

Sustainable School Bus for Tribal Education

1. Executive Summary

Satyashodhak.org seeks a partnership to transition our proven school bus pilot into a permanent infrastructure asset. Since June 2024, we have provided safe, reliable transit for 130 tribal students in the Khultabad region, resulting in a verified attendance increase to 85–90%. Currently, the project operates on a high-cost rental model (₹70,000/month). We are now requesting the procurement of a **40-seater school bus** and associated operational funds (Opex) to ensure long-term sustainability, safety for the girl child, and the redirection of rental drains toward academic quality.

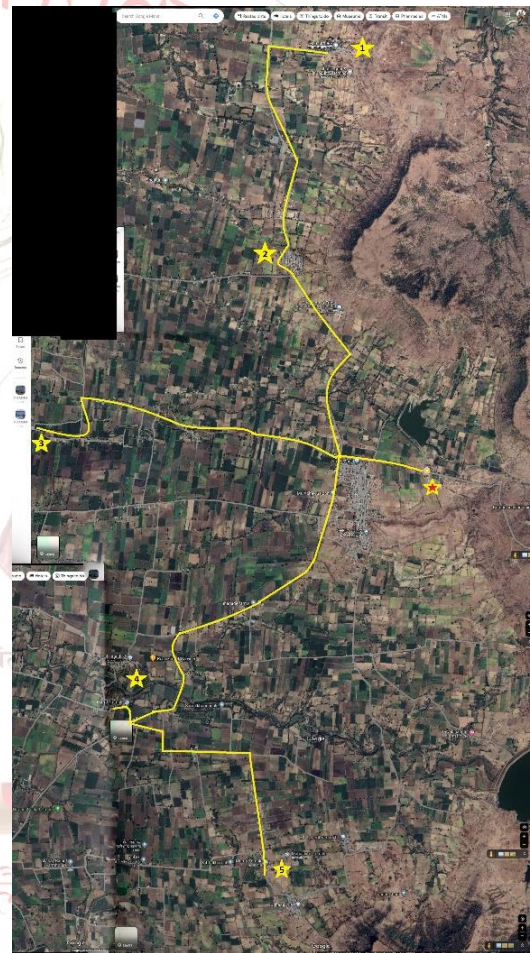
2. Needs Assessment (Problem Statement)

The tribal hamlets of Khultabad face a "geography of exclusion" that prevents consistent schooling:



Picture 1 Students' daily commute on these rough terrains without shoes or proper footwares

- **The Walking Penalty:** Students navigate 3–7 km on foot through hilly, uneven terrain.
- **Monsoon Barriers:** Raw paths transform into 1–1.5 feet deep muddy stretches, making school physically inaccessible for nearly four months of the year.
- **Safety & Gender:** Girl students must traverse isolated forest stretches and river crossings, a primary factor in post-primary dropouts.
- **Time Poverty:** Children lose 2–3 hours daily in transit, arriving at school in a state of chronic physical fatigue, which severely impairs cognitive focus.



Picture 2 Google Maps showing the project coverage. School Bus Serving 6 Remote Villages which don't have Govt. transport facilities or proper roads (Red star is Tisgaon Vidyalay)

3. SMART Goals

Objective	Specific Metric
Attendance	Achieve and maintain 95% regular attendance across all seasons by 2027.
Safety	Ensure 100% incident-free, dignified transit for girl students from 6 villages.
Learning Time	Reclaim 440 hours per student per year previously lost to walking.
Operational	Transition from rental to NGO-owned infrastructure within 120 days of funding.

Table 1 SMART Goals for Project : School Bus

4. Stakeholder Analysis

- **Direct Beneficiaries (130 Students):** Tribal children (ages 10–16) from *Nirgudi-thakarwadi, Nirgudi, Ghusur, Ghusur tanda, Nimdongari-thakarwadi, Kautgaon* in Tq. Khultabad. Dist. Chatrapati Sambhaji Nagar. (Formerly Dist. Aurangabad).



Picture 3 All Students who enjoyed & loved the School bus project

- **Indirect Beneficiaries:** 130+ landless and low-income families; Local government/aided schools experiencing higher engagement.
- **Community:** First-generation learners who serve as role models for the "Viksit Bharat" vision.

5. Project Methodology (Implementation)

The project utilizes a proven "Hub-and-Spoke" model connecting 6 remote hamlets to the central educational hub.

Phase	Activity	Timeline
Procurement	Selection of 40-seater chassis, fabrication, and RTO registration.	Month 1
Operational Setup	Hiring of a certified driver and a mandatory lady attendant.	Month 1-2
Route Execution	Three fixed routes (6 trips/day) optimized for school hours.	Ongoing
Sustainability	Shift from ₹8.4L annual rental to a lower, managed OpEx model.	Continuous

Table 2 Implementation Strategy for the project : School Bus

6. Expected Outcomes & M&E (Impact)

We measure success through the "Global Gold Standard" of Monitoring & Evaluation:

- **Impact 1:** Average attendance stability of **85–90%** even during peak monsoon.
- **Impact 2: 2 Hours Reclaimed daily** for homework and co-curricular activities.
- **Impact 3:** Reported increase in **student focus and energy levels** as measured by classroom teachers.
- **M&E Tool:** Daily digital attendance logs and quarterly safety perception surveys with parents and girls.

7. Budget & Financials (The Appeal)

This request covers the Capital Expenditure (CapEx) for the asset and the first year of Professional Operating Expenditure (OpEx).

A. Capital Expenditure (One-Time)

Item Description	Specification	Amount (INR)
40-Seater School Bus	Chassis + Body (Tata/Eicher/Mahindra)	₹25,50,000
RTO & Statutory	Registration, Green Tax, Road Tax	at actual (Approx. ₹2,45,000)
Safety Branding	Yellow Paint, NGO/CSR Logos, GPS, CCTV	₹45,000
Total CapEx		₹28,40,000

Table 3 Capital Expenditure for Project : School Bus

B. Annual Operating Expenditure (OpEx)

Head	Monthly Specification	Annual (12 Months)
Manpower	Driver (Commercial) + Lady Attendant	₹3,36,000
Fuel (Diesel)	~75km/day @ ₹95/L	₹2,68,800
Maintenance	Servicing, Insurance, Fitness Cert	₹1,51,000
Total Annual OpEx		₹7,55,800

Table 4 Operating Expenditure for Project : School Bus

"Satyashodhak.org has already 'de-risked' this project through a successful 2-year pilot. We are not asking for an experiment; we are asking for an infrastructure upgrade. By owning the school bus, we move from a survival-based rental model to a legacy-based community asset." For more details, please visit the project page:

<https://new.satyashodhak.org/projects/school-bus/>



It would be a matter of great honour to associate with your organization for sustaining this vital transport facility that keeps education within reach for marginalized children. All relevant documents, photographs, and financial records can be shared immediately for your kind review.

With heartfelt gratitude for your valuable time, attention, and for the selfless service your team continues to render to society.