

Organised by



Hosted by



Government of
Madhya Pradesh

Knowledge Partner



Presents



11 - 12 September 2026

Brilliant Convention Centre
Indore, Madhya Pradesh

मुख्यमंत्री सुगम परिवहन सेवा

Powered by

rapido

Co-Powered by

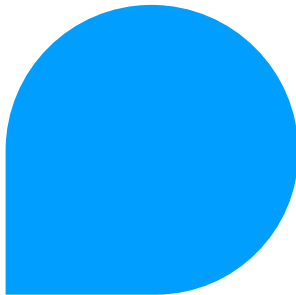
AMNEX



Narendra Modi
Prime Minister of India



Dr. Mohan Yadav
Chief Minister of Madhya Pradesh



सुगम परिवहन स्मार्ट मोबिलिटी विकसित मध्य प्रदेश





From Buses to Ecosystems

Urban Mobility Through PM-eBus Sewa

Implement, Learn, Evolve

The success of any city depends on how well its transport system works and how effectively it supports growth and moves people with ease. Not everyone owns a car. Not every city has a metro. For millions, the bus remains the backbone of everyday mobility. However, scaling that is not simple. How do you grow public transport as fast as cities are growing? How do you make it reliable, not just available? How do you fund it without bankrupting the cities that need it most?

There is no single answer, especially in small and medium-sized cities, where the need is greatest, but transport systems remain informal, unorganized, or simply absent. These cities are growing rapidly without adequate public transport, leaving commuters dependent on private vehicles and auto-rickshaws. This gap is what draws attention to these cities, including the worker waiting at a bus stop, the student rushing to class, the woman heading home after a long shift, and the elderly commuter switching from one ride to the next. Their journeys look nothing alike, yet each depends on one

promise: that the bus will show up when it is needed.

This is where PM-eBus Sewa becomes an important enabler. Launched in August 2023 by the Ministry of Housing and Urban Affairs for small and medium-sized cities, the Scheme has sanctioned 10,000 buses across 115 cities in 20 States and 6 UTs. As of September 2026, more than 750 e-buses are operational across 25 cities. But the bus on the road is only the visible part of the story. Behind every operational bus under the scheme are four pillars that enable the sustainable mobility ecosystem.

The first of these is operations. Putting thousands of buses on the road requires cities to rethink how buses are procured—not as a one-time capital purchase, but as an ongoing service. The Scheme's Gross Cost Contract (GCC) model, implemented through a Public-Private Partnership (PPP), enables private operators and bus manufacturers to procure, deploy, and operate the e-buses, while Public Transport Authorities (PTAs) pay operators on a per-kilometre basis (₹24/km in Central Assistance for a 12m bus, as per Scheme guidelines). This



AI Powered Full Stack Intercity Bus Booking Platform - B2B (GDS) + B2C + OTA



Trusted | Reliable | Scalable
Transacted thousands of bookings!



**Bus
Ticketing**



**AI Powered
GDS**



**Agentic
OTA**



**AI Powered EV Bus
Battery Predictive
Intelligence**



**Live Integrations
with all Major
OTAs**



B2B (GDS) Solution

Global Distribution,
Operator Tools,
Real-time Inventory Sync



User Journey

Seamless Booking Experience,
Personalized Routes,
AI-Smart Recommendations



The AI Core

Route Optimization,
Dynamic Pricing,
Operational Efficiency
& Insights



Ready to revolutionize intercity travel?

Contact us for a demo! >



nxtas.com



info@nxtas.com



9550333172

shift from a capital-intensive procurement model to a service-based operating model eases the burden on fiscally constrained cities with limited revenue potential to recover ongoing operating costs.

But this model also raises an important question: how can public transport services be delivered reliably over the long term, given that procurement of bus service is sustainable only when supported by a reliable financial ecosystem? This is where the second pillar, bankability, comes in. The Payment Security Mechanism (PSM), launched in October 2024 by the Ministry of Heavy Industries, addresses exactly this challenge. Recognizing that many public transport authorities have historically faced fiscal constraints, the PSM strengthens payment security and operational continuity of cash flow by providing credit for up to three months of assured bus operations through a centrally maintained Payment Security Fund (PSF) by Convergence Energy Services Limited (CESL).

Creation of Associated Infrastructure-Behind-the-Meter (BTM) and civil depot infrastructure is key to faster transition from ICE-to-EV ecosystem, making it a critical pillar of PM-eBus Sewa. PM-eBus Sewa provides 100% Central Assistance (CA) for Behind-the-Meter (BTM) infrastructure to ensure equity among all the cities as there is a huge variability in the project cost, which depends on the distance between the depot and the grid substation. To reduce the viability gap, CA of 60–100% is also provided for civil depot infrastructure. Building this infrastructure requires active collaboration between Urban Local Bodies (ULBs), Power Distribution Companies (DISCOMs), State Transport Undertakings (STUs)/Special Purpose Vehicles (SPVs),

and bus operators.

As more buses come on the road, the focus must shift to the complete journey and the systems that support it. A commuter's journey should not be seen only through the lens of the bus availability. A commuter still may experience an unsafe or inaccessible journey—the footpath suddenly ends, the road crossing is difficult, the bus stop has no shelter, or real-time information is missing. Under PM-eBus Sewa, around 30% of participating cities are expected to introduce organized public bus transport for the first time, while about 80% are expected to operate e-buses for the first time. This requires new capabilities in route planning, contract management, data analytics, performance monitoring, and passenger-service management, supported by appropriate wayside infrastructure, and digital services.

Together, institutional capacity, wayside infrastructure and digital services form another important pillar of the Scheme—Complete Journey Enablement. This is where the Scheme's Green Urban Mobility Initiatives (GUMI) shift the conversation from “How do we provide buses?” to “How do we make the entire journey work?”

GUMI strengthens the systems around bus operations through providing hand-holding support, conducting workshops and training sessions, creating interventions such as efficient route planning and bus priority infrastructure, and developing the National Level Intelligent Transit Management System (ITMS) and National Common Mobility Card (NCMC) based Automated Fare Collection System (AFCS). ITMS will become the digital backbone, which will strengthen verification, monitoring, and data-driven decision-making.

The environmental and economic dimensions are equally important. The deployment of 10,000 buses is expected to generate around 45,000–55,000 direct jobs across bus manufacturing, maintenance and operations, charging infrastructure, electrical works, civil construction, and digital services. The environmental story of PM-eBus Sewa is not simply “diesel to electric”; it is from individual mobility to shared and cleaner mobility benefitting approximately 10 crore commuters. As of September 2026, daily ridership already stands at around 1 lakh, expected to reach at least 20 lakhs with the deployment of 10,000 buses. Although e-buses produce zero tailpipe emissions and help reduce local air and noise pollution, when combined with modal shift, they can contribute to reduced fuel consumption and congestion. To date, 750 operational e-buses have together covered 1 crore km, saving an estimated 15,000 tonnes of carbon emissions.

the focus of mobility infrastructure should shift from moving vehicles to individual journeys, from isolated projects to interconnected systems, from physical assets to ecosystems, and from mobility as a means of movement to mobility as a source of opportunity. To realize this, PTAs, metro authorities, and IPT providers must collaborate, plan efficiently, and provide affordable, accessible, safe, and inclusive holistic journeys because a successful mobility system does not move buses; it improves inclusive accessibility that moves people and enables them to live better.

Views expressed by: Bhanu Bhadoria, Director (UT), MoHUA; Ms. Divya Jain, Urban Mobility Professional, PM-eBus Sewa and Ms. Chidambari Kulkarni, Young Professional, PM-eBus Sewa

References

- Ministry of Housing and Urban Affairs (MoHUA) (2021) Guidelines for PM-EBUS Sewa Scheme - Part I, Ministry of Housing and Urban Affairs (MoHUA), pp. 1–3.
- Cabinet approves “PM-eBus Sewa” for augmenting city bus operations; priority to cities having no organized bus service (no date). <https://www.pib.gov.in/PressReleaseIframePage.aspx?PRID=1949430&=48&lang=2>.
- Cabinet approves PM-eBus Sewa-Payment Security Mechanism (PSM) scheme for procurement and operation of e-buses by Public Transport Authorities (no date). <https://www.pib.gov.in/PressReleaseIframePage.aspx?PRID=2053958&=48&lang=2.f>
- International Transport Forum (n.d.) Life-cycle assessment of passenger transport: An Indian case study. <https://www.itf-oecd.org/life-cycle-assessment-passenger-transport-indian-case-study>
- PM-eBUSSEWA . <https://pm-ebus-sewa.mohua.gov.in/>.