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No.CE(REES)/INV/EV-CELL/PME-DRIVE/CATC/AE-
13(C)/I/218852/2026

Date: 01-01-2026

Minutes of Pre-Bid Portal Submission Meeting

- Sub:** Expression of Interest (EoI) for Location Aggregation through Charge Point Operators for EVPCS Deployment under Category C of the PM E-DRIVE Scheme-Minutes of Pre-Bid Consultation Meeting held on 24.12.2025-reg:-
Ref: This Office EoI No.01/CE(REES)/25-26 dated 19.12.2025.

The Pre-Bid Consultation Meeting was conducted through Zoom Video Conferencing on 24.12.2025 at 11:00 hrs, with the Chief Engineer (REES & PED) in the Chair.

The Chair welcomed all the participants and briefed them on the objectives and scope of the Expression of Interest (EoI). The agenda of the meeting was explained in detail by the EV Accelerator Cell, KSEBL, following which the queries raised by the participating Charge Point Operators (CPOs) were taken up for discussion. Clarifications on the queries raised during the meeting were provided and the same are enclosed as Annexure.

A total of 56 participants attended the Zoom meeting. At the conclusion of the interactive session, KSEBL requested the participating CPOs to submit any further queries, if any, through email on the same day itself, for necessary examination and clarification.

The meeting came to close by 11.45 Hrs.

Sd/-

CHIEF ENGINEER (REES & PED)

ANNEXURE

Sl No	Query	Clarification
1.	What qualifies as “upgradation of an existing EV Public Charging Station” under the PM E-DRIVE Scheme?	<p>Under the PM E-DRIVE Scheme, eligible Charge Point Operators (CPOs) may submit proposals either for setting up new EV Public Charging Stations (EVPCS) or for upgradation of existing charging infrastructure. For the purpose of eligibility under the Scheme:</p> <ul style="list-style-type: none"> • Upgradation of an existing EV charging station is restricted to the installation of additional/new EV Supply Equipment (EVSMs) and the associated upstream electrical infrastructure required exclusively for such new chargers. • Upgradation does not include general enhancement or strengthening of existing electrical infrastructure without the addition of new EV charging machines. • Enhancement of transformer capacity, cabling, or other upstream electrical works shall be considered eligible only when directly linked to the installation of additional/new EV charging machines, and subject to compliance with the PM E-DRIVE Operational Guidelines and applicable regulations.

2.	<p>What details are expected under the “Feasibility Conclusion Statement” in Annexure-B (Land Feasibility Assessment Form)?</p>	<p>The Land Feasibility Assessment Form in Annexure-B is intended to provide a consolidated assessment of the suitability of the proposed location for establishing an EV Public Charging Station. In this regard, it is informed that the Ministry of Heavy Industries (MHI) has issued a suggestive Location Feasibility Report template outlining the indicative information required to assess the feasibility of a proposed EVPCS location.</p> <p>The Feasibility Conclusion Statement may briefly summarize, based on the details furnished in the template:</p> <ul style="list-style-type: none"> • Overall technical and electrical feasibility of the site, • Adequacy of land and accessibility, • EV traffic potential and utilization prospects, • Readiness of electrical infrastructure and timelines, and • Overall suitability of the location for implementation under the PM E-DRIVE Scheme. <p>Applicants are advised to furnish all relevant details as per the suggestive template to enable a reasonable, transparent, and objective assessment of the proposal and subsequent processing for subsidy disbursement.</p>
3.	<p>Who receives the subsidy under the PM E-DRIVE Scheme—the CPO or the site owner?</p>	<p>As per the PM E-DRIVE Operational Guidelines, subsidy is disbursed to the Nodal Agency and/or the implementing entity (CPO), as applicable. The scheme does not provide for direct disbursement to individual site owners.</p>
4.	<p>Is there any defined timeline for subsidy disbursement after acceptance of an application?</p>	<p>KSEBL is not in a position to prescribe a definitive timeline for approval or subsidy disbursement.</p> <p>As per the PM E-DRIVE framework:</p> <ul style="list-style-type: none"> • Approval and subsidy-related decisions rest with MHI. • KSEBL’s role is limited to aggregation and submission of proposals as per the EoI. <p>Applicants may refer to the PM E-DRIVE Operational Guidelines for details on the disbursement mechanism, including tranche-wise conditions, if applicable.</p>

5.	Is any revenue sharing or service charge payable by CPOs to KSEBL under Category C?	No. The EoI and the PM E-DRIVE framework do not stipulate any revenue-sharing or service-charge mechanism between KSEBL (as Nodal Agency) and CPOs under Category C.
6.	How will feasibility assessment be completed within the submission deadline, especially considering holidays? Is extension of the submission date possible?	Any extension of the submission timeline, if considered, shall be notified through designated web portal https://pmedrivekerala.kseb.in .
7.	For EV Public Charging Stations receiving subsidy under Category-C of the PM E-DRIVE Scheme pursuant to the EoI floated by KSEBL, is there any ceiling on the tariff/price that may be charged to end-users by the Charge Point Operator (CPO), or is the CPO permitted to determine the charging price based on market dynamics?	The tariff/price charged to end-users by the CPO shall be in compliance with the applicable orders and regulations issued by the competent authority, including provisions of the Kerala State Electricity Regulatory Commission (KSERC) and the Guidelines issued by the Ministry of Power (MoP). No separate tariff ceiling is prescribed under the EoI beyond such regulatory compliance.
8.	Who decides the end-user charging tariff? Is there any service charge fixed by KSEBL?	Charging to end-users (including any service fee, if applicable) is not prescribed under the EoI. End-user ceiling tariffs shall be in compliance with applicable orders and regulations issued by the competent authority, including provisions of the Kerala State Electricity Regulatory Commission (KSERC) and the Guidelines issued by the Ministry of Power (MoP).
9.	Can LT supply be provided for high-capacity EV chargers (up to 120 kW)?	Electricity supply shall be sanctioned strictly in accordance with the Kerala Electricity Supply Code and applicable KSERC regulations. As per prevailing regulations, connected load / contract demand under LT supply is limited to the permissible thresholds specified in the Supply Code. Any requirement exceeding the permissible LT limits shall require availing supply under HT, subject to technical feasibility and compliance with applicable regulations.

10.	Are CPOs remunerated by KSEBL for liaison or implementation activities? Is such remuneration part of the subsidy?	No. Neither the EoI nor the PM E-DRIVE Operational Guidelines provide for any remuneration payable by KSEBL to CPOs for liaison, facilitation, or implementation activities .Any commercial arrangement—including fees, commissions, service charges, or revenue sharing —between the CPO and the site owner/investor is outside the scope of the PM E-DRIVE subsidy framework and shall not form part of, or be deducted from, the subsidy amount.
11.	Are there any restrictions on the choice of EV charger manufacturers?	No. Neither the EoI nor the PM E-DRIVE Operational Guidelines mandate procurement from any specific charger manufacturer. However, all chargers installed must: •Comply with the charging standards notified by the Ministry of Power, and •Meet Phased Manufacturing Programme (PMP) requirements, as amended from time to time. Required compliance documentation or certification shall be produced at the relevant stage, as prescribed under the Guidelines
12.	Will EV charging station location owners (Land Owners) be directly involved in communications under the PM E-DRIVE Scheme?	The PM E-DRIVE framework recognizes the Nodal Agency and the CPO as the official interface for proposal submission, processing, and correspondence. The scheme does not provide for a direct subsidy-processing interface between MHI/KSEBL and individual site owners. Commercial, ownership, and investment arrangements between the site owner/investor and the CPO—including operations, maintenance, uptime, and network management—shall be governed by mutual agreement between the parties.
13.	As per the eligibility criteria, the CPO must have a minimum of 10 operational public fast charging stations in India, each with at least one CCS-II (30kW or higher) charger, and operational for a minimum of 6 months. whether these 10 stations are required to be App-less charging stations, as mentioned elsewhere in the document, or if charging stations operating through a	App-less charging/payment facility is NOT mandatory for the 10 existing stations submitted to demonstrate eligibility/experience. Those 10 stations are required only as documentary evidence of operational experience/track record. They will not be evaluated for app-less payment compliance, and the absence of app-less payment in any/all of those existing stations shall not be a ground for rejection/disqualification at eligibility stage. For the proposed EVPCS locations under this EoI, provision of app-less charging/payment facilities shall be required only if explicitly mandated by applicable smart-charging guidelines, regulations, or directions issued by the competent authority at the time of implementation or commissioning. In the absence of such a mandate, app-less payment

	mobile application / CPMS platform are also acceptable for meeting this eligibility requirement.	shall not be a compulsory requirement, and the CPO shall comply with the payment and transaction mechanisms prescribed by the competent authority as applicable at that time.
14.	If a Charge Point Operator (CPO) does not meet the eligibility criteria stipulated in the EoI, is there any provision for relaxation or amendment of such criteria?	Applications shall be evaluated strictly in accordance with the eligibility conditions and technical capability requirements as stipulated in the EoI and the clarifications notified through the designated web portal. In this context, requests seeking relaxation, deviation, or modification of the prescribed eligibility criteria, including requirements relating to mobile application or platform capabilities, are not envisaged at this stage and therefore cannot be acceded to.
15.	In cases where a Charge Point Operator (CPO) is using a third-party SaaS-based Charging Management System (CMS) that fulfils all the technical requirements specified in the EoI, will the use of such a third-party CMS be considered as meeting the eligibility requirements related to CMS under the EoI?	<p>The Charging Management System (CMS) may be owned, developed, or operated by a third-party entity. Notwithstanding the above, the Charge Point Operator (CPO) shall hold valid and enforceable legal rights to use such CMS for the operation of EV Public Charging Stations in full compliance with the requirements stipulated in the EoI. The CPO shall furnish documentary evidence substantiating the availability of such legal rights, as and when called for by Kerala State Electricity Board Limited (KSEBL).</p> <p>Further, it is clarified that the requisite legal rights for the use of the CMS shall have been duly obtained on or before 01.01.2025, in accordance with the mobile application release timeline specified in the EoI.</p>

Sd/-

CHIEF ENGINEER (REES & PED)