



BANGALORE ELECTRICITY SUPPLY COMPANY LIMITED

(WHOLLY OWNED GOVT. OF KARNATAKA UNDERTAKING)



Expression of Interest (Eol)

Enquiry No: BESCOM/ BC-53/GM(DSM)/DGM(EV)/2026-27/ENQ03

Dated: 21.08.2026

For

Deployment of EV Public Charging Stations under Category-C and Battery Swapping Stations Under Category-D in Karnataka under PM E-DRIVE Scheme



Disclaimer

This Expression of Interest (EoI) pertains to the submission and aggregation of proposals for establishing Electric Vehicle Public Charging Stations (EV PCS) under Category C and Category D of the PM E- DRIVE Scheme.

The eligible CPOs/BSOs need to submit the proposals in the designated web portal within the timeline mentioned in the EoI. These proposals will be aggregated and forwarded to MHI.

The role of BESCOM is limited to aggregation of proposals received from eligible CPOs and BSOs, compiling and forwarding the uploaded proposals to the Ministry of Heavy Industries (MHI). Further, BESCOM does not have any authority to approve the proposals or sanction subsidies. The final approval of proposals for Public EV Charging Stations and Battery Swapping Stations and release of subsidies shall be undertaken solely by the Ministry of Heavy Industries (MHI). BESCOM shall solely act as a facilitator.

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1. PREAMBLE

Government of India has approved the PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE) Scheme with an outlay of INR 10,900 crore, vide Gazette notification S.O. 4259 (E) on 29th September 2024. The key objective is to accelerate EV adoption by establishing a robust network of EV Public Charging Stations (EV PCS).

The Ministry of Heavy Industries (MHI) has earmarked INR 2,000 crore for public charging infrastructure under PM E-DRIVE scheme as per the Operational Guidelines issued on 26.09.2025. Subsidy support is provided across four categories A, B, C & D where Category C covers locations such as city streets, shopping malls, market complexes and highway/expressways with public access and Category D covers Battery Swapping Stations at any locations. (Operational Guidelines For Deployment of EV Public Charging Stations under the PM E-DRIVE Scheme issued by MHI on 26.09.2025).

As per the Operational Guidelines released by the MHI, Under Category C and D, 80% subsidy on upstream infrastructure costs excluding GST and refundable deposits is being provided and no subsidy on EVSE is being provided.

The Government of Karnataka has designated Bangalore Electricity Supply Company Limited (BESCOM) as the State Nodal Agency (SNA) for aggregating the demand for EV Public Charging Stations (EV PCS) and submitting proposals to the Ministry of Heavy Industries (MHI) under the PM E-DRIVE Scheme.

In order to aggregate demand and submit proposals to the Ministry of Heavy Industries (MHI) under Categories C and D of the PM E-DRIVE Scheme, this Expression of Interest (EoI) is hereby invited from eligible Charge Point Operators (CPOs) and Battery Swapping Operators (BSOs) for the establishment of Electric Vehicle Public Charging Stations (EV PCS) and Battery Swapping Stations in the state of Karnataka, on land parcels with unrestricted public access, in accordance with the provisions of Categories C and D of the PM E-DRIVE Scheme.

BESCOM as the SNA has developed a dedicated web portal to facilitate uploading the proposals from the Charge Point Operators (CPO) for category C and Battery Swapping Operators (BSOs) for Category D. For Category C, around 800 locations in total across Karnataka are targeted to be submitted by the CPOs and for Category D, as Battery Swapping Operators (BSOs) submits the proposals, the proposals shall be accepted.

2. IMPORTANT DATES & INFORMATION

Particulars	Details
i. Issue of EOI	a) 05.09.2026 at 17:00 hrs
ii. Clarification and consultation session on EoI	b) 09.09.2026 at 15:00 hrs THE GENERAL MANAGER, DSM, Ground FLOOR, 2ND BLOCK, CORPORATE OFFICE, BENGALURU ELECTRICITY SUPPLY COMPANY LIMITED (BESCOM), K.R. CIRCLE, BENGALURU-560 001.

iii. Last date for registration of CPOs/BSOs	c) 15.09.2026 at 23:00 hrs
iv. Intimation of approval for successful CPOs/BSOs	d) 22.09.2026
v. Commencement of the Proposal Submission	e) 23.09.2026 at 11:00 hrs
vi. Last date of Proposal Submission.	f) 22.10.2026 at 23:00 hrs
vii. Mode of Submission of EoI	g) Online submission only through the designated BESCOM web portal (URL given below); offline or other modes shall not be accepted
viii. Portal URL	h) https://evkarnataka.bescom.org/EVPMCD/
ix. Contact	i) gmdsm.work@gmail.com gmdsm@bescom.co.in dgmev@bescom.co.in dgmevcell@gmail.com

3. GENERAL INFORMATION TO BIDDERS

3.1. Definitions

EoI Format shall mean this set of documents seeking proposal from eligible Charge Point Operators (CPOs) under Category C and eligible Battery Swapping Operators (BSOs) under Category D of the of the PM E-DRIVE Scheme under Ministry of Heavy Industries (MHI), Government of India.

3.2. Abbreviations

2W: Two-Wheeler.

3W: Three- Wheeler.

4W: Four- Wheeler.

AC: Alternating Current.

BESCOM: Bangalore Electricity Supply Company Limited.

BSO: Battery Swapping Operator

BSS: Battery Swapping Station

CMS: Central Management System.

CPO: Charge Point Operator.

DC: Direct Current.

EV: Electric Vehicle.

EVCS: Electric Vehicle Charging Station

MHI: Ministry of Heavy Industries.

MoP: Ministry of Power

PCS: Public Charging Station.

SNA: State Nodal Agency.

3.3. **Objective of this Eol**

- 3.3.1 This Expression of Interest (Eol) pertains to the submission and aggregation of proposals for establishing Electric Vehicle Public Charging Stations (EV PCS) under Category C and Category D of the PM E- DRIVE Scheme.
- 3.3.2 Bangalore Electricity Supply Company (BESCOM), the State Nodal Agency (SNA), shall coordinate and facilitate the proposal aggregation process. The Eol is open to the eligible Charge Point Operators (CPOs) interested in setting up EV PCS in Category C, and Battery Swapping Operators (BSOs) who are interested in setting up Battery Swapping Stations in Category D, as per the PM E-DRIVE scheme guidelines.
- 3.3.3 Under this Eol, CPOs and BSOs are required to register in the designated web-portal with mandatory documents as per the eligibility criteria stipulated in this document/web-portal. The uploaded documents for eligibility shall be verified by BESCOM and the qualified CPOs and BSOs shall be subsequently allowed to submit proposals through the web portal.
- 3.3.4 Further, the role of BESCOM is limited to aggregation of proposals received from eligible CPOs and BSOs, compiling and forwarding the uploaded proposals to the Ministry of Heavy Industries (MHI), and facilitating the subsidy disbursement for the MHI approved locations as per the PM E-DRIVE scheme guidelines.
- 3.3.5 The responsibility of identifying the land parcels lies with the CPOs/BSOs. The CPO/BSO shall own the land or formally secure land rights through either rent/lease agreement with the landowner.
- 3.3.6 BESCOM shall not be responsible/party for any agreements between the landowner and the CPO/BSO, even in the case of rejection of locations by MHI.
- 3.3.7 The Ministry of Heavy Industries (MHI) retains full authority for the final evaluation and approval of proposals and is solely responsible for sanctioning and releasing subsidies under the PM E- DRIVE Scheme.

3.4. **Roles and Responsibilities**

This Expression of Interest (Eol) is intended exclusively for aggregating proposals from eligible Charge Point Operators (CPOs), under Category C & Battery Swapping Operators (BSOs) under Category D of the PM E-DRIVE Scheme of the Ministry of Heavy Industries (MHI), Government of India.

As the State Nodal Agency BESCOM's role shall be limited to the following activities:

- a) Perform verification of documents furnished by the CPOs and BSOs in the designated web portal as per the eligibility criteria specified in Clause 5 of this document and approve eligible CPOs and BSOs for submission of proposal(s).
- b) Verification of Submitted proposals from the qualified CPOs for EV charging stations under Category C and from the qualified BSOs for Battery Swapping Stations under Category D.
- c) Compiling and submitting the proposals to the Ministry of Heavy Industries (MHI) on a first come first serve basis for the first 800 locations for Category C, and for Category D as Battery Swapping Operators (BSOs) submits the proposals, the proposals shall be accepted.
- d) Facilitating subsidy disbursement for the MHI approved locations as per the **PM E-DRIVE** scheme guidelines.

3.4.1 Roles and Responsibilities of CPOs and BSOs:

- a) The CPO/BSO is required to register on the web portal and submit the following details to complete registration process for verification of its status as a CPO/BSO;
 - i. The CPO is required to submit the eligibility documents as specified in Clause 4.1, and in case of BSO as per clause 4.2 of this EoI
 - ii. Post eligibility verification, the CPO/BSO must ensure that the proposals are submitted in the designated web portal as per clause 5 of this EoI.
- b) On approval of the proposed locations, the CPO/BSO(s) are required to set up the charging stations/battery swapping stations and further maintain and operate the same.
- c) Submitting required documents for subsidy disbursement as per the issued **PM E-DRIVE** scheme guidelines.

3.4.2 BESCOM does not have any authority to approve the proposals or sanction subsidies. The final approval of proposals and release of subsidies shall be undertaken solely by the Ministry of Heavy Industries (MHI). BESCOM shall solely act as a facilitator.

3.4.3 Submission of a proposal to BESCOM does not guarantee or assure approval, selection, financial support, or subsidy eligibility under the PM E-DRIVE Scheme.

3.4.4 All proposals must be submitted only through the designated web portal within the specified timelines. Offline or any other modes of submissions shall not be accepted. Eligible CPOs and BSOs are advised to thoroughly review the scheme guidelines, eligibility requirements, technical specifications, and documentation instructions before submission. Interested CPOs and BSOs are specifically advised to go through the Operational Guidelines for Deployment of EV Public Charging Stations (EV PCS) under the PM E-DRIVE Scheme dated 26.09.2025, issued by the Ministry of Heavy Industries (MHI), to ensure full compliance with all provisions.

- 3.4.5 All communications related to this EoI shall be communicated to General Manager (DSM and EV), BESCOM, using the contact details provided in the 'important dates & information' table.
- 3.4.6 BESCOM reserves the right to modify, extend, revise, or withdraw this EoI at any stage without assigning any reason thereof. As this exercise is purely facilitative, no contractual or financial obligation arises for BESCOM from the submission of proposals.
- 3.4.7 The agreement pertaining to the land shall be executed solely between the Land Owner and the CPO/BSO. BESCOM shall not be a party to such agreement and shall have no rights, obligations, liabilities, or responsibilities arising there from. In the event;
- of any dispute, claim, or disagreement between the Land Owner and the CPO/BSO in relation to the land or the agreement, the same shall be resolved exclusively between the concerned parties, without any recourse to or involvement of BESCOM.
 - in the case of rejection of locations by MHI
- 3.4.8 Any other guidelines, conditions, eligibility norms, or compliance requirements not explicitly mentioned in this document shall be governed by and subject to the prevailing norms, instructions, and guidelines issued by the Ministry of Heavy Industries (MHI) under the PM E-DRIVE Scheme.

4. ELIGIBILITY CRITERIA

Only Charge Point Operator (CPO) and Battery Swapping Operators (BSOs) are eligible to submit the proposals.

A CPO/BSO must be an established organization or company engaged in the development and management of EV charging stations/Battery Swapping Stations.

4.1. In Case of CPO:

Criteria (1)	Requirement (2)	Supporting Documents (3)
i) Experience	- Must have established a minimum of 5 operational public fast charging stations in India. - Each station must have at least one CCS-II (IS-17017-2-3) 30kW DC or higher capacity fast charger. - All stations must be operational for at least	The CPO should submit the following in the designated web portal: - Details of the Charging stations along with photos and latitude and longitude must be submitted in the designated web portal. - Monthly Availability report of the charging stations extracted from the CMS for the last 6 calendar months as on

	6 months prior to the date of publishing of EOI.	date of Eoi c) Electricity bills of the last 6 calendar months as on date of Eoi
ii) Technical Capability	a) The CPO must own a Central Management System (CMS) with real-time monitoring of each charger status, energy consumption, faults, and user sessions to demonstrate full operational control and digital integration of its charging network.	In, the designated web portal, the CPO must submit screenshots of the CMS detailing: a) Charger operational status and availability. b) Energy Consumption and charging transactions. c) Downtime alerts/charger faults/alarms etc.
	b) Mobile application for the CPO operated charging stations publicly available on Google Play Store or Apple App Store for user interface, navigation, and payment etc.	a) In, the designated web portal, the CPO must submit link of the Mobile application on Google Play store or Apple App store.

4.2. In Case of BSO:

Criteria (1)	Requirement (2)	Supporting Documents (3)
i) Experience	a) Must have established a minimum of 5 operational battery Swapping Stations b) All Battery Swapping stations must be operational for at least 6 months prior to the date of publishing of EOI.	The BSO should submit the following in the designated web portal: a) Details of the Battery Swapping stations along with photos, latitude and longitude must be submitted in the designated web portal. b) Monthly Availability report of the battery swapping stations for the

		last 6 calendar months as on date of EoI c) Electricity bills of the last 6 calendar months as on date of EoI
ii) Technical Capability	a) The BSO must own a Central Management System (CMS) with real-time monitoring of each battery swapping kiosk status, energy consumption, faults, and user sessions to demonstrate full operational control and digital integration of its swapping network	In, the designated web portal, the BSO must submit screenshots of the CMS detailing: a) Operational status and availability of Battery Swapping station b) Energy Consumption and swapping transactions. c) Downtime alerts/faults/alarms etc.
	b) Mobile application for the BSO operated swapping stations publicly available on Google Play Store or Apple App Store for user interface, navigation, and payment etc.	b) In, the designated web portal, the BSO must submit link of the Mobile application on Google Play store or Apple App store

Note: All verification of eligibility criteria shall be carried out by BESCO (SNA) exclusively through the designated web portal.

5. SUBMISSION OF PROPOSAL

The allocation of subsidies to States by the MHI is strictly on a first-come, first-served basis, which requires early submission of proposals to MHI. The CPO/BSO shall submit the proposal on or before 22.10.2026 at 23:00 hrs and the designated web portal for the proposal submission shall remain accessible only for a limited period. The CPOs/BSOs are encouraged to submit their proposals within the allotted period.

The intended CPO/BSO shall undertake the following responsibilities in a professional, compliant, and timely manner for the submission of the proposal(s):

- 5.1 **Identification of Suitable Land Parcels:** The CPO/BSO shall proactively identify suitable land parcels under category C and Category D that ensure unrestricted public access, possess

sufficient space to accommodate charging stations/battery swapping stations including upstream electrical infrastructure. These locations should be preferably located in high-traffic areas such as commercial zones, highways, expressways, market complexes, residential clusters, or transit hubs to maximize utilization and support the EV ecosystem growth in the state.

5.2 Land Rights/ Ownership and Documentation: The CPO/BSO shall own the land or formally ensure the land rights through a lease/rent agreement with a minimum validity of 5 years.

- a) For the land owned by the CPO/BSO, copies of the property tax paid receipts and RTC/Khata certificate shall be uploaded to the designated web portal.
- b) In the case of land rights secured through lease/rental agreement, the CPO/BSO is required to obtain No Objection Certificate (NOC) from the landowner in the prescribed format provided in **Annexure A** of this document. The lease/rental agreement must be then uploaded to the designated web portal. Government issued ID proof of the land owner is also required. The same must be uploaded to the web portal.

Note:

All land-related documents submitted by the CPO/BSO shall undergo authenticity verification during the field inspection during any stage of implementation. If any discrepancies are found, action shall be initiated as per MHI's directions.

5.3 Submission of Detailed Proposals via the designated web portal: The CPO/BSO shall submit comprehensive, station-wise proposals through the designated web portal, including but not limited to:

- a) Location Details and Accurate geographic coordinates (latitude and longitude).
- b) Land related documents that are to be uploaded to the designated web portal

In case of Land owned by the CPO/BSO:

- i) Property tax paid receipt
- ii) RTC/ Khata Certificate

In the case of land rights secured through lease/rental agreement:

- i) Lease/Rental agreement
 - ii) NOC from the land owner in the prescribed format as per Annexure A
 - iii) Government issued ID card of the land owner
- c) Land feasibility report as per the format specified in **Annexure B** of this document
 - d) In the case of a Charge Point Operator (CPO), suitable configuration for EV charging station as specified in **Annexure C** of this document must be selected in the designated web portal. If the CPO wishes to adopt a configuration other than those listed, a request may be submitted to the EV Cell, BESCO through written communication. The same shall be verified and suitable provision shall be made on the web portal subject to approval from the competent authority.

Note:

- i. The details such as project cost, upstream cost etc shall be estimated by BESCOM as per prevailing Karnataka Schedule of rates and the same shall be submitted to MHI. **The decision of subsidy sanctioned for each location however lies solely with MHI.**
 - ii. Subsidy shall only be given for charger specifications as mentioned in the PM E-DRIVE guidelines.
 - iii. Final approval and release of subsidies shall be undertaken solely by the Ministry of Heavy Industries (MHI). BESCOM shall solely act as a facilitator.
- e) In case of BSO, the Battery Swapping station capacity as per the category of vehicle must be updated in the designated web portal for each location in the format given below.

Battery Swapping Stations and Battery Charging Stations Configuration		
e-2W & e-3W	e-4W	e-bus/e-truck
Station capacity (in kW)	Station capacity (in kW)	Station capacity (in kW)

Note:

- i. The details such as project cost, upstream cost etc shall be estimated by BESCOM as per prevailing Karnataka Schedule of rates and the same shall be submitted to MHI. **The decision of subsidy sanctioned for each location however lies solely with MHI.**
- ii. Final approval and release of subsidies shall be undertaken solely by the Ministry of Heavy Industries (MHI). BESCOM shall solely act as a facilitator.

5.4 All submissions shall be accurate, verifiable, and compliant with the Operational Guidelines for Category C and Category D under PM E-DRIVE Scheme.

5.5 Only proposals for setting up new EV Public Charging Stations (EVPCS)/Battery Swapping Stations or for the upgradation of existing charging stations/battery swapping stations shall be considered. For any upgradation, the Demand Note shall be considered only after the date of the MHI sanction letter for the location is issued. Existing charging stations/Battery Swapping stations, as such, shall not be eligible.

6. Compliance

6.1 The Charge Point Operator has to ensure that it shall comply with the following:

6.1.1 The EV Public Charging stations should comply with the Operational Guidelines For Deployment of EV Public Charging Stations under the PM E-DRIVE Scheme issued by MHI on 26.09.2025

6.1.2 The EV Public Charging stations should be compliant with the Phased Manufacturing Program Guidelines released by the Ministry of Heavy Industries dated 18th July 2025

vide "S.O. 3318(E).— PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE)" and as amended from time to time.

- 6.1.3 The EV Public charging stations must comply with Ministry of Power (MoP) guidelines issued vide No. 12/2/2018-EV (Comp No. 241852) dated 17th September 2024 on the subject "Guidelines for Installation and Operation of Electric Vehicle Charging Infrastructure-2024" or as amended from time to time.
- 6.1.4 The EV Public Charging stations should comply with the guidelines issued by the Central Electricity Authority as specified in "Measures relating to Safety and Electric Supply" Regulations 2023 as amended from time to time and "Technical Standards for Connectivity of the Distributed Generation Resources" Regulation (2013) as amended from time to time.
- 6.1.5 The EV Public Charging stations should comply with the guidelines issued by the Electrical Inspectorate, Government of Karnataka with the subject "Procedure for installation of EV (electric vehicle) charging units-Reg" vide no.: CEIG/ACEI/DEI(M)/AEI(M)/8628-34 dated 14-08-2024.
- 6.1.6 The CPO should get the electricity connection for the charging stations as per the Conditions of Supply (COS) of Electricity of Distribution Licensees released by the Karnataka Electricity Regulatory Commission and as amended from time to time.
- 6.1.7 The CPO should install chargers only with the connector standards applicable under the PM E-DRIVE Scheme which are as follows:

Segment	Connector Standard	Charger Capacity
e-2Ws/e-3Ws	Light EV DC (IS-17017-2-6) Light EV AC/DC Combo (IS-17017-2-7)	Upto 12 kW
e-4Ws and e-buses/e-trucks	CCS-II (IS-17017-2-3)	DC 50 kW to 250 kW
e-buses / e-trucks	CCS-II (IS-17017-2-3)	DC High Power 250 kW to 500 kW

6.2 The Battery Swapping operator has to ensure that it shall comply with the following:

- 6.2.1 The Battery Swapping Stations should comply with the Operational Guidelines For Deployment of EV Public Charging Stations under the PM E-DRIVE Scheme issued by MHI on 26.09.2025
- 6.2.2 The Battery Swapping stations should be compliant with the Phased Manufacturing Program Guidelines released by the Ministry of Heavy Industries dated 18th July 2025 vide "S.O. 3318(E).— PM Electric Drive Revolution in Innovative Vehicle Enhancement (PM E-DRIVE)" and as amended from time to time.
- 6.2.3 The Battery Swapping stations must comply with the Ministry of Power guidelines issued vide No. 12/2/2018-EV dated 10th January 2025 on the subject "Guidelines for Installation and Operation of Battery Swapping and Charging Stations" or as

amended from time to time.

6.2.4 The Battery Swapping Stations should comply with the guidelines issued by the Central Electricity Authority as specified in "Measures relating to Safety and Electric Supply" Regulations 2023 as amended from time to time and "Technical Standards for Connectivity of the Distributed Generation Resources" Regulation (2013) as amended from time to time.

6.2.5 The Battery Swapping Stations should comply with the guidelines issued by the Electrical Inspectorate, Government of Karnataka with the subject "Procedure for installation of EV (electric vehicle) charging units-Reg" vide no.: CEIG/ACEI/DEI(M)/AEI(M)/8628-34 dated 14-08-2024

6.2.6 The BSO should get the electricity connection for the swapping stations as per the Conditions of Supply (COS) of Electricity of Distribution Licensees released by the Karnataka Electricity Regulatory Commission and as amended from time to time.

7. Disbursement of Subsidy

The disbursement of Subsidy shall be as per the guidelines specified in the Operational Guidelines For Deployment of EV Public Charging Stations under the PM E-DRIVE Scheme issued by MHI on 26.09.2025

7.1 For the process of disbursement of first tranche of subsidy, the CPO/BSO should submit documents proving the following

Criteria (1)	Document Proof (2)
i) Demand notes for upstream infrastructure paid to DISCOMs.	a) Demand Note (Estimation) b) Demand Note Payment Receipt
ii) Procured EV chargers are compliant with Phased Manufacturing Programme (PMP) guidelines, as amended from time to time.	a) PMP Certificate for the chargers procured
iii) Procured EV chargers are in accordance with the charging standards as defined in MoP guidelines.	a) Purchase Order along with Charger Specifications

Note : DISCOM demand notes pertaining to upstream infrastructure will be considered eligible only if they are issued on or after the date of the MHI sanction letter for the respective location. Any such demand notes issued prior to the date of the MHI sanction letter shall not be considered.

- 7.2 For the process of disbursement of second tranche of subsidy, the CPO/BSO should submit documents proving the following

Criteria (1)	Document Proof (2)
i) Installed EV PCS have been successfully commissioned/energized.	a) RR No/ Account ID of the electricity bill of the station b) Availability and transaction report of the station for 24 hours. (Minimum 1 transaction should have happened at the station)
ii) Procured EV chargers are compliant with PMP guidelines	a) PMP Certificate for the chargers procured
iii) Installed EV chargers have been onboarded on the 'National Unified Hub' being developed by MHI.	a) Screenshots of the chargers that have been onboarded on to the National Unified Hub

Note: The CPO and the BSO shall be responsible for ensuring that Annexure H of the Operational Guidelines, as well as any other documents, declarations, reports, or information required by the State Nodal Agency (SNA) or the Ministry of Heavy Industries, or any other competent authority, are submitted in a timely, accurate, and fully compliant manner in accordance with the applicable guidelines and prescribed timelines.

8. Process Flow for Submission of Proposal

Step	Action	Responsibility
STAGE I		
1	CPO/BSO registration on web portal	CPO/BSO
2	Eligibility Verification and intimation to CPO/BSO	BESCOM
STAGE II		
1	Submission of proposals	Eligible CPO/BSO
2	Review, compilation, submission to MHI	BESCOM
3	Approval & sanction of subsidy	MHI

9. Other Information

- 9.1. Proposals shall be processed on a first-come, first-served basis from the date of successful submission on web portal.
- 9.2. Only proposals for setting up new EV Public Charging Stations (EVPCS)/Battery Swapping Stations or for the upgradation of existing charging stations/Battery swapping stations shall be considered. Existing charging stations/Battery Swapping

Stations, as such, shall not be eligible.

10. SUBMISSION

The CPOs and BSOs are required to register in the designated web-portal with mandatory documents as per the eligibility criteria stipulated in this document/web-portal. Upon successful verification of eligibility by BESCOM, the CPO/BSO has to submit the proposals in the designated web portal as specified in Clause no 5 this document. The CPO/BSO shall submit the proposal on or before 22.10.2026 at 23:00 hrs and the designated web portal for the proposal submission shall remain accessible only for a limited period. The CPOs/BSOs are encouraged to submit their proposals within the allotted period.

Offline submissions of the proposals/documents are liable for rejection.

ANNEXURE A

NO OBJECTION CERTIFICATE (NOC)

(For Setting Up and Operating Electric Vehicle Charging Station/ Battery Swapping Station (BSS)
under PM E-DRIVE Scheme – Category C/Category D for Subsidy Consideration)

Date:

To

The Charge Point Operator (CPO)/Battery Swapping Operator (BSO)

Subject: No Objection Certificate (NOC) for Setting Up and Operating a Public
Electric Vehicle Charging Station (EVPCS)/Battery Swapping Station (BSS)

I, _____, aged ____ years, S/o / D/o
_____, residing at _____, being the lawful owner/
lessor of the land described below, hereby issue this No Objection Certificate (NOC) in
favour of:

Name of the CPO /BSO: _____

Company Registered Address: _____

1. Land Detail

1.1. Land Owner's Name: _____

1.2. Land Location / Address: _____

1.3. Survey Number(s): _____

1.4. Village / Taluk / District: _____

1.5. Extent of Land (Area in sq.m.): _____

1.6. Latitude: _____

1.7. Longitude: _____

I hereby confirm that I possess the rights to the above-mentioned property and that there is no dispute or encumbrance restricting the usage of this land for setting up of a Public Electric Vehicle Charging Station (EV PCS)/ Battery Swapping Station (BSS).

2. Grant of Rights

I hereby grant unconditional consent and No Objection to the above-mentioned CPO/BSO to:

- i. Set up, install, operate, maintain, and manage a Public Electric Vehicle Charging Station (EV PCS) /Battery Swapping station (BSS) on the said land as required under the PM E-DRIVE Scheme
- ii. Lay underground or overhead electrical cables, install chargers, kiosks, transformer, civil foundation, fencing, and all related infrastructure required;
- iii. Access the premises for maintenance, service operations, and other authorized technical activities.

3. Duration

This NOC grants the CPO/BSO the right to use the premises for a minimum period of five (05) years from the date of execution of this certificate, or until the expiry of the corresponding agreement executed between the landowner and the CPO/BSO (whichever is later).

4. Conditions

- i. The landowner will not object to the construction, installation, or operation of the charging station or associated upstream electrical infrastructure.
- ii. The landowner agrees to provide unhindered access to the public charging station (EV PCS)/Battery Swapping Station (BSS) throughout the tenure.
- iii. This NOC is issued voluntarily, without pressure or coercion.
- iv. This NOC may be used by the CPO/BSO for submission to BESCOM, the Ministry of Heavy Industries (MHI), district authorities, DISCOM, Electrical Inspectorate, and any other statutory authority for approvals and subsidy consideration under PM E-DRIVE Category C.

5. Declaration

I hereby declare that:

- i. I am the lawful owner / authorized custodian of the above-mentioned property.
- ii. There is no litigation, dispute, or claim pending regarding ownership or possession of the property.
- iii. I have no objection to the establishment and operation of a Public EV Charging Station (EV PCS)/Battery Swapping station by the CPO/BSO for the permitted

period.

iv. In case of any disputes arising in future, the BESCOM shall not be held responsible.

Signature of Land Owner

Name: _____

Address: _____

Mobile: _____

Email: _____

Signature: _____

Seal (if any)

Witnesses

Witness 1:

Name: _____

Address: _____

Signature: _____

Witness 2:

Name: _____

Address: _____

Signature: _____

ANNEXURE B
LAND FEASIBILITY ASSESSMENT FORM

Sl.No	Details required	Response	
1	Address of site		
2	Photograph of Site (Geo tagged photo)		
3	Coordinates of the proposed site (up to 5 decimal places)	Latitude	
		Longitude	
Civil infrastructure of the site			
4	Actual Available Space for setting up charging station/Battery Swapping station in m (Length x Breadth)		
5	Does the site have concrete flooring/Paver blocks (Yes/No)		
6	Whether a separate entry/exit for the EV charging station need to be given at the site? (Yes/No)		
7	Photos of the entry and exit at the site	(Image of entry)	
		(Image of exit)	
8	Pictures of the area where EV charging station is proposed (minimum 2 photos)	(Image 1)	
		(Image 2)	
9	Sketch/layout of the proposed charging station/ Battery Swapping station		
Accessibility to the site			
10	Is the site accessible to the public (Yes/No)		
11	Name of the nearest highway/main road to the site		
12	Distance of site from the road		
Details of electrical infra			
13	Does the site have an existing electrical connection (Yes/No)		
13.a	If yes, Account No/RR No for the connection		
13.b	If no, Account No/RR no of a nearby site		
13.c	Photo of electricity bill (If available)		
13.d	Existing sanction load at the premises (kW)		
13.e	Existing transformer capacity (kVA)		
14	Distance from nearest 11 kV tapping point (in metres)		

	Characteristics of the Proposed site	
15	Vehicle Movement Analysis & EV potential at the location	
16	Explain the importance of the location	
17	Any other Remarks (other than mentioned above) for establishing a charging station/Battery Swapping stations at selected site.	

ANNEXURE C
Charging Station Configuration

Type of Station (Preferred)	Transformer Capacity	Configuration	Charger Mix	Connected Load
City	100 kVA	Configuration 1	1 × LEVDC 12 kW 1 × LECCS 12 kW 1 × CCS2 60 kW	84 kW
		Configuration 2	1 × CCS2 60 kW	60 kW
City	250 kVA	Configuration 3	1 × LEVDC 12 kW 1 × LECCS 12 kW 1 × CCS2 60 kW 1 × CCS2 120 kW	204 kW
		Configuration 4	1 × CCS2 60 kW 1 × CCS2 120 kW	180 kW
		Configuration 5	1 × CCS2 120 kW	120 kW
Highway	500 kVA	Configuration 6	1 × CCS2 240 kW 2 × CCS2 60 kW	360 kW
		Configuration 7	1 × CCS2 240 kW 1 × CCS2 120 kW	360 kW
		Configuration 8	1 × CCS2 240 kW	240 kW
Highway	1 MVA	Configuration 9	2 × CCS2 240 kW 2 × CCS2 120 kW	720 kW
		Configuration 10	3 × CCS2 240 kW	720 kW
		Configuration 11	2 × CCS2 360 kW 1 × CCS2 120 kW	840 kW
		Configuration 12	1 × CCS2 360 kW 1 × CCS2 240 kW 1 × CCS2 120 kW	720 kW