

**GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
LOK SABHA
UNSTARRED QUESTION NO. 2042
TO BE ANSWERED ON DECEMBER 11, 2025**

**PROGRESS AND IMPLEMENTATION OF PM E-BUS SEWA-PAYMENT
SECURITY MECHANISM SCHEME**

**NO. 2042. SHRI MANOJ TIWARI:
SHRI BALABHADRA MAJHI:**

Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

- (a) the current status of implementation of the PM-eBus Sewa-Payment Security Mechanism (PSM) Scheme, including the number of electric buses deployed or operationalised so far under the scheme,**
- (b) the total number of payment security support claims processed till date and the quantum of funds released from PSM;**
- (c) whether any instances of Public Transport Authorities (PTAs) payment defaults have been recorded, if so, the corrective measures undertaken thereof;**
- (d) whether the Government has undertaken any assessment of the operational performance, utilisation rates or service outcomes of electric buses supported under the scheme; and**
- (e) if so, the key findings thereof?**

**ANSWER
THE MINISTER OF STATE IN THE
MINISTRY OF HOUSING AND URBAN AFFAIRS
(SHRI TOKHAN SAHU)**

(a) Ministry of Heavy Industries (MHI) informed that the PM e-Bus Sewa-Payment Security Mechanism (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 5,918 number of buses was concluded under the PM-eBus Sewa Scheme and Concession Agreements were signed for 1,175 numbers of buses by the respective Authority/Municipality. Additionally, CESL has floated tender for 10,900 buses under PM E-DRIVE.

(b) & (c) MHI informed that with respect to the above position, so far, no payment default has been reported and no claim has been processed under the PSM Scheme.

(d) & (e) As informed by MHI, 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.
