಂದ್ರ ಸರ್ಕಾರವು ಹೊರಡಿಸಿರುವ ಮಾರ್ಗಸೂಚಿಗಳನ್ನು ಅನುಬಂಧ-2 ರಲ್ಲಿ ಒದಗಿಸಲಾಗಿದೆ.</p>
<p>ಈ)</p>	<p>ರಾಜ್ಯದಲ್ಲಿ ಇ-ವಾಹನಗಳ ಅಭಿಯಾನದಲ್ಲಿ ವಿದ್ಯುಚ್ಛಕ್ತಿ ಚಾಲಿತ ವಾಹನಗಳಿಗೆ ರಾಷ್ಟ್ರೀಯ ಮತ್ತು ರಾಜ್ಯ ಹೆದ್ದಾರಿ ಹಾಗೂ ಜಿಲ್ಲಾ ಮುಖ್ಯರಸ್ತೆ ಮತ್ತು ನಗರ/ಪಟ್ಟಣ ಪ್ರದೇಶಗಳಲ್ಲಿ ಬ್ಯಾಟರಿ ರೀಚಾರ್ಜ್ ವ್ಯವಸ್ಥೆಗೆ ಯೋಜನೆಗಳನ್ನು ರೂಪಿಸಲಾಗಿದೆಯೇ; ಈ ಯೋಜನೆಯ ಜಾರಿ ಯಾವ ಹಂತದಲ್ಲಿದೆ? (ಪೂರ್ಣ ಮಾಹಿತಿ ನೀಡುವುದು)</p>	<p>ಕರ್ನಾಟಕ ಎಲೆಕ್ಟ್ರಿಕ್ ವೆಹಿಕಲ್ ಪಾಲಿಸಿ-2017 ರಲ್ಲಿ ಹೊಂದಿರುವ ಉದ್ದೇಶಗಳ ಅನುಗುಣವಾಗಿ ಪ್ರಥಮವಾಗಿ ಬೆಂಗಳೂರು ನಗರದಲ್ಲಿ ಪಾರ್ಕಿಂಗ್ ಸ್ಥಳಗಳಲ್ಲಿ ಎಲೆಕ್ಟ್ರಿಕ್ ವಾಹನಗಳ ಮೂಲಭೂತ ಸೌಲಭ್ಯಗಳಾದ ಚಾರ್ಜಿಂಗ್ ಸ್ಟೇಷನ್‌ಗಳನ್ನು ಅಭಿವೃದ್ಧಿಪಡಿಸಲು 2018-19ನೇ ಸಾಲಿನಲ್ಲಿ ರೂ.4.00 ಕೋಟಿಗಳನ್ನು ಸಾರಿಗೆ ಇಲಾಖೆಗೆ ಒದಗಿಸಲಾಗಿದ್ದು, ಸದರಿ ಮೊತ್ತವನ್ನು ಬೆಂಗಳೂರು ವಿದ್ಯುತ್ ಸರಬರಾಜು ಕಂಪೆನಿ (ಬೆಸ್ಕಾಂ) ರವರಿಗೆ ಎಲೆಕ್ಟ್ರಿಕ್ ಚಾರ್ಜಿಂಗ್ ಸ್ಟೇಷನ್‌ಗಳನ್ನು ಸ್ಥಾಪಿಸಲು ಒದಗಿಸಲಾಗಿದ್ದು, ಬೆಸ್ಕಾಂ ವತಿಯಿಂದ ರೂ.3.00 ಕೋಟಿಗಳಿಗೆ 100 ಎಸಿ ಮತ್ತು 26 ಡಿಸಿ ಚಾರ್ಜಿಂಗ್ ಸ್ಟೇಷನ್‌ಗಳನ್ನು ಬೆಂಗಳೂರಿನಲ್ಲಿ ಸ್ಥಾಪಿಸಲಾಗಿರುತ್ತದೆ. ವಿವರವನ್ನು ಅನುಬಂಧ-3 ರಲ್ಲಿ ಒದಗಿಸಲಾಗಿದೆ. ಇನ್ನೂ ರೂ.1.00 ಕೋಟಿ ಬಾಕಿ ಇರುತ್ತದೆ.</p>

		<p>ಸಾರಿಗೆ ಇಲಾಖೆಯ ವತಿಯಿಂದ ಹಸಿರು ತೆರಿಗೆ ಸಂಗ್ರಹದಲ್ಲಿ ಲಭಿಸಿರುವ ಆದಾಯದಲ್ಲಿ ಬೆಸ್ಕಾಂ ವತಿಯಿಂದ ಎಲೆಕ್ಟ್ರಿಕ್ ವಾಹನಗಳ ಚಾರ್ಜಿಂಗ್ ಸಲುವಾಗಿ ನಗರದಲ್ಲಿ ಜಿಲ್ಲಾಧಿಕಾರಿಗಳ ಮತ್ತು ಪ್ರಾದೇಶಿಕ ಸಾರಿಗೆ ಅಧಿಕಾರಿಗಳ ಕಛೇರಿಯ ಪಾರ್ಕಿಂಗ್ ಗಳಲ್ಲಿ ಇ-ಚಾರ್ಜಿಂಗ್ ಮೂಲಭೂತ ಸೌಲಭ್ಯವನ್ನು ಅಭಿವೃದ್ಧಿಪಡಿಸುವುದು ಮತ್ತು ವಾಯುಮಾಲಿನ್ಯ ರಹಿತ ವಾಹನಗಳ ನೋಂದಣಿಗೆ ಉತ್ತೇಜನ ನೀಡುವ ಸಲುವಾಗಿ ರೂ.3.00 ಕೋಟಿಗಳನ್ನು 2021-22ನೇ ಸಾಲಿನಲ್ಲಿ ಬಿಡುಗಡೆಗೊಳಿಸಲಾಗಿದೆ.</p> <p>2018-19ನೇ ಸಾಲಿನಲ್ಲಿ ಬಿಡುಗಡೆ ಮಾಡಲಾದ ರೂ.4.00 ಕೋಟಿಗಳಲ್ಲಿ ಬೆಸ್ಕಾಂನಲ್ಲಿ ಬಾಕಿ ಇರುವ ರೂ.1.00 ಕೋಟಿ ಮತ್ತು 2021-22ನೇ ಸಾಲಿನಲ್ಲಿ ಬಿಡುಗಡೆ ಮಾಡಲಾದ ರೂ.3.00 ಕೋಟಿ ಸೇರಿ ಒಟ್ಟು ರೂ.4.00 ಕೋಟಿಗಳ ಅನುದಾನದಲ್ಲಿ ಸಾರಿಗೆ ಇಲಾಖೆಯ ಒಟ್ಟು 17 ಸ್ಥಳಗಳನ್ನು ಗುರುತಿಸಿ ಪ್ರತಿ ವಿದ್ಯುತ್ ಚಾರ್ಜಿಂಗ್ ಕೇಂದ್ರಗಳನ್ನು ಸ್ಥಾಪಿಸುವ ಸಂಬಂಧ ಸಾಮಗ್ರಿ, ಕಾಮಗಾರಿ, ವಾರ್ಷಿಕ ನಿರ್ವಹಣೆ, ಕೂಲಿ, ಮೂಲ ಸೌಕರ್ಯ, ಡೆಪಾಸಿಟ್, ಸಿವಿಲ್ ಕಾಮಗಾರಿ ಮತ್ತು ಇತರೆ ಖರ್ಚುಗಳನ್ನು ರೂ.4.00 ಕೋಟಿಗಳಿಗೆ ಮಿತಿಗೊಳಿಸಿ ಸ್ಥಳಗಳನ್ನು ಅಂತಿಮಗೊಳಿಸಲು ಹೆಸರು ಮತ್ತು ವಿಳಾಸಗಳ ಪಟ್ಟಿಯನ್ನು ಬೆಸ್ಕಾಂಗೆ ನೀಡಲಾಗಿದೆ.</p> <p>ಕ.ಕ.ರ.ಸಾ.ನಿಗಮದ ವಿದ್ಯುಚ್ಛಕ್ತಿ ಚಾಲಿತ ವಾಹನಗಳಿಗೆ ರಿಚಾರ್ಜ್ ವ್ಯವಸ್ಥೆ ಕಲ್ಪಿಸುವುದಕ್ಕೆ ಯೋಜನೆ ರೂಪಿಸಲಾಗಿರುತ್ತದೆ.</p> <p>ರಾಜ್ಯದಲ್ಲಿ ಇ-ವಾಹನಗಳ ಅಭಿಯಾನದಲ್ಲಿ ವಿದ್ಯುಚ್ಛಕ್ತಿ ಚಾಲಿತ ವಾಹನಗಳಿಗೆ ರಾಷ್ಟ್ರೀಯ ಹೆದ್ದಾರಿಗಳಲ್ಲಿ ಬ್ಯಾಟರಿ ರಿಚಾರ್ಜ್ ವ್ಯವಸ್ಥೆ ಯೋಜನೆಯನ್ನು ರೂಪಿಸುವ ಕುರಿತು ಕೇಂದ್ರ ಭೂಸಾರಿಗೆ ಮಂತ್ರಾಲಯದಿಂದ ರಾಷ್ಟ್ರೀಯ ಹೆದ್ದಾರಿ ವಲಯಕ್ಕೆ ಯಾವುದೇ ರೀತಿಯ ನಿಯಮ ಜಾರಿಗೊಳಿಸುವ ಬಗ್ಗೆ ಮಾರ್ಗಸೂಚಿ/ಸುತ್ತೋಲೆ ಈ ವರೆಗೂ ಸ್ವೀಕೃತವಾಗಿರುವುದಿಲ್ಲ.</p>
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ಟಿಡಿ 66 ಟಿಡಿಕ್ಯೂ 2023


(ರಾಮಲಿಂಗಾರಡ್ಡು)

ಸಾರಿಗೆ ಮತ್ತು ಮುಜರಾಯಿ ಸಚಿವರು.

LCQ-37

Sl. No	Company	Investment in Crores	Employment	Year of Investment
1	M/s Hyunet Private Limited NGEF Layout, Nagarbhavi, 83 11th Cross, 2nd Stage, Bangalore - 560072 (Promoter: Mr. Gautam Raghunath Sharma - 9535519999)	1,825.00	2210	12/21/2020
2	M/s Elest Pvt Ltd. No.1, Brunton Road, Off MG Road, Opp Old Passport Office, Bangalore - 560 001 (Promoter: Mr. Rajesh Mehta)	14,255.00	867	12/21/2020
3	M/s. Amperia Lithium Battery Manufacturing Private Limited	1,210.00	600	2/23/2018
4	M/s Elest Pvt Ltd. No.1, Brunton Road, Off MG Road, Opp Old Passport Office, Bangalore - 560 001 (Promoter: Mr. Rajesh Mehta)	6,339.00	1804	12/21/2020
5	M/s Mahindra Electric Mobility Limited No 66, road no 3, Jigani link road, Bommasandra Industrial Estate, Bengaluru - 560 099	70.00	1500	15.11.2017
6	M/s Gold Stone Infratech Limited 9 1 83 and 84 Amarchand Sharma Complex, S D ROAD Secunderabad -500003	495.00	570	30.12.2017
7	M/s Mahindra Electric Mobility Limited No 66, road no 3, Jigani link road, Bommasandra Industrial Estate, Bengaluru - 560 099	97.00	556	30.12.2017
8	M/s Ather Energy Private Limited Victoria Road, Victoria Layout, Bangalore - 560047	47.50	30	20/Jun/17
9	M/s Balan Engineering Private Limited No 2, 1st Main, 1st Cross, Rmv 2nd Stage, Dollars Colony, Bangalore-560 094	22.00	80	1/Oct/20
10	M/s Exide Energy Solutions Limited EXIDE HOUSE ,KOLKATA, KOLKATA, West Bengal - 700020	6,002.00	1400	18/May/22
11	M/s Nsure Reliable Power Solutions Private Limited Bangalore	1,235.00	450	18-Apr-22
		31,597.50	10,067.00	

मनोज जोशी
सचिव
Manoj Joshi
Secretary

अजादी का
अमृत महोत्सव



ಅನುಬಂಧ ೨

भारत सरकार
आवासन और शहरी कार्य मंत्रालय
निर्माण भवन, नई दिल्ली-110011
Government of India
Ministry of Housing and Urban Affairs
Nirman Bhawan, New Delhi-110011

D.O. No.K.14011/7/2019-UT-I

August 26, 2023

Dear *Chief Secretary*

Government of India has approved a Centrally Sponsored Scheme titled as "PM-eBus Sewa" on 16th August 2023 with the aim to augment urban bus operations in urban areas with central assistance of ₹ 20,000 crores for deploying 10,000 electric buses. The scheme will be implemented in two segments, namely, Segment-A: Augmentation of City Bus Services and Associated Infrastructure and Segment-B: Green Urban Mobility Initiatives (GUMI).

2. The Guidelines related to Segment A of the scheme are attached. Under Segment A, 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. The list of the eligible cities is given at Annexure 2 of the Guidelines. The eligible cities shall prepare proposals in the prescribed Detailed Project Report (DPR) attached to the Guidelines at Annexure 3, Annexure 4 and Annexure 1, duly recommended by the State/UT, giving details of city bus service, financial arrangements, bus operation plan, etc. The selection of the cities will be done through a 'Challenge Method'. There is no State-wise allocation of funds and projects would be approved on first-cum-first-served basis and on the basis of preparedness of the States/UTs/cities. The State Governments/UTs/Cities shall have to meet the prescribed conditions for the release of central assistance. Payment security to bus operators is one of the very important features of the Scheme. States are required to (i) provide guarantee for resource gap, if any, beyond CA, farebox & non-farebox revenue for bus operations and (ii) agree to the Payment Security Mechanism (PSM) being developed by GoI.

3. I would like to request you to instruct the concerned Departments to prepare the DPR on priority and submit it to the Ministry only after receiving approval of the State Level Steering Committee along with the supporting documents. The detailed instructions for submission of proposals are given in the attached Guidelines. Ministry has also published the Guidelines on the website of the Ministry.

4. For any clarifications regarding the preparation of DPR, submission of the proposals, etc., State/UTs/Cities may contact the following Officers:

- (i) Shri Bhanu Pratap Singh Bhadoria, Director(UT-I), Room No.340-C, Nirman Bhavan, New Delhi, Tel No.2306 0481, Email: pm-ebus-sewa-mohua@nic.in
- (ii) Shri Lalit Kumar, Under Secretary(UT-I), Room No.407-C, Nirman Bhavan, New Delhi, Tel No.2306 2264, Email: pm-ebus-sewa-mohua@nic.in

Yours sincerely,

Manoj Joshi
(Manoj Joshi)

ಅನುಬಂಧ ೨
ಸರ್ಕಾರದ ಸಾರ್ವಜನಿಕ
ಸಾರಿಗೆ ಇಲಾಖೆ

Chief Secretaries of All States / UTs



Ministry of Housing and Urban Affairs
Government of India

GUIDELINES FOR
PM-eBus Sewa
Part I

AUGUST 2023

Message from Hon'ble Prime Minister

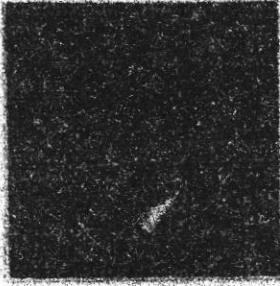


— “ —

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



सत्यमेव जयते
आजादी का
अमृत महोत्सव

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

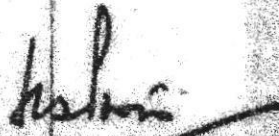
Message

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.

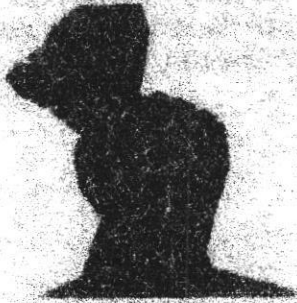

(Hardeep S Puri)

New Delhi
25 August 2023

कौशल किशोर
KAUSHAL KISHORE



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

जाज़ादीक
अमृत महोत्सव



भारत सरकार
आवासन और शहरी कार्य मंत्रालय
निर्माण भवन, नई दिल्ली-110011
Government of India
Ministry of Housing and Urban Affairs
Nirman Bhawan, New Delhi-110011

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

01 Introduction



02 Augmentation of City Bus Services and Associated Infrastructure



03 Challenge Method



04 Process of Submission of Proposal



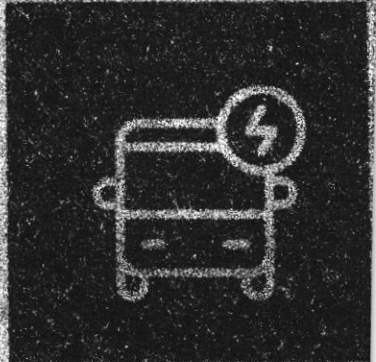
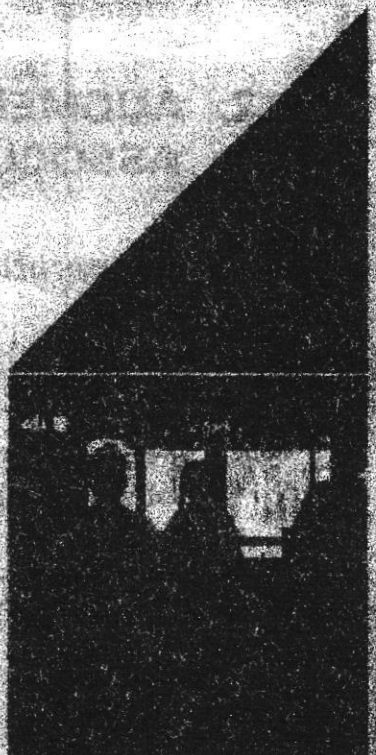
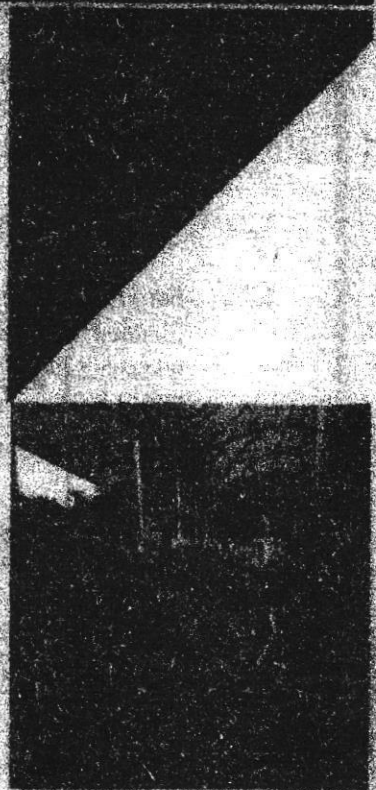
05 Demand Aggregation and Tendering



06 General Conditions



Annexure 1 - 6



1.1 The Ministry of Housing and Urban Affairs (MoHUA) is launching 'PM e-Bus Sewa' with a view to increase the modal share of electric bus (e-bus) 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.

2.1 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 T below.

2.1.2 CA for operation of e-buses 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 e-bus 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	Gold	Mini
20 - 40 lacs	150			
10 - 20 lacs	100			
05 - 10 lacs	100	24	22	20
<05 lacs	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 ebuses, up to March 2027 as specified in Table 2.

Table 2: Central Assistance for Depot Infrastructure

Classification of Cities by Associated Infrastructure	CA (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 ebuses 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 ebus 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.

3.1 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.

- 4.1 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.

5.1 Demand Aggregation by MoHUA

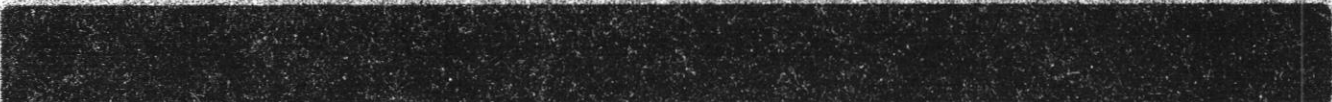
- 5.1.1 All proposals submitted by the States and approved by MoHUA will constitute the aggregated demand for all-India tendering by CESL.
- 5.1.2 CESL will divide this aggregated demand into different lots. The lots may be based on bus type and regions/States.

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 ebuses by the operator as per the timelines of concession agreement.



- 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.

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

	<p>QUALIFICATION CRITERIA</p>	
	<p>FINANCIAL ViABILITY</p>	
	<p>TECHNICAL ViABILITY</p>	
	<p>ENVIRONMENTAL ViABILITY</p>	
	<p>OPERATIONAL ViABILITY</p>	

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.

List of Eligible Cities - Segment A

1	Bihar	Patna	
2	Kerala	Kochi	
3	Kerala	Kozikode	
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	
11	Andhra Pradesh	Vijaywada	
12	Andhra Pradesh	Visakhapatnam	
13	Chandigarh	Chandigarh	
14	Chhattisgarh	Durg-Bhilai Nagar	
15	Chhattisgarh	Raipur	
16	Gujarat	Rajkot	
17	Gujarat	Vadodara	
18	Haryana	Faridabad	
19	Jammu & Kashmir	Srinagar	UT Capital City (without legislature)
20	Jharkhand	Dhanbad	
21	Jharkhand	Jamshedpur	

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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 Sambhajinagar	
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	

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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	Kerala	Kalaburagi	
58	Karnataka	Hubballi-Dharwad	
59	Karnataka	Mangaluru	
60	Karnataka	Mysore	
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 (without legislature)

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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	Moredabad	
88	Uttar Pradesh	Noida	
89	Uttar Pradesh	Saharanpur	
90	Uttarakhand	Dehradun	State Capital City (Hilly Region)
91	West Bengal	Durgapur	
92	West Bengal	Siliguri	
Uttarakhand e-Bus Corporation			
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	

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101	Bihar	Gaza	
102	Bihar	Muzaffarpur	
103	Bihar	Purnia	
104	Chhattisgarh	Bilaspur	
105	Chhattisgarh	Korba	
106	Gujarat	Junagarh	
107	Haryana	Hisar	
108	Haryana	Karnal	
109	Haryana	Paripat	
110	Haryana	Rohtak	
111	Haryana	Yamuna Nagar	
112	Karnataka	Bellary	
113	Karnataka	Bijapur	
114	Karnataka	Devangere	
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	

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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	
142	Uttar Pradesh	Shahjahanpur	
143	Uttarakhand	Haridwar	
144	West Bengal	Baharampur	
145	West Bengal	Bardhaman	
146	West Bengal	Bhatpara	
147	West Bengal	English Bazar	
148	West Bengal	Habra	
149	West Bengal	Kamarhati	
150	West Bengal	Maheshtala	
151	Telangana	Nizamabad	
152	West Bengal	Panihati	
153	West Bengal	Rajarhat Gopalpur	

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154	West Bengal	Rajpur Sonarpur	
155	West Bengal	South Dum Dum	
156	Andaman & 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_11.kh_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.

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.	Category	Number of buses	Number of cities participating
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.

Guidelines for PM e-Bus Sewa Scheme - Part I

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.	Midl			
iii.	Mini			

3. Existing Scheduled Private Bus Information

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

4. Bus System Performance

S.No.		Parameter	Unit
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

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.

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.

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

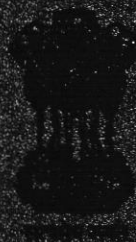
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36. **NER** - North Eastern Region
37. **OEM** - Original Equipment Manufacturer
38. **Opex** - Operational Expenditure
39. **PM eBus Sewa** - Prime Minister Electric Bus Sewa
40. **PPP** - Public Private Partnership
41. **PS** - Principal Secretary
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

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Guidelines for PM-eBus Sewa

Part I



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

ಆನುಬಂಧ - 3

**Government of Karnataka
(Transport Department)**

Electric vehicles charging stations in Bangalore city

Sl No	Circle	Division	Pertaining to Sub Division	Name of the Office	AC Charger	DC Charger	Total Chargers
1	BRC	Hosakote	Devanahalli SDO	BESCOM - Devanahalli SDO	1	-	1
2	BRC	Hosakote	Hosakote Sub Division	BESCOM - Hosakote SDO	1	-	1
3	BRC	Nelamangala	Nelamangala	RTO Nelamangala	1	-	1
4	East	Shivajinagar	E1 Sub Division	BESCOM -Tannery Road	1	-	1
5	East	Indiranagar	E10 Benniganahally	BBMP Vignananagara Office	2	-	2
6	East	Indiranagar	E10 Benniganahally	RTO KasthuriNagar office	2	-	2
7	East	Whitefield	E12- Mahadevapura	BESCOM - Mahadevapura SDO	1	2	3
8	East	Whitefield	E12 Sub Division	BBMP Mahadevapura Office	1	-	1
9	East	Whitefield	E12 Sub Division	BBMP Whitefield Office	1	-	1
10	East	Whitefield	E12 Sub Division	TTMC Whitefield	2	-	2
11	East	Shivajinagar	E2 Shivajinagar	KSFC	2	-	2
12	East	Shivajinagar	E2 Shivajinagar	TTMC Shivajinagar	1	-	1
13	East	Shivajinagar	E5 Cookes Town	BDA HBR layout complex	1	-	1
14	East	Shivajinagar	E5 Sub Division	BESCOM -Lingarajapuram O&M	1	-	1
15	East	Indiranagar	E6 - Indiranagar	BESCOM - E6 Indiranagar SDO	1	2	3
16	East	Indiranagar	E6 Indiranagar	BDA Domlur Complex	1	-	1
17	East	Indiranagar	E6 Indiranagar	TTMC Domlur	2	-	2
18	East	Whitefield	E7 K R Puram	BBMP KR Puram Office	1	-	1
19	East	Whitefield	E7 K R Puram	RTO K R Puram Office	2	-	2
20	East	Shivajinagar	E8 - Banasawadi	BESCOM - E8 Banasawadi SDO	1	2	3
21	East	Shivajinagar	E8 Banasawadi	BBMP Horamavu Office	2	-	2
22	East	Shivajinagar	E9 - Nagawara	BESCOM -Nagawara Sub Division	1	-	1
23	East	Vidhana soudha	W4 - AnandRao Circle	BESCOM -Corporate Office	1	4	5
24	East	Vidhana soudha	W4 Anandrao Circle	KPTCL W4 Subdivision	2	-	2
25	North	Jalahalli	C3 - Jalahalli	BESCOM - Jalahalli SDO	1	-	1
26	North	Malleswaram	C6 Matthikere	TTMC Yeshawanthapura	3	-	3
27	North	Malleswaram	C6-Mattikere	BESCOM - C6 Mathikere SDO	1	2	3
28	North	Hebbala	C7 Yelahanka	RTO Yelahanka	2	-	2
29	North	Hebbala	C7-Yelahanka	BESCOM - C7 SDO	1	2	3
30	North	Hebbala	C8 Sahakaranagar	BBMP Sahakaranagara Office	2	-	2
31	North	Jalahalli	C9 - Vidyaranyapura	BESCOM -Vidyaranyapura SDO	1	-	1
32	North	Peenya	N4 - Peenya	BESCOM - N4 Peenya SDO	1	2	3
33	North	Peenya	N4 - Peenya	BESCOM - Hegganahalli O&M	1	-	1
34	North	Peenya	N4 Peenya	KSRTC Peenya	2	-	2
35	North	Peenya	N5 - SRS Gate	BESCOM - Peenya SRS O&M	1	-	1

36	North	Peenya	N5 - SRS Gate	BESCOM - Shettihalli (Peenya) O&M	1	-	1
37	North	Jalahalli	N9 - Soladevanahalli	BESCOM - Bagalagunte O&M	1	-	1
38	Ram-nagara	Chandapura	Chandapura Sub Division	BESCOM - Chandapura Sub Division	2	-	2
39	Ram-nagara	Chandapura	Jigani SDO	KIADB Jigani I.A	2	-	2
40	South	HSR L/O	S10 Bannerghatta	BBMP Gottigere office	1	-	1
41	South	HSR L/O	S10 Bannerghatta	RTO Electronic City	2	-	2
42	South	HSR L/O	S11 HSR	BBMP Doddakanneli Office	2	-	2
43	South	HSR L/O	S19 Vijayabank L/o	BBMP Vijaya Bank L/O (Bilekahalli)	1	-	1
44	South	HSR L/O	S20 - Agara	BESCOM - HSR Division Office SDO	2	2	4
45	South	Jayanagar	S1 Jayanagar	BBMP Jayanagar office	1	-	1
46	South	Jayanagar	S14 - JP Nagar	BESCOM - BTM L/o O&M	1	2	3
47	South	Jayanagar	S14 JP Nagar	BBMP Ward 177 Office (Near BoB)	1	-	1
48	South	Jayanagar	S15 - Katriguppe	BESCOM - Katriguppe SDO	1	2	3
49	South	Jayanagar	S18 - Chikkalasandra	BESCOM - Chikkalasandra O&M	1	-	1
50	South	Jayanagar	S2 Wilson Garden	BBMP Corporation office,	3	-	3
51	South	Jayanagar	S2 Wilson Garden	TTMC Shantinagar	2	-	2
52	South	Jayanagar	S5- ISRO Layout	BESCOM - ISRO Layout O&M	1	-	1
53	South	Jayanagar	S6 - JP Nagar	BESCOM - JP Nagar O&M-1	1	-	1
54	South	Koramangala	S3 - Austin Town	BESCOM - Murugeshpalya S17 SDO	1	2	3
55	South	Koramangala	S9 Banashankari	BDA Banashankari	1	-	1
56	West	Kengeri	K1 Kengeri	TTMC Kengeri	2	-	2
57	West	Kengeri	K1 -Kengeri	BESCOM - Kumbalagodu O&M	1	-	1
58	West	Kengeri	K3 - Kaggalipura	BESCOM - Kaggalipura SDO	2	-	2
59	West	Kengeri	K4 - RR Layout	BESCOM -RR Layout O&M	1	-	1
60	West	Kengeri	K4 - RR layout	RTO Jnanabharti	2	-	2
61	West	Rajajinagar	N2 KHB Colony	TTMC Vijayanagar	3	-	3
62	West	Rajajinagar	N8 - Nagarabavi	BESCOM - PapareddyPalya O&M	1	-	1
63	West	Rajajinagar	N8 - Nagarabavi	BESCOM -Mallathalli O&M	1	-	1
64	West	Rajajinagar	N8 - Nagarabhavi	BDA Nagarabhavi	2	-	2
65	West	RR Nagar	W1 Sub Division	BESCOM - Avalahalli SDO	1	-	1
66	West	RR Nagar	W2 - Chamarajapete	BESCOM - Shankarapuram O&M	1	-	1
67	West	RR Nagar	W6 - Byatarayanapura	BESCOM - Byatarayanapura SDO	2	2	4
68	West	RR Nagar	W6 Byatarayanapura	KSRTC Mysore Road Satellite	2	-	2
69	West	RR Nagar	W7 -RR Nagara	W7 - SDO (Kengeri TTMC) SDO	1	-	1
70	West	RR Nagar	W8 NR COLONY	BBMP Thyagarajanagara Office	2	-	2
				Total	100	26	126

Dated:27-11-2023

[Signature]
Commissioner for Transport &
Road Safety, Bengaluru.