

Operational Guidelines
For Deployment of
EV Public Charging Stations (EV PCS)
under the PM E-DRIVE Scheme

26th September, 2025

Ministry of Heavy Industries (MHI)

Government of India
Udyog Bhawan, New Delhi

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1. Background

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.

One of the objectives of the PM E-DRIVE scheme is to expedite the adoption of EVs by facilitating the establishment of EV Public Charging Stations (EV PCS). The Scheme envisages support of INR 2,000 crore for setting up of adequate public charging infrastructure for various categories of vehicles to instil confidence amongst EV users.

2. Eligible Entities

Under the PM E-DRIVE scheme, Government of India ministries, Central Public Sector Enterprises (CPSEs), States/Union Territories and PSUs under them shall be eligible to submit EV PCS proposals to MHI. GoI ministries and States / UTs shall appoint nodal agency(ies) to aggregate the demand for EV PCS and submit the proposals. Entities may choose to set up, operate, and maintain EV PCS on their own, or engage Charge Point Operators (CPOs) for the same.

- i. **GoI Ministries** such as Ministry of Petroleum and Natural Gas, Ministry of Road Transport and Highways, Ministry of Health and Family Welfare, Ministry of Power, Ministry of Housing and Urban Affairs, Ministry of Railways, Ministry of Civil Aviation, Ministry of Steel, Ministry of Ports, Shipping and Waterways etc. shall be eligible to submit proposals from their CPSEs / nodal agencies for EV PCS.

CPSEs / autonomous bodies under GoI ministries such as OMCs (IOCL, BPCL, HPCL), National Highways Authority of India (NHAI), Airports Authority of India (AAI), Container Corporation of India (CONCOR), Steel Authority of India Limited (SAIL), Convergence Energy Services Limited (CESL) and Metro rail companies / corporations etc. shall also be eligible to submit EV PCS proposals either directly or through their respective ministries.

These GoI ministries or CPSEs, or a nodal agency appointed by them will coordinate with organizations under their control to identify suitable locations and aggregate the demand for EV PCS.

- ii. **States/UTs** shall aggregate the demand for EV PCS across different cities and highways through nodal agency and submit the proposal to MHI. The demand aggregation shall be done through nodal agency in coordination with Urban Local Bodies (ULBs), Municipal Corporations, State Highway

authorities, State PSUs, Utilities/ DISCOMs, Metro rail companies / corporations and other public departments.

3. Locations for EV PCS

PM E-DRIVE scheme will continue to prioritize cities and highways to ensure a focused approach.

i. Cities: The eligible entities may prioritize cities based on the criteria outlined below for the strategic deployment of EVPCS.

- a) Million plus population cities as per 2011 census;
- b) Smart cities as notified by MoHUA;
- c) Satellite towns connected to 7 metros (Delhi, Mumbai, Kolkata, Chennai, Hyderabad, Bangalore, and Ahmedabad);
- d) The capital city of all states/UTs not covered in the above categories.
- e) National Clean Air Programme (NCAP) cities

However, eligible entities may choose to install EVPCS at other cities based on their specific requirements e.g. EV penetration.

ii. Highways: In addition to setting up EV charging infrastructure within city limits, the scheme also envisages selected inter-city/ inter-state highways to be made EV ready. Routes for setting up of EV chargers on highways may be identified in consultation with MoRTH and other stakeholders.

The indicative list of parameters that eligible entities may consider in their assessment of shortlisting highways are:

- a) Highways with high vehicular volume (e.g. toll data can be referred)
- b) Highways that connect major cities, industrial hubs and ports
- c) Other parameters as recommended by nodal agencies

4. Charging Standards

To be eligible under the PM E-DRIVE, charging infrastructure 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. The charging standards applicable under PM E-DRIVE scheme are as follows:

Table 1: EV Charging connector standards

Segment	Charging Connector Standard	Charger Capacity
e-2Ws / e-3Ws	Light EV DC (IS-17017-2-6)	Up to 12 kW
	Light EV AC/DC Combo (IS-17017-2-7)	Up to 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

*For e-buses / e-trucks, each charging gun to be minimum 120 kW to ensure fast charging.

5. Battery Swapping Stations and Battery Charging Stations

Public Battery Swapping Stations (BSS) and Battery Charging Stations (BCS) will be eligible for financial support only for upstream infrastructure. These stations must comply with the MoP 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. Subsidy Proposed

The scheme will provide subsidies for deployment of EV Public Charging Stations and Battery Swapping Stations (BSS) / Battery Charging Stations (BCS). The subsidy will be provided on the Upstream Infrastructure costs, however, in certain cases, subsidy may also be provided for EV Supply Equipment (EVSE) costs.

The subsidy will be calculated as a percentage (%) of either the benchmark costs (published by Bureau of Energy Efficiency, MoP and as amended from time to time) or the actual costs, whichever is lower. All refundable deposits shall be excluded from the eligible costs for the purpose of subsidy calculation.

The upstream infrastructure typically includes a distribution transformer, LT and HT cables, AC distribution boxes, circuit breakers/isolators and other protection equipment, tubular or PCC mounting structures, fencing and civil works. Whereas, EVSE consists of EV charger including charging guns.

The scheme has a flexibility of funding for establishment of charging infrastructure, to the extent of 100% of cost (including upstream infrastructure) of the project. The scheme will support the following categories of EV Charging Stations along with proposed subsidies as detailed in Table 2 below.

Table 2: Categorisation of locations for EV PCS and BSS/BCS

Category	Locations	% Subsidy
A	State / Central Govt. Premises – Govt. offices, Govt. residential complexes, Govt. hospitals, Govt. educational institutes, CPSEs or any other govt. establishments. (said chargers to be available to any private individual for charging their EVs without any restrictions, i.e. free public access)	100% on Upstream Infrastructure and 100% on EVSE

Category	Locations	% Subsidy
B	Locations in cities and along highways which are owned / controlled / managed by State / Central Govt or their public sector undertakings e.g. Railway stations, airports (operated & maintained by Airports Authority of India), retail outlets of public sector OMCs, bus stations operated by STUs, metro stations, municipal parking lots, public sector ports and NHAI / State govt controlled / managed toll plazas & way-side amenities on highways / expressways.	80% on Upstream Infrastructure and 70% on EVSE
C	All other locations not included in categories A & B, e.g. Cities - Streets, shopping malls, market complexes etc. Highways/Expressways	80% on Upstream Infrastructure
D	Battery Swapping Stations (BSS) / Battery Charging Stations (BCS) deployed at any location	80% on Upstream Infrastructure

7. Benchmark costs for subsidy calculation

The table below presents the benchmark costs for upstream infrastructure and EVSE across various charger capacities, as published by BEE, MoP in August 2022.

Table 3: For Upstream Infrastructure

EV PCS Rating	Benchmark costs (INR Lakh)
Upto 50 kW	6.04
Upto 100 kW	14.80
Upto 150 kW	19.00
Above 150 kW	24.00

Table 4: For EV Supply Equipment (EVSE)

Connector Type	Charger Rating	Benchmark costs (INR Lakh)
LEVDC and LE AC/DC combo	12 kW	-
CCS-II	50 kW	7.25
CCS-II	100 kW	11.68
CCS-II	240 kW	-
CCS-II	360 kW	-

8. Implementation Mechanism and Subsidy Disbursement

The following section outlines the step-by-step process for EV PCS and BSS/ BCS proposal submission, implementation, and the subsidy disbursement mechanism:

Step 1: EV PCS Proposal preparation and submission to MHI

The eligible entities (GoI Ministries and State/UT governments) shall appoint nodal agency(ies) to aggregate the EV PCS demand and submit proposals to MHI. The Nodal agency(ies) shall have following responsibilities including but not limited to:

- i. Identify suitable locations for charging stations
- ii. Aggregate the demand for EV PCS on cities and highways (as applicable)
- iii. Prepare and submit the EV PCS proposal to MHI on the online portal, specifying:
 - a. Locations for EV charging stations
 - b. Number of EV chargers at each location
 - c. Vehicle segments and charger capacities for EV chargers
 - d. Subsidy requested as per categorisation of locations
 - e. Implementation mechanism - whether the nodal agency or govt. agency will implement and operate the EV PCS itself, or a CPO will be appointed for the same.

The cover letter for proposal submission is included in **Annexure A**. The summary of the EV PCS proposal, along with location-wise details for cities and highways, shall be provided in **Annexures B, C, and D** respectively on the online portal.

- iv. MHI will review the proposal and approve the same with required modifications, if any.

Step 2: Initiate the procurement process, apply for electricity connections, and request for release of first tranche

- i. Upon receiving MHI's approval, the nodal agency(ies), either themselves or through Charge Point Operators (CPOs), shall initiate the process for deployment of EV PCS.
- ii. In case the nodal agency is to install and operate the EV PCS then it will be responsible for procurement of upstream infrastructure and EVSE.
- iii. In case the charging stations are to be installed and operated through a CPO, CPO selection shall be done through a transparent bidding mechanism as decided by respective State, GoI ministries & CPSEs. In such cases, CPOs shall be responsible for procurement of upstream infrastructure and EVSE.

- iv. Upon completion of the above-mentioned activities, payment to DISCOMs for upstream infrastructure and procurement of EVSEs shall be done.
- v. Subsequently, the first tranche amounting to 70% of the eligible subsidy shall be released, subject to the submission of an undertaking certifying the following:
 - a. Demand notes for upstream infrastructure paid to DISCOMs.
 - b. Procured EV chargers are compliant with Phased Manufacturing Programme (PMP) guidelines, as amended from time to time.
 - c. Procured EV chargers are in accordance with the charging standards as defined in MoP guidelines.

The undertaking for subsidy disbursement (first tranche) is included in **Annexure E**. The updated summary of the EV PCS proposal, along with location-wise details for cities and highways, to be filled in **Annexures B, C, and D** respectively on the online portal.

- vi. In cases where the nodal agency (e.g., public sector OMCs, CPSEs, or nodal agencies of the state/central govt.) is itself installing and commissioning EV PCS, the first tranche of the eligible subsidy may be released in advance upon their request, to facilitate faster adoption of EV chargers. All requests for such advance subsidies under this clause shall be accompanied by an undertaking as provided in **Annexure F**. However, the concerned nodal agency shall remain responsible for ensuring compliance with the conditions mentioned in para v above, prior to the release of the second (final) tranche of the subsidy.

Step 3: Setting up of EV PCS and operational monitoring

- i. Nodal Agency(ies) / CPOs shall deploy and commission the approved EV public charging stations.
- ii. Nodal agency(ies) shall regularly update the progress related to EV PCS implementation on the online portal.
- iii. Nodal Agency(ies) shall ensure sharing of operational data for installed EV PCS (such as charger location, slot availability, pricing, and digital payment options) with the 'National Unified Hub' being developed by MHI, in accordance with the defined protocols.
- iv. Nodal Agency(ies) shall ensure continued availability and uptime of EV chargers.

Step 4: Disbursement of second (final) tranche

- i. Following the commissioning and energization, the nodal agency (ies) shall submit an undertaking for the release of the second (final) tranche of the subsidy, certifying the following:
 - a. Installed EV PCS have been successfully commissioned/energized.
 - b. Procured EV chargers are compliant with PMP guidelines.
 - c. Installed EV chargers have been onboarded on the 'National Unified Hub' being developed by MHI.

The undertaking for second (final) tranche subsidy disbursement is included in **Annexure G** along with utilization certificate as per **Annexure H & I** (as applicable). The updated summary of the EV PCS proposal, along with location-wise details for cities and highways, to be filled in **Annexures B, C, and D** respectively on the online portal.

- ii. In cases where the subsidy has been released in advance, an undertaking as per **Annexure J** shall be submitted along with **Annexure G** and utilization certificate. The remaining steps to remain same as mentioned above.
- iii. All refundable deposits shall be excluded from the eligible costs for the purpose of subsidy calculation.
- iv. MHI will review the undertaking, utilization certificates and approve the second (final) tranche of the subsidy.

Note: The above steps shall also be applicable to subsidies related to Battery Swapping Stations (BSS) and Battery Charging Stations (BCS). The proposal summary, along with location-wise details for cities and highways for BSS/BCS, shall be provided as per **Annexures K, L, and M**, respectively.

9. Proposal Submission

All eligible entities are required to submit the proposals on the PM E-DRIVE online portal (<https://pmedrive.heavyindustries.gov.in/>).

The online portal shall serve as a single window platform to facilitate the following:

- a. Submission of EV PCS proposal by nodal agencies / Govt. agencies
- b. Submission of request for release of first and second tranche of subsidy, along with the documents specified in the undertaking format
- c. Regularly update progress related to EV PCS implementation

The contact person for any queries is:

Additional General Manager (NREB), Industry Sector, BHEL, New Delhi
Email Id: pmedrive_evpcs@bhel.in; Tel. No. 011-41793104

10. Role of Project Implementation Agency

Bharat Heavy Electricals Limited (BHEL) will serve as the Project Implementation Agency (PIA) for the deployment of EV PCS, with the following responsibilities:

- i. Sensitization and support for EV PCS proposal preparation for eligible entities (GoI ministries, CPSEs, and State/UT governments)
- ii. Evaluation of EV PCS proposals received from nodal agency(ies) and submission of recommendations to MHI
- iii. Development of a 'National Unified Hub' and national level mobile app to integrate EV PCS, featuring functionalities such as charger discovery, real-time status updates, slot booking, facilitating digital payments, etc.
- iv. Any other task assigned by MHI related to deployment of EV PCS.

11. Role of Project Management Agency

Role of Project Management Agency, i.e., IFCI, appointed under PM E-DRIVE scheme shall be as defined in the scheme notification dated 29th September 2024.

12. Dispute resolution

Any dispute shall be resolved by mutual discussion and reconciliation. In case of difference of opinion, the decision of the JS/AS (Auto), MHI shall be final.

List of Annexures:

Annexure A	Cover letter for Proposal Submission
Annexure B	Summary of EV Public Charging Stations
Annexure C	Details of EV Charging Stations in Cities (to be filled online in the respective sections for Category A, B, and C locations)
Annexure D	Details of EV Charging Stations along Highways (to be filled online in the respective sections for Category A, B, and C locations)
Annexure E	Undertaking for First Tranche Subsidy Disbursement
Annexure F	Undertaking for Advance Subsidy Disbursement
Annexure G	Undertaking for Second Tranche Subsidy Disbursement
Annexure H	Form of Utilization Certificate (For Autonomous Bodies of the Grantee Organization)
Annexure I	Form of Utilization Certificate (For State Governments)
Annexure J	Undertaking confirming compliance to Annexure E
Annexure K	Summary of Battery Swapping Stations (BSS) and Battery Charging Stations (BCS)
Annexure L	Details of Battery Swapping Stations and Battery Charging Stations in Cities
Annexure M	Details of Battery Swapping Stations and Battery Charging Stations along Highways

Cover letter for Proposal Submission

(To be given in the letterhead of the organization)

To

The Under Secretary,
Ministry of Heavy Industries (MHI),
Room No. xxx, Udyog Bhawan, New Delhi - 110011

Subject: Submission of Proposal for Deployment of EV Public Charging Stations in response to Operational Guidelines for EV PCS under the PM E-DRIVE Scheme

Sir,

Please refer to Operational Guidelines issued by Ministry of Heavy Industries dated xx/xx/xxxx inviting proposals for deployment of EV Public Charging Stations under the PM E-DRIVE Scheme.

In response to this, we hereby submit our proposal for EV Public Charging Stations for Electric Vehicles under PM E-DRIVE Scheme, in the prescribed format, for consideration of the Ministry of Heavy Industries.

We agree to abide by the conditions outlined in the said operational guidelines.

We hereby declare that our proposal submitted in response to these operational guidelines is true and correct to the best of our knowledge and belief.

Sincerely,

Signature of Authorised Signatory

Name:

Designation:

Name of Nodal Agency:

AUTHORISED SIGNATORY'S SEAL

Annexure B**Summary of EV Public Charging Stations**

Name of entity (GoI Ministry/ State/ UT/ CPSE)	
Nodal Agency(ies) for EV PCS Implementation	
Stage of Submission (Proposal/First tranche/Second Tranche)	
Date of submission on the portal	
Number of EV PCSs	
No. of EV Chargers	Total
I. e-2Ws / e-3Ws	
II. e-4Ws	
III. e-buses / e-trucks	
Total	
Amount of Subsidy Requested	Total
I. Category A (INR Lakhs)	
II. Category B (INR Lakhs)	
III. Category C (INR Lakhs)	
Total (INR Lakhs)	

1. The Nodal Agency(ies) shall propose the subsidy amount in accordance with the applicable subsidies defined for each location category of EV PCS.

Annexure C

Details of EV Charging Stations in Cities

(This form is to be filled online in the respective sections for Category A, B, and C locations)

State	City	Location	Mode of implementation	Latitude	Longitude	Charging station configuration									Total Electrical load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM (INR Lakhs)	EVSE Cost (INR Lakhs)	Total Project cost (INR Lakhs)	Subsidy requested for Upstream Infrastructure (INR Lakhs)	Subsidy requested for EVSE (INR Lakhs)	Total subsidy requested (INR Lakhs)
						e-2W & e-3W			e-4W			e-buses/e-trucks									
						Connector Type	Charger rating (In kW)	No. of chargers	Connector Type	Charger rating (In kW)	No. of chargers	Connector Type	Charger rating (In kW)	No. of chargers							
			<Nodal agency or CPOs>																		

1. Latitude and longitude, if available, may be provided at the proposal submission stage. However, for subsidy disbursement (both first and second tranches), this is a mandatory requirement.
2. The Nodal Agency(ies) shall propose the subsidy amount in accordance with the applicable subsidies defined for each location category of EV PCS viz category A, B and C.
3. All the costs to be provided excluding GST.

Details of EV Charging Stations along Highways

(This form is to be filled online in the respective sections for Category A, B, and C locations)

State	Highway No./ Express way No.	Highway/Expressway Destination		Mode of impleme ntation	Location / Mileston e	Latitude	Longitude	Charging station configuration									Total Electrical load for EV PCS (kW)	Upstream Infrastructure Cost as per DISCOM (INR Lakhs)	EVSE Cost (INR Lakhs)	Total project cost (INR Lakh)	Subsidy requested for Upstream Infrastructur e (INR Lakhs)	Subsidy requested for EVSE (INR Lakhs)	Total subsidy requested (INR Lakhs)
		From	To					e-2W & e-3W			e-4W			e-buses/e-trucks									
								Connector Type	Charger rating (In kW)	No. of chargers	Connector Type	Charger rating (In kW)	No. of chargers	Connector Type	Charger rating (In kW)	No. of chargers							
				<Nodal agency or CPOs>																			

1. Latitude and longitude, if available, may be provided at the proposal submission stage. However, for subsidy disbursement (both first and second tranches), this is a mandatory requirement.
2. The Nodal Agency(ies) shall propose the subsidy amount in accordance with the applicable subsidies defined for each location category of EV PCS viz category A, B and C.
3. All the costs to be provided excluding GST.

Annexure E

Undertaking for First Tranche Subsidy Disbursement

(To be given in the letterhead of the organization)

Undertaking to be submitted by Nodal Agency at the time of submitting claims for disbursement of first tranche of subsidy from Ministry of Heavy Industries (MHI)

(to be uploaded along with claims)

UNDERTAKING

I, _____(name) authorised representative/ signatory of _____ (Name of Nodal Agency), certify that the claim submitted vide letter no. _____ dated _____ for total amount of INR _____ submitted online on PM E-DRIVE portal of MHI, for _____ no. of EV PCSs, complies with the provisions of Operational Guidelines for EV PCS under PM E-DRIVE scheme.

2. It is further certified that:

- a) The demand notes of INR _____ dated _____ raised by DISCOMs for providing Upstream Infrastructure for _____ no. of EV PCS have been duly paid in full. (copy of payment receipt to be enclosed).
- b) All refundable deposits are excluded from the eligible costs for the purpose of subsidy calculation.
- c) Procurement of EV chargers has been done in accordance with the charging standards defined in the above operational guidelines.
- d) Procured EV chargers comply with Phased Manufacturing Programme (PMP) guidelines, as amended from time to time. The PMP certificate dated _____ from _____ agency affiliated with MHI is enclosed.

Sincerely,

Signature of Authorised Signatory

Name:

Designation:

Name of Nodal Agency:

AUTHORISED SIGNATORY'S SEAL

Undertaking for Advance Subsidy Disbursement

(To be given in the letterhead of the organization)

Undertaking to be submitted by Nodal Agency at the time of requesting disbursement of advance subsidy from Ministry of Heavy Industries (MHI)

(to be uploaded along with request)

UNDERTAKING

I, _____(name) authorised representative/ signatory of _____ (Name of Nodal Agency), certify that the advance subsidy request submitted vide letter no. _____dated _____ for total amount of INR _____submitted online on PM E-DRIVE portal of MHI, for _____ no. of EV PCSs, shall comply with the provisions of Operational Guidelines for EV PCS under PM E-DRIVE scheme.

2. It is further certified that:

- a) The demand notes, as raised by DISCOMs, for providing Upstream Infrastructure for _____ no. of EV PCS shall be paid in full.
- b) All refundable deposits shall be excluded from the eligible costs for the purpose of subsidy calculation.
- c) Procurement of EV chargers shall be done in accordance with the charging standards defined in the above operational guidelines.
- d) Procured EV chargers shall comply with Phased Manufacturing Programme (PMP) guidelines, as amended from time to time. A PMP certificate from an agency affiliated with MHI shall be provided in this regard.

3. In case of non-deployment of EV PCS or non-compliance with the provisions of Operational Guidelines for EV PCS under PM E-DRIVE scheme, the advance subsidy released by MHI shall be recovered.

Sincerely,

Signature of Authorised Signatory

Name:

Designation:

Name of Nodal Agency:

AUTHORISED SIGNATORY'S SEAL

Annexure G

Undertaking for Second (final) Tranche Subsidy Disbursement

(To be given in the letterhead of the organization)

Undertaking to be submitted by Nodal Agency at the time of submitting claims for disbursement of second tranche of subsidy from Ministry of Heavy Industries

(to be uploaded along with claims)

UNDERTAKING

I, _____(name) authorised representative/ signatory of _____ (Name of Nodal Agency), certify that the claim submitted vide letter no. _____dated _____ for total amount of INR _____submitted online on PM E-DRIVE portal of MHI, for _____ no. of EV PCSs, complies with the Operational Guidelines for EV PCS under PM E-DRIVE scheme.

2. It is further certified that:

- a) _____ no. of EV PCS have been successfully commissioned / energized.
- b) All refundable deposits are excluded from the eligible costs for the purpose of subsidy calculation.

- c) The procured EV chargers comply with Phased Manufacturing Programme (PMP) guidelines, as amended from time to time. The PMP certificate dated _____ from _____ agency affiliated with MHI is enclosed.
- d) The said EV charges have been on-boarded on the Unified Hub of MHI.

Sincerely,

Signature of Authorised Signatory

Name:

Designation:

Name of Nodal Agency:

AUTHORISED SIGNATORY'S SEAL

GFR 12 — A

[See Rule 238 (I)]

**FORM OF UTILIZATION CERTIFICATE
FOR AUTONOMOUS BODIES OF THE GRANTEE ORGANIZATION**

UTILIZATION CERTIFICATE FOR THE YEAR _____ in respect
of recurring/non-recurring
GRANTS-IN-AID/SALARIES/CREATION OF CAPITAL ASSETS

1. Name of the Scheme:

2. Whether recurring or non - recurring grants: **Non-Recurring**

3. Grants position of the beginning of the Financial year

- i. Cash> In Hand / Bank:
- ii. Unadjusted advances:
- iii. Total:

4. Details of grants received, expenditure incurred and closing balances: (Actuals)

Unspent Balances of Grants received years [figure as at Sl. No. 3 (iii)]	Interest Earned thereon	Interest deposited back to the Government	Grant received during the year	Total Available funds (1+2- 3+4)	Expenditure incurred	Closing Balances (5-6)
	2	3	4	5	6	7

			Sanction No. (i)	Date (ii)	Amount (iii)			

Component wise utilization of grants:

Grant-in-aid General	Grant-in-aid Salary	Grant-in-aid-creation of capital assets	Total
	Total		

Details of grants position at the end of the year

- i. Cash in Hand/Bank (Overspent):
- ii. Unadjusted advances:
- iii. Total:

Certified that I have satisfied myself that the conditions on which grants were sanctioned have been duly fulfilled/are being fulfilled and that I have exercised following checks to see that the money has been actually utilized for the purpose for which it was sanctioned:

- I. The main account and other subsidiary accounts and registers (including assets registers) are maintained as prescribed in the relevant Act/Rules/Standing instructions (mention the Act/Rules) and have been duly audited by designated auditors. The figures depicted above tally with the audited figures mentioned in financial statements/accounts.
- II. There exist internal controls for safeguarding public funds/assets, watching outcomes and achievements of physical targets against the financial input, ensuring quality in asset creation etc. & the periodic evaluation of internal controls is exercised to ensure their effectiveness.
- III. To the best of our knowledge and belief, no transactions have been entered that are in violation of relevant Act/Rules/Standing instructions and scheme guidelines.
- IV. The responsibilities among the key functionaries for execution of the scheme have been assigned in clear terms and are not general in nature.
- V. The benefits were extended to the intended beneficiaries and only such areas/districts were covered where the scheme was intended to operate.

- VI. The expenditure on various components of the scheme was in the proportions authorized as per the scheme guidelines and terms and conditions of the grants-in-aid.
- VII. It has been ensured that the physical and financial performance under the _____ (name of the scheme has been according to the requirements, as prescribed in the guidelines issued by govt. of India and the performance/targets achieved statement for the year to which the utilization of the fund resulted in outcomes given at Annexure-I duly enclosed.
- VIII. The utilization of the fund resulted in outcomes given at Annexure-II duly enclosed (to be formulated by the Ministry/Department concerned as per their requirements/specifications.)
- IX. Details of various schemes executed by the agency through grants-in-aid received from the same Ministry or from other Ministries is enclosed at Annexure-II (to be formulated by the Ministry/Department concerned as per their requirements / specifications.

Date:

Place:

Signature

Name_____

Chief Financial Officer

(Head of the Finance)

Signature

Name_____

Head of the Organization

GFR 12 — C

[(See Rule 239)]

FORM OF UTILIZATION CERTIFICATE (FOR STATE GOVERNMENTS)**(Where expenditure incurred by Govt. bodies only)**

Sl. No.	Letter No. and date	Amount	Certified that out of Rs. _____ of grants sanctioned during the year _____ in favour of _____ under this Ministry/Department Letter No. given in the margin and Rs. _____ on account of unspent balance of the previous year, a sum of Rs. _____ has been utilized for the purpose of _____ for which it was sanctioned and that the balance of Rs. _____ remaining unutilized at the end of the year has been surrendered to Government (vide No. _____ dated _____) /will be adjusted towards the grants-in-aid payable during the next year _____.
	Total		

2. Certified that I have satisfied myself that the conditions on which the grant-in-aid was sanctioned have been duly fulfilled/ are being fulfilled and that I have exercised the following checks to see that the money was actually utilized for the purpose for which it was sanctioned.

Kinds of checks exercised:

- 1.
- 2.
- 3.
- 4.
- 5.

Signature.....

Designation.....

Date.....

PS: The UC shall disclose separately the actual expenditure incurred and loans and advances given to suppliers of stores and assets, to construction agencies and like in accordance with scheme guidelines and in furtherance to the scheme objectives, which do not constitute expenditure at the stage. These shall be treated as utilized grants but allowed to be carried forward.

Annexure J

Undertaking confirming compliance to Annexure E

(Applicable only for cases where advance subsidies have been availed)

(To be given in the letterhead of the organization)

Undertaking to be submitted by Nodal Agency at the time of submitting claims for disbursement of second tranche of subsidy from Ministry of Heavy Industries

(to be uploaded in addition to Annexure G)

UNDERTAKING

I, _____ (name), authorised representative/signatory of _____ (Name of Nodal Agency), hereby certify that all provisions required for the disbursement of the first tranche of subsidy, as outlined in Annexure E, have been fully complied with.

Sincerely,

Signature of Authorised Signatory

Name:

Designation:

Name of Nodal Agency:

AUTHORISED SIGNATORY'S SEAL

Annexure K**Summary of Battery Swapping Stations (BSS) and Battery Charging Stations (BCS)**

Name of entity (GoI Ministry/ State/ UT/ CPSE)	
Nodal Agency(ies) for Implementation	
Stage of Submission (Proposal/First tranche/Second Tranche)	
Date of submission on the portal	
Number of BSS and BCS	
No. of BSS and BCS	Total
I. e-2Ws / e-3Ws	
II. e-4Ws	
III. e-buses / e-trucks	
Total	
Amount of Subsidy Requested (INR)	

Details of Battery Swapping Stations and Battery Charging Stations in Cities

State	City	Location	Mode of implementation	Latitude	Longitude	Battery Swapping Stations and Battery Charging Stations Configuration			Total Electrical load for Battery Swapping and Battery Charging Stations (kW)	Upstream Infrastructure Cost as per DISCOM (INR Lakh)	Subsidy requested for Upstream Infrastructure (INR Lakhs)
						e-2W & e-3W	e-4W	e-buses/e-trucks			
						Station capacity (kW)	Station capacity (In kW)	Station capacity (In kW)			
			Nodal agency / CPOs								

1. Latitude and longitude, if available, may be provided at the proposal submission stage. However, for subsidy disbursement (both first and second tranches), this is a mandatory requirement.
2. All the costs to be provided excluding GST.

Details of Battery Swapping Stations and Battery Charging Stations along Highways

State	Highway No./ Expressway No.	Highway/Expressway Destination		Location / Milestone	Latitude	Longitude	Battery Swapping Stations and Battery Charging Stations Configuration			Total Electrical load for Battery Swapping and Battery Charging Stations (kW)	Upstream Infrastructure Cost (INR Lakh)	Subsidy Requested (INR Lakh)
		From	To				e-2W & e-3W	e-4W	e-buses/e-trucks			
							Station capacity (kW)	Station capacity (In kW)	Station capacity (In kW)			

1. Latitude and longitude, if available, may be provided at the proposal submission stage. However, for subsidy disbursement (both first and second tranches), this is a mandatory requirement.
2. All the costs to be provided excluding GST.