

**Stakeholder Consultation on**  
**Scaling International Footprint of Made-in-India Electric Buses**  
**Organized by Convergence Energy Services Ltd (CESL) in partnership with**  
**USAID's SAREP**

**Date: April 24<sup>th</sup>, 2024, Time: 3:00 PM to 6:00 PM**  
**Venue: Hilton Mumbai International Airport Hotel**

**Background:**

The Global Electric Bus Market<sup>1</sup> size is estimated at USD 45 billion in 2024, and is expected to reach USD 116.46 billion by 2029, growing at a CAGR of 20.95% during the forecast period (2024-2029). E-buses have the potential to reduce the expenses related to operation and maintenance and cutting down hidden costs linked to public health and the environment. Countries like Denmark, New Zealand, and the Netherlands are aiming for 100% zero-emission bus procurements by 2025, and Costa Rica targets 100% bus fleet electrification by 2050.

India is also gearing up for this transition and has launched the National Electric Bus Program (NEBP) in June 2022 with an aim to deploy 50,000 new e-buses across the country by 2027 in a phased manner. The USD 10 billion (INR 820 billion) initiative is a step for transitioning public transport towards cleaner fuel. Convergence Energy Services Limited (CESL) is leading the effort for deployment of these electric buses and has been working with multiple State Transport Undertakings (STUs) and private operators to deploy e-buses across the country. To further strengthen the decarbonization drive of the public transport sector, the Government of India has launched the PM E-Bus Sewa Scheme in August 2023 with an aim to augment bus operations by deploying 10,000 e-buses.

With schemes like PLI, the Indian government<sup>2</sup> is pushing to be the number one automobile manufacturing hub in the world and make the auto sector an INR 25 lakh crore industry. Several homegrown brands for manufacturing buses like PMI Electro Mobility, Olectra Green Tech, Switch Mobility, Mytrah Mobility, JBM Motors, VE Commercial Vehicles Ltd, TATA Motors, BharatBenz, Mahindra & Mahindra have started focusing on manufacturing e-buses.

Further, India also poises to export the Indian experience of Electric busses on Gross Cost Contracting model to other countries. CESL is currently in the process of development of specifications of Electric busses for other countries as well. To move ahead, CESL, in partnership with USAID's SAREP programme is organizing a stakeholder consultation with Indian bus OEMs to discuss their interest in exploring opportunities for exporting e-buses, assessing the readiness, understand the major challenges and deliberate on possible solutions. The closed-door stakeholder consultation on "Scaling International Footprint of Made-In-India Electric Buses" with the following agenda is planned in Mumbai on April 24, 2024:

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<sup>1</sup> <https://www.mordorintelligence.com/industry-reports/electric-bus-market>

<sup>2</sup> <https://pib.gov.in/PressReleaseIframePage.aspx?PRID=1996790>

## AGENDA OF THE PROGRAM

Time (IST)	Session	Proposed Speakers
3:00 – 3:30 PM	Registration and Tea	
3:30 – 3:40 PM	Welcome address and USAID's initiatives in E-mobility	Ms. Apurva Chaturvedi, Sr. Clean Energy Specialist, USAID Indo-Pacific Office
3:40 – 3:55 PM	Context setting and CESL's role in deployment of electric buses	Shri. Vishal Kapoor, MD & CEO, Convergence Energy Services Ltd (CESL)
3:55 – 5:25 PM	<p><b>Roundtable Discussion / CXO Roundtable moderated by USAID SAREP</b></p> <p>Discussion on Indian Bus OEM's readiness to export E-Buses to other Asian countries and beyond.</p> <ul style="list-style-type: none"> <li>• Understanding the current supply and demand side scenario of the Indian e-bus ecosystem</li> <li>• Understanding the current manufacturing capacity and requirements to enhance the domestic manufacturing capacity.</li> <li>• Capacity of Industry for export orders in wake of (i) an increased take up of E-busses in India through Govt schemes; and, (ii) the slow roll out of E-buses in past orders</li> <li>• Understanding the quantum of taxes, duties etc levied for exporting e-buses</li> <li>• Market expectations and understanding the technical specifications for e-buses to be exported</li> <li>• Market expectations and understanding of the commercial conditions for e-busses to be exported. This includes Industry's capacity to carry out GCC/GCC-like contracts outside India.</li> <li>• Major risks/concerns</li> <li>• Support required from Government and / or CESL</li> </ul>	
5:25 – 5:30 PM	Way Forward and Vote of thanks	CESL
5:30 PM onwards	High Tea	