Parliamentary Questions (FY 2025-2026)

Question Number: 2509

Receiving Date: July 10, 2025

Sub: LSQ Unstarred Question Dy. No. 2509 regarding the "Strategies for Battery-Swapping Infrastructure Development"

(a) Whether the Government has formulated strategies to collaborate with State Governments for the implementation of guidelines to ensure that battery-swapping stations are strategically located across urban and rural areas;

(b) The timelines and identified locations, if so, the details thereof;

Response: Points (a) and (b): The Ministry of Power may please reply.

(c) whether the Government envisions a significant role for public-private partnerships in expanding the battery-swapping infrastructure

Response: The Ministry of Power may please reply.

However, as far as CESL, a 100% owned subsidiary of EESL is concerned, it has developed an innovative "Market driven model" based on market conditions for establishing public EV charging and battery swapping stations (BSS) in India. Under this model, CESL will aggregate demand for potential locations identified by government/public land-owning agencies or land-providing entities to establish a wide range of charging technologies based on market demand (slow, fast and BSS). As a part of the implementation, CESL shall undertake procurement of services of Charge Point Operators (CPOs), including those from the private sector, for Supply, Installation, Testing, Commissioning, Operation and Maintenance of EV Charging and Battery Swapping Stations (BSS) on Build-Own-Operate-Maintain (BOOM) model.

In this process, CESL shall enter into a revenue-sharing agreement with government/public land-owning agencies in line with the model revenue-sharing agreement approved by the Ministry of Power, Government of India, vide their guidelines for installation and operation of EV charging infrastructure- 2024, dated 17th September 2024. CESL shall undertake overall supervision and program management of the entire implementation process.

(d) The incentives or frameworks proposed to encourage private sector participation?

Response: The Ministry of Power may please reply.

****

Question Number: 2364

Receiving Date: July 16, 2025

Sub: LSQ Unstarred Question Dy. No. 2364 regarding the Battery Swapping Stations for answer on 24.07.2025.

(a) the details of battery-swapping stations located in urban and rural areas across the country, State-wise;

(b) whether the Government has any plan to expand this scheme and if so, the details thereof:

(c) whether the Government has formulated any strategy to implement these guidelines and collaborate with State Governments to ensure that battery-swapping stations are strategically located in urban and rural areas;

(d) if so, the details thereof along with the timelines fixed and locations identified for implementation, if any;

Response to Points (a), (b), (c), and (d): The Ministry of Power may please reply.

(e) the manner in which the Government perceives the role of public-private partnerships in expanding battery-swapping infrastructure;

Response: The Ministry of Power may please reply.

However, as far as CESL (a 100% owned subsidiary of EESL) is concerned, it has developed an innovative “Market driven model” based on market conditions for establishing public EV charging and battery swapping stations (BSS) in India. Under this model, CESL will aggregate demand for potential locations identified by government/public land-owning agencies or land-providing entities to establish a wide range of charging technologies based on market demand (slow, fast and BSS). As a part of the implementation, CESL shall undertake procurement of services of Charge Point Operators (CPOs), including those from the private sector, for Supply, Installation, Testing, Commissioning, Operation and Maintenance of EV Charging and Battery Swapping Stations (BSS) on Build-Own-Operate-Maintain (BOOM) model.

In this process, CESL shall enter into a revenue-sharing agreement with government/public land-owning agencies in line with the model revenue-sharing agreement approved by the Ministry of Power, Government of India, vide their guidelines for installation and operation of EV charging infrastructure- 2024, dated 17th September 2024. CESL shall undertake overall supervision and program management of the entire implementation process.

(f) the details of the incentives or framework proposed to encourage private sector participation; and

(g) whether electricity is a critical component of sustenance?

Response to Points (f) and (g): The Ministry of Power may please reply.

****

Question Number: 1215

Receiving Date: July 24, 2025

Sub: RSQ Unstarred Question Dy. No. 1215 regarding EV Infrastructure

(a) the details of EV charging infrastructure per kilometre on the National highway, State-wise; and

Response: The concerned ministry may please reply.

(b)whether there is any incentive being provided by the Government to charging point operators in promoting the network of charging infrastructure, if so, the details thereof and if not, reasons therefor?

Response: The concerned ministry may please reply.

****

Question Number: 4171

Receiving Date: July 21, 2025

Sub: LSQ Unstarred Question Dy. No. 4171

(a) whether the Government has received a proposal from Telangana for the deployment of 2,800 electric buses under the PM e-Drive Scheme;

Response: Under PM-EDRIVE scheme Expression of Interest was floated for 09 cities including Hyderabad on 13th November 2024 for submission of electric buses demand. Against the EOI, the demand of 2,800 elecric buses received from Telangana State Road Transport Corporation (TGSRTC) on 19th December 2024.

(b) whether the State has requested permission to adopt a Hybrid GCC model, where buses are provided by OEMs but operated and maintained by TGSRTC staff to safeguard existing employment;

(c) whether the Ministry is considering this employment-preserving model for approval under national EV incentive schemes;

Response (b& c): Hon'ble CM of Telangana, through D.O. Letter No.09/2025 dated 23.05.2025, conveyed the State's intent to explore a Hybrid GCC model.

While the objective is noted with due regard, consultations with industry stakeholders and financiers have highlighted significant concerns regarding operational risks and

lack of control over the workforce under the Hybrid GCC model. In light of these inputs, the model is not being considered under the current framework of PM E-DRIVE scheme. However, as the ecosystem evolves and industry readiness improves, such models may be revisited in future deliberations.

(d) whether the Government proposes to extend support for EV retro-fitment initiatives and allow TGSRTC access to the Payment Security Mechanism to ensure financial viability?

Response: Under the PM E-DRIVE scheme, Central Assistance is currently provided through a CAPEX subsidy for the procurement of electric buses. At present, there is no provision for separate incentives to support retrofitting of existing buses.

With respect to access to the Payment Security Mechanism (PSM), it is clarified that the PSM is specifically designed to support electric bus operators participating under the GCC model, by ensuring timely payments and reducing financial risk.

****

Question Number: 5881

Receiving Date: July 21, 2025

Sub: LSQ Unstarred Question Dy. No. 5881, regarding the "Investment in EV charging Infrastructure".

(a) Whether the Government has set any targets to improve the ratio of public Electric Vehicle (EV) charging stations to registered EVs in line with global benchmarks and if so, the details thereof;

(b) The number of public EV charging stations that experienced operational downtimes due to technical faults, grid connectivity issues or delayed maintenance during the years 2023-25.

Response: Approximately 290 public EV chargers experienced operational downtime at various points during the period 2023–2025. The major reasons contributing to these downtimes are outlined below:

(i). Technical Faults

(a) Network-related issues: A common cause of downtime happened due to SIM card-related connectivity problems. Public EV charging stations require strong network signal strength for proper functioning. Interruptions often result in chargers going offline. In such cases, SIM cards are upgraded based on the service provider's reliability in the area. These issues account for approximately 15% of total downtimes.

(b) Hardware failures: Hardware-related issues account for around 5%. However, since most equipment’s are under warranty, such failures are promptly attended to and resolved.

(c) Firmware updates and configuration: Original Equipment Manufacturers (OEMs) periodically carry out remote firmware updates via GPS to address software malfunctions and errors. These updates contribute to around 5% of the reported downtimes.

(ii) Grid Connectivity Issues

(d) Voltage fluctuations: Interruptions in Low Tension (LT) power supply connections cause EV chargers to enter "sleep mode" as a protective mechanism to safeguard internal control units. These issues have been observed only in select locations and account for approximately 5% of the downtimes.

(iii) Other Issues Leading to Downtime

(e) A significant portion nearly 60% of operational downtimes is attributed to public vandalism. This includes theft of integrated charging cables (with guns), physical damage to display screens, and damage to station infrastructure. Such incidents have had a considerable impact on both accessibility and operational efficiency of EV charging infrastructure.

(f) Improper handling by EV users such as emergency stoppage of charging sessions, forced disconnections during charging abruptly and EV errors for approximately 10%.

(c) The steps taken by the Government to enhances the reliability, interoperability and accessibility of public EV charging stations across urban and rural areas of the country; and

(a) Whether any tax incentives policy measures have been introduced to encourage foreign direct investment in the EV charging infrastructure sector and if so, the details thereof?

Response: Points (a), (c) and (d): The Ministry of Power may please reply.

However, as far as CESL, a 100% owned subsidiary of EESL is concerned, it has developed an innovative “Market driven model” based on market conditions for establishing public EV charging and battery swapping stations (BSS) in India. Under this model, CESL will aggregate demand for potential locations identified by government/public land-owning agencies or land-providing entities to establish a wide range of charging technologies based on market demand (slow, fast and BSS). As a part of the implementation, CESL shall undertake procurement of services of Charge Point Operators (CPOs), including those from the private sector, for Supply,

Installation, Testing, Commissioning, Operation and Maintenance of EV Charging and Battery Swapping Stations (BSS) on Build-Own-Operate-Maintain (BOOM) model.

In this process, CESL shall enter into a revenue-sharing agreement with government/public land-owning agencies in line with the model revenue-sharing agreement approved by the Ministry of Power, Government of India, vide their guidelines for installation and operation of EV charging infrastructure- 2024, dated 17th September 2024. CESL shall undertake overall supervision and program management of the entire implementation process.

****

Question Number: 4590

Receiving Date: July 24, 2025

Sub: RSQ Starred/Unstarred Question Dy. No. 4590 regarding Achievements of schemes related to strengthening of EV ecosystem

(b) the details of achievements made under various schemes formulated to advance and strengthen India's electric vehicle (EV) ecosystem.
(c) the details of the achievements since the inception of schemes such as PM E Drive, PLI-Auto, PLI-ACC, FAMA-II, PM E- Bus SEWA-PSM yojana, SPMEPCI and other related schemes

Response (a&b): India has taken significant strides to accelerate the adoption of electric vehicles (EVs) and build a robust EV ecosystem through a series of dedicated policies and incentive-driven schemes. The following are key achievements under various flagship initiatives:

Achievements under EV-Focused Schemes

(i) **FAME-II:** Faster Adoption and Manufacturing of (Hybrid &) Electric Vehicles in India (FAME India) Scheme Phase-II was implemented for a period of five years from 01.04.2019 with a total budgetary support of Rs.11,500 crore. The scheme incentivized sale of electric vehicles i.e. e-2Ws, e-3Ws & e-4Ws. Further, grants for deployment of e-buses and setting up of EV public charging stations (EVPCS) were also provided under the scheme. The number of electric vehicles incentivized under the FAME India scheme Phase-II, as on 11.03.2025 are as under:

Category	**No. of EVs Supported**
e-2 wheelers	14,28,009
e-3 wheelers	1,64,523
e-4 wheelers	22,548
e-Buses	6862 (5165 supplied)
Total	**16,15,080**

Ref: Press Release Posted On: 18 MAR 2025 (Release ID: 2112237)

Note: Ministry may provide the further progress on FAME II.

Under FAME-II scheme, EESL has installed 212 public EV charging stations for cities. Additional details of the scheme may be provided by the Ministry, as deemed appropriate.

(ii) **PM E-DRIVE Scheme:** Under the PM E-DRIVE scheme, the Government of India has earmarked a total grant of ₹4,391 crore for the deployment of 14,028 electric buses across nine major cities with populations exceeding four million. This financial support is provided as a capital expenditure (CAPEX) subsidy to facilitate the adoption of electric buses. Further scheme has earmarked Rs. 2000 crore for setting up public fast charging stations. An 80% capital subsidy on upstream infrastructure required for setting up public fast charging stations is proposed under this scheme.
Additional details of the scheme may be provided by the Ministry, as deemed appropriate.

(iii) **PM e-Bus Sewa-PSM Scheme:** The Ministry of Heavy Industries (MHI), Govt. of India, has notified PM e-Bus Sewa-PSM Scheme through Gazette notification S.O. 4711(E) on October 28, 2024. The scheme has an allocated budget of Rs. 3,435.33 crore. The scheme will support deployment of more than 38,000 electric buses in the country.
The objective of scheme is to provide payment security in case of default by Public Transport Authorities (PTAs) for making timely payment to the selected bidders/operators/OEMs on their monthly payment obligations for operations of electric buses. Additionally, the fund will support capacity building and training initiatives, fostering the adoption of innovative technologies by PTAs to optimize electric bus operations.
Note: For rest of the Schemes, Ministry may provide the inputs.

(d) whether the Government proposes to introduce any new schemes to further strengthen the electric vehicle (EV) ecosystem in India?

Response: Ministry may provide the inputs.

****

Question Number: 12336 (Revised 1)

Receiving Date: August 5, 2025

Sub: LSQ Unstarred Question Dy. No. 12336 titled "Electric Buses under PM E-Drive scheme"

(a) the details regarding the number of Electric Buses allocated to Karnataka under PM E-Drive Initiative;

Response: Under the PM E-DRIVE Scheme, 4,500 electric buses have been allocated to Bengaluru, Karnataka.

(b) whether the Government is planning to allocate Electric Buses to other states under the Scheme as well;

(c) if so, the details thereof;

Response (b & c): The PM E-DRIVE Scheme was notified on 29th September 2024 and is being implemented from 1st October 2024 to 31st March 2026. Under the PM E-DRIVE Scheme, the Government of India aims to deploy 14,028 electric buses across nine major cities with populations exceeding 4 million. The cities identified are Ahmedabad, Bengaluru, Chennai, Delhi, Hyderabad, Kolkata, Mumbai, Pune, and Surat. Under Phase I of the scheme, the bus allocation details are as follows:

(i) Ahmedabad-1000 Nos.
(ii) Bengaluru- 4500 Nos.
(iii) Delhi-2800 Nos.
(iv) Hyderabad-2000 Nos.
(v) Surat-600 Nos.

(d) whether the Government aims to develop other associated infrastructure facilities like charging stations, bus depots, or vehicle maintenance systems in such states, if so, the there details thereof?

Response: Under the PM E-DRIVE scheme a total of Rs. 4,391 Crores grant has been earmarked for the deployment of 14,028 electric buses. The grant is provided as a CAPEX subsidy for electric buses.
PM E-DRIVE scheme does not envisage provisions for additional financial support towards development of associated infrastructure facilities like charging stations, bus depots.

****

Question Number: 12033

Receiving Date: August 5, 2025

Sub: LSQ Unstarred Question Dy. No. 12033 regarding Public Transport under PM e-Drive Scheme

(a) the scheme of the Government to measure the long-term emission impact of public transport under PM E-Drive (PM E-DRIVE);
Response: An Expression of Interest (EoI) has been floated to aggregate the demand for electric buses across these nine cities. As per the EoI, operators are required to install on-board devices for real-time monitoring and provide authorities

with direct access to raw performance data, including bus location and operational status. The system must be integrated with the state's interface, and the data stored for analysis and reporting.

These provisions enable central and state authorities to continuously track fleet performance and assess the long-term environmental impact, including emissions reductions.

Additional details on the Government's scheme to measure emissions under the scheme may be provided by the Ministry as deemed appropriate.

(b) the details of the schemes to expand the electric public transport network under PM E-DRIVE in future;

Response: Under the PM E-DRIVE scheme, the Government of India has allocated ₹4,391 crore as a grant for the deployment of 14,028 electric buses across nine major cities with populations exceeding four million. This allocation is aimed at accelerating the adoption of electric public transport by enabling large-scale deployment of e-buses in high-demand urban cities.

Through this initiative, the public transport systems in these cities will be modernized and made more sustainable. The planned deployment of 14,028 electric buses will substantially expand and strengthen the eco-friendly public transport network.

(c) the measures of the Government to improve coordination with the States for successful implementation of e-bus fleets;

Response: To ensure effective implementation of the PM E-DRIVE scheme, the Government of India is working closely with states through a centralized and collaborative coordination framework. An Expression of Interest (EoI) was floated to aggregate demand from nine major cities, promoting alignment between central objectives and state-level priorities.

States/Public Transport Authorities (PTAs) are being engaged as key stakeholders in the procurement process of electric buses. Their involvement includes providing inputs on key operational aspects such as preferred bus types, depot infrastructure readiness, etc. This structured engagement facilitates demand-driven planning and supports the smooth and efficient rollout of electric bus fleets across participating cities.

(d) whether any roadmap has been prepared for setting up public charging stations on National Highways and metros; and

(e) if so, the details thereof

Response (d&e): PM E-DRIVE scheme has an outlay of Rs. 2,000 crores for setting up public fast charging stations. Under this scheme, MHI intends to support the

development of EVPCS by extending up to 80% subsidy on upstream infrastructure (behind the meter infrastructure) required for setting up public fast charging stations.

PM E-DRIVE scheme will prioritize cities and highways to ensure a focused approach. The scheme will target cities with a high share of EVs, particularly e-2Ws, e-3Ws, and e4Ws, for the deployment of fast public charging infrastructure. Similarly, select high-density highways with heavy vehicular traffic, connections between major cities and industrial hubs, and wayside amenities will be prioritized for e-Buses and e-Trucks.

****

Question Number: 5283

Receiving Date: August 8, 2025

Sub: RSQ Unstarred Question Dy. No. 5283 regarding Status of Public Bus Transport Infrastructure in Delhi

(a) the estimated requirement and current availability of public buses in the National Capital Territory of Delhi to meet urban transportation demand;

(b) year-wise number of new buses inducted into the public transport fleet in the last ten years, including type (CNG/electric), and details of Central and/or State Government funds allocated, released, and utilised;

(c) age profile of the existing bus fleet, specifying number of buses in each age category (0—5 years, 5—10 years, over 10 years); and

(d) whether there is a roadmap to phase out older CNG buses and fully transition to electric buses, with targets and timelines?

Response (a to d): The above queries do not pertain to CESL. The Ministry is kindly requested to provide inputs as deemed appropriate.

****

Question Number: 13723

Receiving Date: August 13, 2025

Sub: LSQ Starred Question Dy. No. 13723

(a) The details of the number of solar carports set up across the country along with the companies collaborated therewith, State-wise;

Response: The Ministry may please reply.

However, Convergence Energy Service Limited (CESL) (100% owned subsidiary of EESL) has till date commissioned two nos. of Solar Carports in the country.

1. CESL commissioned its first Solar Carport with BESS (110 kWp + 860 kWh) at Leh, Ladakh region on 4th July 2022 under the PMC modal through M/s JBM Renewables Pvt. Ltd.
2. The second Solar Carport commissioned by CESL at the Statue of Unity (SoU) in Kevadia, Gujarat on 30th October 2024 under Technical Assistance GEF 7 pilot funding through M/s Topsun Energy Ltd. This carport has a solar capacity of 50 kWp with 200 kWh battery energy storage system with features like app-based monitoring and state of the art look. The carport offers a range of charging options, including 60 kW CCS II fast chargers, AC001 chargers, and Type II AC chargers, catering to diverse EV needs.

(b)Whether the Government has taken any initiatives for the setting up of multiple solar carports across the country and if so, the details thereof including the State identified and the private entities being collaborated therewith and if not, the reasons therefor;

Response: The Ministry may please reply.

(c) Whether the Government has allocated any budget for the initiative to set up solar carport parking lots and if so, the details thereof including the funds released and disbursed and if not, the reasons therefor; and

Response: The Ministry may please reply.

(d) Whether any design or implementation standards have been developed or being planned for modular and low- cost deployment of such systems and if so, the details thereof?

Response: The Ministry may please reply.

****

Question Number: s1254

Receiving Date: November 25, 2025

Sub: RSQ Question Dy. No. s1254 regarding "Expansion of EV Charging infrastructure on highways"

(a) number of EV charging stations installed along National Highways;

Response: The Ministry of Power may please reply.
However, As of July 2025, a total of 4,557 public EV charging stations have been installed along state/National Highways and expressways in India covering approximately 146,342 km of road network.
(Reference : Digital Sansad +2 ETAuto.com +2)

(b) corridors prioritized for full EV coverage;

(c) incentives provided to private operators;

Response to (b) & (c): The Ministry of Power may please reply.

(d) role of NHAI and Energy Efficiency Services Limited (EESL)

Response: The Ministry of Power may please reply.

However, the inputs from EESL are as under :

- NHAI: Facilitates highway-side deployment by providing space/land (e.g., near toll plazas and buildings) often on revenue-share / no-cost basis to implementers and by incorporating EV charging as part of wayside amenities and corridor planning.

- EESL: Implements and aggregates projects (MoUs with NHAI and other agencies), provides PMC/implementation support and has executed public charging stations and plazas across the country; EESL is an implementing agency/partner for government-led deployments.

(e) plans for integrating solar-powered stations along expressways?

Response: The Ministry may please reply.

However, Government guidelines encourage integration of solar energy into EV charging along expressways wherever feasible. Convergence Energy Services Limited (a subsidiary of Energy Efficiency Services Limited) has already implemented pilots such as solar-powered EV-charging carports: for example, a 100-kW solar PV with 860 kWh battery storage in Leh, Ladakh, and a 50 kWp solar facility with 200 kWh battery storage at the Statue of Unity, Gujarat. These demonstrate the viability of renewable-energy-based charging solutions and support future plans for similar systems along highway corridors.

****

Question Number: 68

Receiving Date: November 28, 2025

Sub: LSQ Starred Question Dy. No. 4171 regarding "Growth, Safety and Regulation of Electric Vehicles"

(a) the growth in registration and sales of electric two-wheelers and electric cars in the country since the launch of major electric vehicle policies including the latest figures thereof, year-wise;

(b) the total number of electric vehicles registered in Karnataka particularly in Bengaluru along with their share in the country's overall electric vehicle fleet;

(c) whether the Government is aware of recent accidents and fire incidents involving electric vehicles and the concerns raised regarding battery and passenger safety, if so, the details thereof;

(d) the details of safety standards, testing protocols and monitoring mechanisms currently in place to ensure the safe use of electric vehicles; and

(e) the steps being taken by the Government to enhance charging infrastructure, promote adoption of electric vehicles and improve safety compliance through collaboration with manufacturers and State Governments?

Response for pointers (a), (b), (c) and (e): Ministry of Heavy Industries (MHI) may provide the necessary details as deemed appropriate.

Response for pointer (d): Electric vehicles are required to comply with the provisions of the Central Motor Vehicles Rules (CMVR). Homologation certificates are issued by Government-approved testing agencies, such as CIRT, ARAI, ICAT, GARC, and NATRAX, upon successful completion of prescribed tests. Electric buses must undergo prototype inspection and test trials by authorised government testing agencies prior to their deployment for public use.

****

Question Number: U3322

Receiving Date: December 1, 2025

Sub: RSQ Starred /Unstarred Question Dy. No. U3322

(a) the current status of implementation of the PM e-Bus Sewa–PSM Scheme, including the number of electric buses deployed or operationalised so far under the scheme.

Response: The PM e-Bus Sewa–PSM Scheme was notified on 28th Oct, 2024. The PSM Scheme guidelines and SOPs are published. 13 States/UTs have submitted the Direct Debit Mandate (DDM) to Reserve Bank of India as on 2nd Dec, 2025, which is an essential requirement to be eligible under the Scheme.

Further, tender for 6,143 number of buses was concluded under the PM-eBus Sewa Scheme. As on date, Concession Agreements were signed for 1,050 numbers of buses by the respective Authority/Municipality. Deployment of the e-Buses is under progress. Additionally, tender for 10,900 buses under PM E-DRIVE scheme is under progress.

(b) the total number of payment security support claims processed to date, the quantum of funds released from the Payment Security Mechanism

(c) & (d) whether any instances of Public Transport Authorities (PTAs) payment defaults have been recorded. If so, the corrective measures undertaken thereof

Response to points (b), (c) & (d): Since buses are under deployment stage, hence no payment default is reported and no claim is processed under PSM Scheme as on date.

(e) & (f) whether the Ministry has undertaken any assessment of the operational performance, utilisation rates, or service outcomes of electric buses supported under the scheme. If so, the key findings.

Response: State Transport Undertakings (STUs)/Authorities sign the Concession Agreement with the bus operator directly. STUs needs to monitor the operational performance of electric buses, since payments to operators under the Gross Cost Contract (GCC) are directly linked to parameters such as kilometres operated, fleet availability and service performance. Moreover, as stated in response(i), deployment of e-Buses is under progress.

****

Question Number: 5371

Receiving Date: December 3, 2025

Sub: LSQ Question Dy. No. 5371 regarding Progress and Implementation of the PM e-Bus Sewa-Payment Security Mechanism Scheme

(a) the current status of implementation of the PM e-Bus Sewa–PSM Scheme, including the number of electric buses deployed or operationalised so far under the scheme.

Response: The PM e-Bus Sewa–PSM Scheme was notified on 28th Oct, 2024. The PSM Scheme guidelines and SOPs are published. 13 States/UTs have submitted the Direct Debit Mandate (DDM) to Reserve Bank of India as on 2nd Dec, 2025, which is an essential requirement to be eligible under the Scheme.

Further, tender for 6,143 number of buses was concluded under the PM-eBus Sewa Scheme. As on date, Concession Agreements were signed for 1,050 numbers of buses by the respective Authority/Municipality. Deployment of the e-Buses is under progress. Additionally, tender for 10,900 buses under PM E-DRIVE scheme is under progress.

(b) the total number of payment security support claims processed to date, the quantum of funds released from the Payment Security Mechanism

(c) & (d) whether any instances of Public Transport Authorities (PTAs) payment defaults have been recorded. If so, the corrective measures undertaken thereof

Response to points (b), (c) & (d): Since buses are under deployment stage, hence no payment default is reported and no claim is processed under PSM Scheme as on date.

(e) & (f) whether the Ministry has undertaken any assessment of the operational performance, utilisation rates, or service outcomes of electric buses supported under the scheme. If so, the key findings.

Response: State Transport Undertakings (STUs)/Authorities sign the Concession Agreement with the bus operator directly. STUs needs to monitor the operational performance of electric buses, since payments to operators under the Gross Cost Contract (GCC) are directly linked to parameters such as kilometres operated, fleet availability and service performance. Moreover, as stated in response(i), deployment of e-Buses is under progress.

****

Question Number: S4652

Receiving Date: December 4, 2025

Sub: RSQ Question Dy. No. S4652 regarding PMe-Bus Sewa Payment Security Mechanism (PSM) Scheme

(a) How can the Payment-Security Mechanism (PSM) pioneered in the IFC-backed e-bus projects be scaled to guarantee revenue certainty for municipal operators while also attracting private-sector capital across the entire e-mobility ecosystem?

Response: As per the conditions mentioned in the Scheme guidelines, the e-buses under the PSM Scheme are to be deployed as per Gross Cost Contract (GCC) or similar model where the e-bus operator bears the capital as well as the operation and maintenance cost of the e-bus. Public Transport Authority (PTA) are in-charge of service planning as well as the revenue collection and are required to pay the operator at a pre-defined per kilometer fees for the entire duration of the Concession Agreement (CA). The revenue collection are to be deposited in an escrow account to be opened between the PTA and the e-bus Operator.

A payment security scheme to ensure the PTAs monthly fee obligations to OEMs/operators and will mitigate the risk of payment delays. This will also enhance the bankability of e-bus contracts with PTAs by providing certainty of contractual payments to the OEMs/operators and reduces the counterparty risk for operators and investors.

Further, wider adoption of the PSM is expected to facilitate increased participation of private-sector operators and financial institutions by providing predictable cash flows, lowering perceived risks, and improving bankability. This, in turn, will support the

mobilisation of private capital and accelerate the deployment of electric buses across the transport systems in the country.

****

Question Number: 1562

Receiving Date: December 3, 2025

Sub: LSQ Unstarred Question Dy. No. 1562

(a) the Government's plan to measure the long-term impact of the PM e-Drive on public transport emissions;

Response: An Expression of Interest (EoI) has been floated to aggregate the demand for electric buses across these nine cities. As per the EoI, operators are required to install on-board devices for real-time monitoring and provide authorities with direct access to raw performance data, including bus location and operational status. The system must be integrated with the state's interface, and the data stored for analysis and reporting.

These provisions enable central and state authorities to continuously track fleet performance and assess the long-term environmental impact, including emissions reductions.

Additional details on the Government's plan to measure emissions under the scheme may be provided by the Ministry as deemed appropriate.

(b) the plans for expanding the electric public transport network under PM e-Drive in future in Karnataka;

Response: Under the PM E-DRIVE scheme, Karnataka has been allocated 4,500 electric buses to strengthen the public transport network. This allocation is aimed at accelerating the adoption of electric mobility in the state by enabling large-scale deployment of e-buses in Bengaluru. The planned deployment of 4,500 electric buses will substantially expand and strengthen the eco-friendly public transport network.

Additional details may be provided by the Ministry as deemed appropriate.

(c) the manner in which the Government is working to improve coordination with State of Karnataka and specifically Bengaluru for rollout of e-Bus fleets;

Response: To ensure effective implementation of the PM E-DRIVE scheme in cities like Bengaluru, the Government of India is working closely with State / City Authorities through a collaborative coordination framework. An Expression of Interest (EoI) has been floated to aggregate the demand for electric buses across these nine cities. Accordingly, Karnataka has been allocated 4,500 electric buses.

Public Transport Authorities (PTAs), including those in Karnataka, are being engaged as key stakeholders in the procurement process of electric buses. Their involvement

includes providing inputs on key aspects such as preferred bus types / model, depot infrastructure readiness, etc. for smooth and efficient rollout of electric bus fleets.

Additional details may be provided by the Ministry as deemed appropriate.

(d) whether there is a roadmap for installing public charging stations across national highways and in metro cities like Bengaluru; and

(e) if so, the details thereof?

Response (d&e): PM E-DRIVE scheme has an outlay of Rs. 2,000 crores for setting up public fast charging stations. Under this scheme, MHI intends to support the development of EVPCS by extending up to 80% subsidy on upstream infrastructure (behind the meter infrastructure) required for setting up public fast charging stations.

PM E-DRIVE scheme will prioritize cities and highways to ensure a focused approach. The scheme will target cities with a high share of EVs, particularly e-2Ws, e-3Ws, and e4Ws, for the deployment of fast public charging infrastructure. Similarly, select high-density highways with heavy vehicular traffic, connections between major cities and industrial hubs, and wayside amenities will be prioritized for e-Buses and e-Trucks.

Additional details may be provided by the Ministry as deemed appropriate.

****

Question Number: U9538

Receiving Date: December 9, 2025

Sub: LSQ Unstarred Question Dy. No. U9538 regarding Electrification of the Intercity e-Bus Fleet

(a) whether the Ministry has formulated or is considering a national strategy for the electrification of intercity bus fleets in the country;
(b) the current share and total number of electric buses operating on intercity routes, along with progress over the last five years, year-wise;
(c) whether the Government has evaluated the environmental and economic benefits associated with scaling up intercity electric buses, and if so, the details thereof;
(d) the status of initiatives undertaken under relevant schemes to facilitate procurement or deployment of intercity e-buses;
Response (a to d): These do not pertain to CESL; inputs may be provided by the Ministry as appropriate.

(e) whether the Government has proposed or implemented measures to address infrastructure challenges including charging availability on national and state highways;
Response(e): PM E-DRIVE scheme has an outlay of Rs. 2,000 crores for setting up public fast charging stations. Under this scheme, MHI intends to

support the development of EVPCS by extending up to 80% subsidy on upstream infrastructure (behind the meter infrastructure) & 70% on EV Supply Equipment (EVSE) required for setting up public fast charging stations.
PM E-DRIVE scheme will prioritize cities and highways to ensure a focused approach. The scheme will target cities with a high share of EVs, particularly e-2Ws, e-3Ws, and e4Ws, for the deployment of fast public charging infrastructure. Similarly, select high-density highways with heavy vehicular traffic, connections between major cities and industrial hubs, and wayside amenities will be prioritized for e-Buses and e-Trucks.
Additional details may be provided by the Ministry as deemed appropriate.

(f) whether additional corridors such as the Mumbai-Goa Highway and the Samruddhi Mahamarg Expressway are being considered for inclusion; and
(g) whether the Government is considering alternative procurement and financing models such as viability gap funding (VGF) to reduce upfront project costs for intercity e-bus deployment?

Response (f t& g): These do not pertain to CESL; inputs may be provided by the Ministry as appropriate.

****

Question Number: 7933

Receiving Date: December 9, 2025

Sub: LSQ Starred Question Dy. No. 7933

(a) The current status of implementation of the PM e-Bus Sewa–PSM Scheme, along with details of the number of electric buses deployed or operated so far under the said scheme.

Response: The PM e-Bus Sewa–PSM Scheme was notified on 28th Oct, 2024. The PSM Scheme guidelines and SOPs are published. 13 States/UTs have submitted the Direct Debit Mandate (DDM) to Reserve Bank of India as on 10th Dec, 2025, which is an essential requirement to be eligible under the Scheme.

Further, tender for 6,198 number of buses was concluded under the PM-eBus Sewa Scheme. As on date, Letter of Award (LoA's) for 4472 numbers of buses have been issued by the Public Transport Authorities. Deployment of the e-Buses is under progress. Additionally, tender for 10,900 buses under PM E-DRIVE scheme is under progress.

(b) The total number of payment security assistance claims processed and the amount of funds released so far under the Payment Security Mechanism (PSM)

(c)& (d) whether any cases of payment defaults have been registered by the Public Transport Authorities (PTAS) If so, the corrective measures undertaken thereon;

Response to pointers (b), (c) & (d): Since buses are under deployment stage, hence no payment default is reported and no claim is processed under PSM Scheme as on date.

(e) Whether buses are being operated in various States particularly in Uttar Pradesh under the said scheme, if so, the details thereon;

Response: Under the PM e-Bus Sewa Scheme, no electric buses have been operated in the State of Uttar Pradesh so far. For any additional detail the Ministry of Housing and Urban Affairs (MoHUA), may be contacted as deemed appropriate.

(g) & (h) whether the Government has conducted any evaluation of the operational performance, utilization rates, or service outcomes of electric buses supported under the said scheme; and If so, the key findings thereof?

Response: Public Transport Authorities (PTA) sign the Concession Agreement with the bus operator directly. PTAs needs to monitor the operational performance of electric buses, since payments to operators under the Gross Cost Contract (GCC) are directly linked to parameters such as kilometres operated, fleet availability and service performance. Moreover, as stated in response(a), deployment of e-Buses is under progress.

****

Question Number: 10879

Receiving Date: 10 December 2025

Sub: LSQ Dy. No. 10879 regarding Ensuring Quality Drivers For e-Buses In Public Transit Sector

(a) whether the Government is aware of concerns regarding low remuneration for electric bus drivers engaged through leasing arrangements in State Transport Undertakings across the country including recent instances of service disruption and if so, the details thereof;

Response(a): Under PM-eBus Sewa Scheme, 10,000 numbers of e-Buses are proposed to be deployed. As of now, tenders for more than 6400 buses is concluded and concession agreement signed for more than 1200 buses. The buses are yet to be deployed/operational under the scheme.

Additional details may be provided by the Ministry as deemed appropriate.

(b) whether the Government proposes to issue national guidelines for STUs and concessionaires to ensure minimum qualifications, mandatory training and safe driving standards for electric buses and if so, the details thereof;

Response (b): *Ministry may suitably reply.*

(c) whether the Government is considering to include mandatory clauses within tender frameworks that guarantee minimum salary thresholds, periodic wage rationalisation or uniform labour standards for electric bus drivers hired through private companies and if so, the details thereof;

(e) the steps being taken to ensure that driver's working conditions do not adversely affect passenger safety, service quality, ridership or the national objective of accelerating public transit electrification?

Response (c&e): As per these provisions of the tender, bus operators engaged for electric-bus services are required to ensure statutory compliances towards labour codes and rules, Industrial Relations Code, 2020; Code on Social Security, 2020; and the Occupational Safety, Health and Working Conditions Code, 2020. Operators must pay wages not below the minimum wages notified by the relevant State/UT labour department and ensure payment through bank transfer. In addition, operators are also obligated to adhere to statutory requirements related to timely wage payments, ESI and EPF compliance, bonus, compensation, observance of working hours and weekly rest etc.

Additional details may be provided by the Ministry as deemed appropriate.

(d) whether the Government has taken any measures to allow STUs to deploy their own drivers or to standardise qualifications and remuneration for drivers hired by private operators under the leasing model and if so, the details thereof; and

Response(d): The e-Buses under PM-eBus Sewa Scheme are planned to be deployed under Gross Cost Contract (GCC) model. Under the GCC model, the operator procures, deploys and maintains the buses along with the required manpower, and is responsible for ensuring efficient operation of the fleet for a period of 12 years.

The minimum qualification requirement for Drivers and Staff is incorporated in the tender document. Operators are required to ensure that only trained and qualified drivers are deployed for operating electric buses. Each driver must undergo both classroom, simulator and behind-the-wheel training adequate to ensure safe and efficient bus operation. Drivers must hold a valid transport-vehicle driving licence under the Motor Vehicles Act, 1988, possess a minimum of two years' experience, have a valid passenger-service badge, and be within the age bracket of 21 to 60 years.

Additional details may be provided by the Ministry as deemed appropriate.

****

Question Number: S4708

Receiving Date: 15 December 2025

Sub: RSQ Unstarred Question Dy. No. S4708

(a) The current status of implementation of the PM e-Bus Sewa PSM Scheme, including the number of electric buses deployed or operationalized so far under the scheme

Response: The PM e-Bus Sewa–PSM Scheme was notified on 28th Oct, 2024. The PSM Scheme guidelines and SOPs are published. 13 States/UTs have submitted the Direct Debit Mandate (DDM) to Reserve Bank of India as on 15th Dec, 2025, which is an essential requirement to be eligible under the Scheme.

Further, tender for 6,198 number of buses was concluded under the PM-eBus Sewa Scheme. As on date, Letter of Award (LoAs) for 4,472 buses have been issued by the Public Transport Authorities. Deployment of the e-Buses is under progress. Additionally, tender for 10,900 buses under PM E-DRIVE Scheme is under progress.

(b) The total number of payment security support claims processed to date, the quantum of funds released from the Payment Security Mechanism

Response: Since buses are under deployment stage, no payment default has been reported and no claim has been processed under the PSM Scheme as on date.

(c) & (d) Whether any instances of Public Transport Authorities (PTAs) payment defaults have been recorded; if so, the corrective measures undertaken thereof

Response: Since buses are under deployment stage, no payment default has been reported as on date.

(e) & (f) Whether the Ministry has undertaken any assessment of the operational performance, utilization rates, or service outcomes of electric buses supported under the scheme; if so, the key findings?

Response: Public Transport Authorities (PTAs) sign the Concession Agreement with the bus operators directly. PTAs are required to monitor the operational performance of electric buses, as payments under the Gross Cost Contract (GCC) are linked to kilometres operated, fleet availability, and service performance. Moreover, deployment of e-Buses is currently under progress.

****

Question Number: 8217

Receiving Date: March 2, 2026

Sub: LSQ Unstarred Question Dy. No. 8217

(a) the details regarding the implementation progress of the PM-eBus Sewa–PSM Scheme, including the allocation of e-buses under the Gross Cost Contract (GCC) model, State-wise.

Response: 1. The PSM Scheme was notified on 28th October 2024 with scheme outlay of INR 3,435.33 crores with an aim to cover 38,000 or more e-buses.

2. The Scheme Guidelines and SOPs are released subsequently.

3. The initial corpus of INR 500 crore has been disbursed to set up the PSM Fund in FY 25-26.

4. The State wise details of the allocated e-buses are attached as Annexure (i).

(b) the details of payment security framework established under the scheme, including the role of Convergence Energy Services Limited (CESL) as the implementing agency.

Response: Under the PM-eBus Sewa – Payment Security Mechanism (PSM) Scheme, a dedicated Payment Security Fund has been established to provide assurance to electric bus operators under the Gross Cost Contract (GCC) model in case of payment default by Public Transport Authorities (PTAs).

The framework includes escrow arrangements and provision for release of funds from the PSM, with subsequent recovery from the concerned PTA, including through the Direct Debit Mandate mechanism, wherever applicable.

Convergence Energy Services Limited (CESL) has been designated as the implementing agency responsible for managing of funds and record keeping thereof, disbursing payments as per approved SOPs through an technology based platform, and coordinating recovery and monitoring mechanisms under the Scheme.

(c) the details of timeline fixed for deployment and operationalisation of the sanctioned buses and the duration of operational support provided under the Scheme

Response: Once the central tendering agency discover the rates for City/State/UT (PTA), the respective PTA issues the Letter of Award (LOA) and sign the Concession Agreement (CA) with the successful bidder after due diligence. Once the CA is executed between the Operator and City/State/UT (PTA), which generally takes a minimum period of 6 months, the deployment and operationalization of the buses start.

The PSM Scheme provides payment security coverage for a period of up to 12 years for each bus deployed under the Scheme.

(d) whether the Ministry has reviewed the operationalization of the Direct Debit Mandate mechanism with the Reserve Bank of India for recovery of dues in case of default by PTAs and if so, the details thereof?

Response: Under the PSM Scheme, if the funds are disbursed from the PSM Fund due to the default in the payment by the PTA, then the same to be repaid by the PTA along with the late payment surcharge within 90 days from the disbursement date.

In the event of non-repayment by the PTA within the stipulated timeline, MHI will request RBI to invoke the DDM.

As of 2nd March 2026, 19 State/UTs have submitted the Direct Debit Mandate (DDM) to the Reserve Bank of India (RBI) who have either participated under PM E-DRIVE Scheme of MHI or PM-eBus Sewa Scheme of MoHUA.

Annexure (i) – Buses allocated.

Sl No	State/UT	No of buses		
		PM E-DRIVE (MHI)	PM-eBus Sewa (MoHUA)	Total
1	Gujarat	1,800	750	2,550
2	Karnataka	4,500	750	5,250
3	Maharashtra	2,500	1,609	4,109
4	Telangana	2,200	151	2,351
5	Delhi	2,800	-	2,800
6	Andhra Pradesh	-	1,050	1,050
7	Madhya Pradesh	-	972	972
8	Meghalaya	-	55	55
9	Odisha	-	400	400
10	Punjab	-	447	447
11	Puducherry	-	75	75
12	Rajasthan	-	1,150	1,150
13	J&K	-	200	200
14	Assam	-	100	100
15	Uttarakhand	-	137	137
16	Manipur	-	50	50
17	Arunachal Pradesh	-	50	50

18	Goa	-	50	50
19	Haryana	-	450	450
20	Bihar	-	400	400
21	Chhattisgarh	-	240	240
22	Kerala	-	293	293
23	Himachal Pradesh	-	50	50
24	Dadra and Nagar Haveli and Daman and Diu	-	50	50
25	Chandigarh	-	428	428
26	Ladakh	-	48	48
27	Andaman & Nicobar Islands	-	45	45
	Total	**13,800**	**10,000**	**23,800**

****

Question Number: 1425

Receiving Date: February 24, 2026

Sub: LSQ Unstarred Question Dy. No. 1425 regarding "Support for Electric Bus Fleet Expansion in Telangana"

Response:

As per the Expression of Interest floated for PM E-DRIVE Scheme, the model was to operate e-buses under the GCC Wet Lease model. Under the Wet Lease Model of procurement, the bus is owned, operated, and maintained by the Operator for a specific rate and contract period as defined in the Concession Agreement. The Authority pays a pre-decided per km fee (PK Fee) discovered through competitive bidding process to the Operator. It may be noted that, TGSRTC submitted their e-Bus demand for 2,800 buses under the Phase-I of EoI. Out of 2,800 buses, MHI, GoI allocated 2,000 buses under PM e-DRIVE Scheme. Subsequently, tender-1 was published for discovering the L-1 bidder on GCC wet lease model.

As far as Telangana is concerned, representation regarding utilization of existing TGSRTC workforce from Hon'ble CM of Telangana was received on 07th January 2025. In this connection, a stakeholder meeting was conducted with bus operators/OEMs on 19th February 2025 to discuss various aspects of the tender, including utilization of existing TGSRTC workforce. Wherein, Operators/OEMs emphasized that for effective operations and long-term sustainability, full control over both the operating and maintenance workforce, including drivers, must rest with them. The viability of these contracts is directly tied to efficient operations and maintenance, as payments are dependent on service performance. Under GCC contracts, the return to the operator covers both capital and operating expenses, including salaries, making it essential for operators to manage workforce costs entirely.

Since manpower costs constitute a significant portion of GCC costs, there as an apprehension of bankability of the project from financers as the recoveries are contingent amongst other things, also upon driver performance.

Furthermore, CESL had previously issued a second tender (NEBP-2) for 4,675 e-buses under a dry lease model, which allowed STUs/PTAs drivers to operate these buses. However, a major reason for the low participation in this tender was the requirement to use STU drivers. Industry stakeholders and project financiers viewed the lack of control over workforce, maintenance, and operations as a significant risk. This highlights the need for a stable and predictable framework in long-term projects, which are already subject to considerable risks and uncertainties.

In view of the above, GCC Wet Lease model was adopted under PM E-DRIVE Scheme.

The tender process was successfully concluded and the details of the successful bidders along with discovered rates were communicated to TGSRTC in December 2025 for approval. It may be noted that TGSRTC issued Letters of Award (LoAs) to the successful bidders in February 2026 for all the 2,000 buses.

Additionally, under Phase-II of the PM E-DRIVE Scheme, 200 e-buses were allocated to TGSRTC by MHI. The Phase-II tender is currently live.

****

Question Number: S6994

Receiving Date: March 6, 2026

Sub: RSQ Unstarred Question Dy. No. S6994 regarding Gross Cost Contract (GCC) Model under PSM Scheme

a) the number of e-buses allocated to Bihar so far under the PM-eBus Sewa-PSM Scheme on the Gross Cost Contract (GCC) model;
b) the details of their deployment (city/municipal body-wise), current operational status and the timeline for full operation of the buses;

Response (a&b): Under the PM-eBus Sewa Scheme, a total of 400 electric buses have been sanctioned for the State of Bihar under the Gross Cost Contract (GCC) model. These buses are proposed to be deployed across the cities of Patna (150 Nos.), Darbhanga (50 Nos.), Bhagalpur (50 Nos.), Gaya (50 Nos.), Muzaffarpur (50 Nos.) and Purnia (50 Nos.). The details of the successful bidder (M/s Greencell Mobility), along with the rates quoted, were shared with the Government of Bihar/City/Authority in January 2025 for further necessary action including issuance of LoA and signing of Concession Agreement with the bidder.

\The buses sanctioned under the PM-eBus Sewa Scheme are covered under the PM-eBus Sewa – Payment Security Mechanism (PSM) Scheme to ensure payment security for OEMs/operators.

c) the role of Convergence Energy Services Limited in the payment security mechanism under the scheme;

Response(c): Convergence Energy Services Ltd. (CESL) acts as the Implementing Agency for the PM- eBus Sewa-Payment Security Mechanism (PSM) Scheme, managing the dedicated Payment Security Fund to ensure timely payments to electric bus operators.

d) the duration of operational support in Bihar and the status of implementation/review of the direct debit mandate system with the Reserve Bank of India for recovery of dues in case of default by public transport authorities?

Response (d): The PM-eBus Sewa-Payment Security Mechanism scheme has been formulated to mitigate payment risk and improve bankability for OEMs/operators who have entered into Concession Agreements (CA) with Public Transport Authorities (PTAs). The Scheme will ensure timely payments to OEMs/operators through a dedicated Payment Security Mechanism Fund to be established under the Scheme. In the event of payment default by PTAs/States/UTs, the fund will be utilized to make payments, which will subsequently be recouped from the concerned PTAs/States/UTs. The scheme shall provide payment security coverage for up to 12 years for each bus deployed under the Scheme. In order to be eligible under the PSM Scheme, the States/UTs register the Direct Debit Mandate (DDM) with Reserve Bank of India (RBI). As of now, Bihar Government has not registered the DDM with RBI.

****

Question Number: Dy. No. 3278/ Dy. no. 7596

Receiving Date: March 12, 2026

Sub: RSQ Unstarred Question Dy. No. 3278/ Dy. no. 7596 regarding "The implementation progress of the PM-eBus Sewa-PSM Scheme, including the State-wise allocation of e-buses under the Gross Cost Contract (GCC) model".

(a) the implementation progress of the PM-eBus Sewa–PSM Scheme, including the State-wise allocation of e-buses under the Gross Cost Contract (GCC) model.

Response: The PSM Scheme was notified on 28th October 2024 with scheme outlay of INR 3,435.33 crores with an aim to cover 38,000 or more e-buses. The Scheme Guidelines and SOPs are released subsequently. The initial corpus of INR 500 crore has been disbursed to set up the PSM Fund in FY 25-26. The State wise details of the allocated e-buses are attached as Annexure (i).

(b) the payment security framework established under the Scheme, including the role of Convergence Energy Services Limited (CESL) as the implementing agency.

Response: Under the PM-eBus Sewa – Payment Security Mechanism (PSM) Scheme, a dedicated Payment Security Fund has been established to provide assurance to electric bus operators under the Gross Cost Contract (GCC) model in case of payment default by Public Transport Authorities (PTAs).

The framework includes escrow arrangements and provision for release of funds from the PSM, with subsequent recovery from the concerned PTA, including through the Direct Debit Mandate mechanism, wherever applicable.

Convergence Energy Services Limited (CESL) has been designated as the implementing agency responsible for managing of funds and record keeping thereof, disbursing payments as per approved SOPs through an technology based platform, and coordinating recovery and monitoring mechanisms under the Scheme.

(c) the timelines fixed for deployment and operationalisation of the sanctioned buses and the duration of operational support provided under the Scheme;

Response: Once the central tendering agency discover the rates for City/State/UT (PTA), the respective PTA issues the Letter of Award (LOA) and sign the Concession Agreement (CA) with the successful bidder after due diligence. Once the CA is executed between the Operator and City/State/UT (PTA), which generally takes a minimum period of 6 months, the deployment and operationalization of the buses start.

The PSM Scheme provides payment security coverage for a period of up to 12 years for each bus deployed under the Scheme.

(d) & (e) whether the Ministry has reviewed the operationalisation of the Direct Debit Mandate mechanism with the Reserve Bank of India for recovery of dues in case of default by PTAs; if so, provide the details thereof? Response: Under the PSM Scheme, if the funds are disbursed from the PSM Fund due to the default in the payment by the PTA, then the same to be repaid by the PTA along with the late payment surcharge within 90 days from the disbursement date.

In the event of non-repayment by the PTA within the stipulated timeline, MHI will request RBI to invoke the DDM.

As of 12th March 2026, 19 State/UTs have submitted the Direct Debit Mandate (DDM) to the Reserve Bank of India (RBI) who have either participated under PM E-DRIVE Scheme of MHI or PM-eBus Sewa Scheme of MoHUA.

****

Question Number: S9117

Receiving Date: March 13, 2026

Sub: RSQ Unstarred Question Dy. No. S9117 regarding PM eBus Sewa Scheme in Patna

a) whether Patna has been included under the PM e-Bus Sewa scheme launched to promote electric public transport in urban centres;

b) the number of electric buses sanctioned, delivered and operational in Patna under the scheme since 2023;

c) the financial assistance provided by the Centre for charging infrastructure, depot modernisation and operational subsidies; and

d) the steps taken to ensure long-term financial sustainability, reduction of urban air pollution and improvement in last-mile connectivity in the State capital.

Response (a,b &d):

Under the PM-eBus Sewa Scheme, a total of 400 electric buses have been sanctioned for the State of Bihar under the Gross Cost Contract (GCC) model to promote electric public transport in urban centres. Out of these, 150 electric buses have been allocated for deployment in Patna city.

The details of the successful was shared with the Government of Bihar/City/Authority in January 2025 for further necessary action including issuance of LoA and signing of Concession Agreement with the bidder.

Further, to ensure long-term financial sustainability, Central Assistance (CA) for the operation of e-buses in urban areas will be provided on a per-kilometre (km) basis for a period of 10 years or up to March 2037, whichever is earlier. As per the scheme provisions, CA will be provided at the rate of ₹24 per km for 12-metre buses, ₹22 per km for 9-metre buses, and ₹20 per km for 7-metre buses.

Response (c): As per the PM-eBus Sewa Scheme Guidelines, Central Assistance for the development and upgradation of bus depot infrastructure is provided to selected cities for the sanctioned number of electric buses under the Scheme up to March, 2027. The details of the same are tabulated below:

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 with population less than 3 lakh	60%
Hilly capital cities, NER State capital cities, and UT capital cities with legislature	90%
Other capital cities of UTs without legislature	100%

In addition to the above, 100% CA for creation of behind-the-meter power infrastructure will be provided to selected cities up to March 2027.

****

Question Number: 17019

Receiving Date: March 27, 2026

Sub: LSQ Unstarred Question Dy. No. 17019

(a) Whether the Government proposes to introduce policy measures or financial incentives to promote the solarisation of carports and parking lots across the country;

Response: To be replied by the concerned ministry.

(b) if so, the details of the proposed initiatives including implementation framework and expected contribution to the national renewable energy capacity;

Response: To be replied by the concerned ministry.

(c) whether any pilot projects or feasibility studies have been undertaken in collaboration with State Governments or private entities to assess the potential for such solar infrastructure;

Response: With reference to Convergence Energy Services Limited (CESL), it is submitted that the organisation has conducted two pilot projects for solar carports, as detailed below:

1. **Pilot at Leh, Ladakh -** Convergence Energy Services Limited (CESL) has established a first-of-its-kind solar-powered electric vehicle (EV) charging plaza in the Ladakh region. The project was conceptualised by CESL in collaboration with the UT Government and commissioned in July 2022. Leveraging the region's abundant solar irradiance, the EV carport is equipped with a 110 kWp solar PV system integrated with an 860-kWh lithium-ion Battery Energy Storage System (BESS). This enables storage of solar energy generated during daylight hours, facilitating EV charging at any time of the day. CESL received a work order from District Motor Garages, UT of Ladakh, for the supply of 10 electric vehicles, along with the supply and commissioning of 2 fast chargers and a solar PV-based carport integrated with BESS.

2. **Pilot at Statue of Unity, Kevadia, Gujarat** - Convergence Energy Services Limited (CESL) has undertaken another pilot demonstration to promote an off-grid, solar-powered EV charging carport integrated with battery storage at the Statue of Unity Area Development and Tourism Governance Authority (SOUADTGA), Ekta Nagar, Gujarat, which was commissioned on 31 October 2024. This pilot, funded under the ADB–GEF 7 grant, has been implemented

on a build, own, maintain, and transfer (BOMT) model for a period of five (5) years. The installation comprises 50 kWp bifacial vertical solar PV panels integrated with a 200-kWh lithium-ion Battery Energy Storage System (BESS), along with charging infrastructure including 2 fast chargers (CCS II, 60 kW each), 2 slow chargers (Type II – AC, 15 kW each), and 1 charger (AC001 – 3 × 3.3 kW).

(d) whether the Government intends to integrate solarised carports and parking lots with Electric Vehicle (EV) charging infrastructure to promote clean mobility and optimal land use and if so, the details thereof?

Response: To be replied by the concerned ministry.

****