**Objective**

* To understand operating conditions of an electric bus in India
* TO Gain Practical Experience of Operating electric buses
* TO Derive Operational and Fiscal Standards in future for E-Bus Tendering Process
* To Gain Insight on Infrastructure streamlining necessary for E-Bus Operations
* Understanding use of validators in Buses.ie Cashless Transactions in Bus Operations

**Timeline**

The Proposed Timeline of the Project is 1-1.5 years, which could be extended to full form of commercial operations through tender or any way as DMRC wishes to scale

**Ownership**

Ownership of the vehicle at all times is to be with DMRC since it is a pilot project. This would help in streamlining applying and getting the requisite subsidy from DHI in order to reduce the capital burden on the pilot project. It is imperative to go this way to avail subsidy .All Subsidies pertaining to GCC Models Pan India has been put on hold, thus it this approach will be a win-win situation for all. Plus, BHEL would help in deferred payment if necessary

**SCHEDULE OF PAYMENT**

Payment shall be made on the following dates, based on the invoice raised by the

BHEL/DIMTS, at least 10 days prior to the Payment Date: -

Payment Date Amount of CYF

1. 15th day of the month -40% of estimated payment for the Month

2. 30th or 31st day of the-month 40%of estimated Payment for the month

3. Before 10th day of month succeeding the payment month-100% of Payment for the month

**Performance Security**

DMRC shall not take any Performance Security at any cost since it is a pilot project and will be under its administrative purview

**Liquidity Damages**

DMRC shall not levy any form of liquidity damages at any cost since it is a pilot project and will be under its administrative purview

**Deployment of Minimum Number of Personnel**

**1.** Monitoring Manager -**1**

**2.** MIS Managers -**2**

**3.** Cleaner and Other Support- **4**

**4.** Supervisor- **1**

**5.** Drivers- 10

**Operational Parameters**

Parameters are to be decided against Consensus from all Participating parties in the Pilot.

Route to be decided, but the interest area would still be Punjabi Bagh

Frequency would be decided after a buffer trail run of 15 days to understand requisite idle time needed for the bus to get a top up charge to complete its day run

Depot to be constructed by DMRC & other DMRC inclusive of washing & other necessary facilities for the proper functioning of the depot along with the requisite charging area space to E& C of chargers

Tentative Legal Issues along with RTO Compliance would be formulated on the due course of the run