

CHAPTER 12

TRANSPORT

Introduction:

The transportation sector is growing exponentially in India. Particularly in Delhi, there is a huge pressure on this sector. Hence, it has become utmost important task of planners to take overview of all-inclusive set of indicators for developing an integrated and sustainable urban transport system. Delhi's unplanned urban expansion and unparalleled growth in motorization, there is need of increased focus on sustainable modes of mass transit systems like metro rails and bus based public transportation. An integrated transportation strategy is most needed so that various modes of transport are integrated efficiently to facilitate the sustainable transportation. The vision of transport planning is to provide easy access to safe, affordable, quick, comfortable, reliable and sustainable mobility for all sections of the society in our cities. For transportation to be sustainable, it is equally important to understand the social, economic and environmental sustainability of each of these sub-systems.

1.1 Due to lack of last mile connectivity in the most of the part of Delhi, lack of proper integration, socio economic diversity in Delhi, large portion of population is still not using Public Transport. As a result, growing uses of personal Cars & two wheelers has led to tremendous decline in air quality and traffic safety. In many urban areas of city road/street congestion have increased a lot, and Delhi is already amongst the India's largest producer of greenhouse gas (GHG) emissions. Hence, promoting uses and improving efficiency and effectiveness of Public transport is most desirable in Delhi.

1.2 To achieve sustainable public transport in the cities, following factors are crucial:

- Public transportation is enabled as a priority for mass mobility,
- A multi-modal and integrated transit systems comprising of pedestrians, bicycles, buses, metro, and rails to be created
- Adopting more economical, sustainable and environment friendly technologies/fuels to mitigate air quality problems (CNG vehicles, hybrids, electric vehicles, etc.).

2. Transport Infrastructure

2.1 Road Network

- i. Public Works Department (PWD), Government of NCT of Delhi (GNCTD) maintains approx. 1386 kms of road network across Delhi. The Department is implementing a comprehensive 'End-to-End' development initiative. End to End

development would include entire right of way under hard surface gap between road and footpath and construction/repair of footpath.

- ii. PWD has recently taken over Signature Bridge over Yamuna from Tourism Department and appointed the consultant for undertaking necessary repair, maintenance and refurbishing.
- iii. After a gap of fifty years, new Drainage Master Plan has been prepared by PWD for entire Delhi through consultants. This will be implemented over a period of five years at an estimated cost of Rs. 56000 crores. All relevant agencies will undertake the required construction/rejuvenation of drains in accordance with the master plan which will substantially reduce urban flooding and water logging. The work has already been taken up by PWD and other implementing agencies in accordance with the recommendations of the Drainage Master Plan.
- iv. The Government has also sanctioned M.B. Road drain project in December 2025, with project cost of Rs. 387.84 Crore, which will provide long term relief from water logging in at least five Assembly Constituencies.
- v. Dust pollution is also one of the Government's top priorities. In this regard, PWD has already executed the installation of 350 mist poles on central verges, in areas with high vehicular movement and dust pollution.
- vi. Further, 200 Anti-Smog Guns (ASGs) are being operated regularly on PWD roads for washing trees, footpaths, central verges, and carriageways across the entire right of way. This helps removal of dust and effectively reduces pollution in the city.
- vii. For the first time, PWD is installing 06 green-waste plants at various locations to convert green waste into manure. This initiative is a step toward a sustainable environment and is in line with environmental conservation.
- viii. The road network in Delhi is being developed and maintained by multiple agencies including the Municipal Corporations of Delhi (MCD), New Delhi Municipal Council (NDMC), Delhi State Industrial and Infrastructure Development Corporation (DSIIDC), Irrigation & Flood Control (I&FC) and Public Works Department (PWD). The road length maintained by different agencies in NCT of Delhi is presented in Statement 12.1.

STATEMENT 12.1

STATUS OF ROAD NETWORK IN DELHI - AGENCY-WISE

(As on 31st March 2025 in Lane KM)

S. No	Agency	Road Length
1.	Municipal Corporation of Delhi (MCD)	12703.95
2.	New Delhi Municipal Council (NDMC)	1290
3.	Delhi State Industrial and Infrastructure Development Corporation (DSIIDC)	2763.50
4.	Irrigation & Flood Control (I&FC)	360.15
5.	Public Works Department (Delhi Government)	
a.	National Highway (NH)	26.28
b.	Other Roads	1359.90

Source: Delhi Statistical Hand Book 2025

PEDESTRIAN FACILITIES – FOOT OVER BRIDGES (FOBs):

Delhi is one of the fastest growing cities in the world both in terms of population and vehicular density. With increasing urban population, there are corresponding increases in pedestrian movement as well as vehicle density on the roads, leading to higher demand for appropriate infrastructure and facilitation in terms of walkways for smooth flow of traffic both along as well as across the roads. In Delhi, a large number of foot over bridges have been constructed to avoid conflict between movements of vehicles and pedestrians, and to facilitate accident-free movement of vehicles and pedestrians without interruptions. The existing Foot-Over Bridges is being refurbished and made aesthetically pleasant.

(A) The following project are under execution and are targeted for completion during FY 2026-27:

- I. Lift work at FOB – Hauz Khas near Church/Mosque on Sri Aurobindo Marg is in progress.
- II. Construction of FOB at Gurudwara Majnu ka Tila on Road No. 45, New Delhi.
- III. Construction of FOB at Monastery Market Budh Vihar on Ring Road near ISBT Kashmere Gate, New Delhi.
- IV. Construction of FOB at Mandir Gate–RRRC to Training Area at Ring Road.
- V. Construction of FOB at Monastery Majnu ka Tila near Petrol Pump on Road No. 45, New Delhi.
- VI. Construction of FOB at IT Park on Eastern Approach Road, Delhi.

- VII. FOB at Samaypur Badli.
- VIII. Construction of FOB at Metro Pillar No. 299 to 298 at Miyawali, Udyog Nagar, Rohtak Road.
- IX. Construction of FOB in Trans Yamuna (Shahdara District) on PWD Roads at the Junction of Road No. 68 & Road No. 69 near D.C. Office, Nand Nagri, Delhi.
- X. FOB (in M.S. tabular framework) with staircase, escalators & lift etc. on Road No. 56 near Anand Vihar ISBT, New Delhi.
- XI. Construction of FOB at Ring Road from Hanuman Mandir (Marghatwale Baba Mandir) near MCD Park.
- XII. Near Welcome Metro and Dwarka dheesh Mandir, Welcome.
- XIII. Construction of FOB at Uttam Nagar East Metro Station Metro Pillar No. 638 to Pankha Road (Traffic Zone-II), New Delhi.
- XIV. Construction of FOB in front of Moment Mall at Kirti Nagar, Delhi.
- XV. FOB near Okhla Sabzi Mandi on Captain Gaur Marg.
- XVI. FOB at Birla Vidya Niketan Crossing on Lal Bahadur Shastri Marg BRT Corridor.

FLYOVERS & BRIDGES:

Flyovers and corridor bridges/bridges are often constructed where there is heavy traffic congestion or where roads intersect at different levels. These structures facilitate uninterrupted vehicular movement, reduce travel time, enhance safety by minimize conflict points and improve overall traffic efficiency. A number of transport infrastructure projects along Ring Road and Outer Ring Road have been undertaken to encourage the use of public transport in Delhi.

Recently, PWD has completed a flyover at Nand Nagri inaugurated in September 2025. This has helped dozens of locality of Trans Yamuna in faster connectivity to both Delhi and NCR.

1. **Construction of Elevated Road of Barapulla Phase-III from Sarai Kale Khan to Mayur Vihar.**

The Elevated Corridor Barapulla Phase-III will connect Noida/Ghaziabad and East Delhi to Central Delhi and reduce traffic congestion at Sarai Kale Khan T-Junction. The stretch from Sarai Kale Khan to Mayur Vihar Phase-III was sanctioned for ₹1260.63 Crore. Approx. 95% work has been completed and the balance work is likely to be completed by 30.06.2026. The Government of NCT of Delhi has accorded approval for the revised project cost of ₹1635.03 Crore vide Cabinet Decision No.3314 dated 16.03.2026.

2. **Integrated Transit Corridor Development and Street Network between Punjabi Bagh Flyover and Raja Garden Flyover.**

Sanctioned cost of the project is ₹352.32 Crore. Tender cost is ₹228.27 Crore. 100% work was completed in March, 2025 and opened for public uses. Expenditure incurred up to December, 2025 is ₹281.23 Crore.

3. **Underpass by Jack Pushing Pre-cast RCC Box at ORR New Mukarba Chowk.**

Mukarba Chowk is the entry point into the city from Singhu Border and is a major junction on the Outer Ring Road and entry-exit point for heavy vehicles. This proposal has been prepared to decongest road traffic near Mukarba Chowk and Haiderpur Metro Station. Sanctioned cost of the project is ₹59 Crore. Tender cost is ₹43.30 Crore. An expenditure of ₹36.00 Crore has been incurred till December, 2025 and 70% work has been completed. The balance work will be completed in FY 2025-26.

4. **Slip Road Bridge (on Kondli Bridge) over Ghazipur Drain/Hindon Canal from Ghazipur Drain to Shamshan Ghat, Ghazipur Dairy Farm Road, Delhi.**

Providing slip road bridges on both sides will give relief to users and save precious time. Pollution emission levels will also decrease after construction of this slip road bridge. Project cost is ₹25.43 Crore. Approx. 95% work has been completed. An expenditure of ₹27.62 Crore has been incurred till December, 2025. Revised sanction of ₹37.08 Crore was received on 27.06.2025. The work will be completed by 30.04.2026.

5. **Flyover at Nand Nagri & Gagan Cinema Junction and Underpass at Loni Chowk of Mangal Pandey Marg including Road Signages, Electrical Works, Drainage, RWH and allied works.**

Mangal Pandey Marg is a critical component of the transport network in Shahdara, East Delhi, connecting Ghaziabad to Ring Road via Signature Bridge. Due to heavy traffic volume on this stretch, this project aims to improve flow and reduce congestion. Sanction amount is ₹341.20 Crore. An expenditure of ₹174.76 Crore has been incurred till December, 2025. The work was completed on 30.09.2025 and opened for public use. Due to completion of this flyover, the stretch from Bhajanpura to Bhopura Border has become signal-free and decongested.

6. **Flyover at Karawal Nagar, Gonda & Brijpuri Junction of Mangal Pandey Marg including Elevated Corridor (DMRC).**

The flyover at Karawal Nagar–Gokulpuri is being constructed by DMRC along with construction of the Metro Line (cost of flyover to be borne by Delhi Government). The flyover of PWD is at lower deck and Metro line is at upper deck. A MoU was signed between PWD and DMRC in February, 2021 for execution of the project. Sanctioned cost of the project is ₹220.10 Crore. An expenditure of ₹207.40 Crore has been incurred till December, 2025. Approx. 80% work has been completed and the balance work is to be completed in financial year 2026-27 by DMRC.

7. **Elevated Road on G.T. Road from Azadpur to Intersection of Rani Jhansi Road – Integration of PWD Flyover with DMRC Metro Corridor from Azadpur to Tripolia Gate to Intersection of Rani Jhansi Road (DMRC).**

Due to heavy traffic congestion from Rani Jhansi Road Junction to Azadpur, a feasibility study proposed for construction of flyovers/elevated corridors. Total length of the proposed flyover is 2.334 km. Sanction cost of the project is ₹266.89 Crore. An expenditure of ₹226.04 Crore has been incurred till December, 2025. Approx. 80% work has been completed and the balance work is to be completed in financial year 2026-27 by DMRC.

8. **Integrated 6-Lane Elevated Road and Underpass of PWD coming in the alignment of DMRC Corridor on MB Road from Saket G-Block to Pul Prahladpur (DMRC).**

The Government of NCT of Delhi vide Cabinet Decision No. 3315 dated 16.03.2026 has approved the project amounting to ₹1471.14 Crore in January, 2026. The entire work is being executed by DMRC as deposit work. Approx. 30% of the work has been completed.

9. **Integration of Elevated Road along Yamuna River parallel to Ring Road between Wazirabad Flyover (Signature Bridge) with Metro Corridor, Maujpur–Majlis Park (Phase-IV), Soorghat Metro Station (DMRC).**

Estimated cost of the project is ₹129.11 Crore. A/A & E/S is awaited, but the work has been started by DMRC in anticipation of sanction. Approx. 50% work has been completed

10. **Construction of Flyovers at Modi Mill and Savitri Cinema Intersections on Outer Ring Road, Delhi.**

EFC has approved the project amounting to ₹371.75 Crore in its 5th meeting for the financial year 2025-26 held on 23.12.2025. The project work is likely to start soon.

11. **Improvement of Drainage System at M.B. Road under Division South Road-I & South East Road-II (Construction of Pre-cast RCC Box Drain at M.B. Road from Lado Sarai to RUB Pul Prahladpur).**

EFC has approved the project amounting to ₹387.84 Crore in its 5th meeting for the financial year 2025-26 held on 23.12.2025. The Project work is likely to start. The project has been taken up for improvement of drainage system at Mehrauli–Badarpur Road to provide adequate drainage and reduce water logging in the area. Key points on this arterial road are prone to water logging every monsoon due to inadequate drainage. After commencement of this work, the problem of water logging will be resolved to the maximum extent.

12. **Construction of Skywalk/FOB at Madhuban Chowk (on ORR) connecting Pitampura Metro Station and Rohini Court (Payment to DMRC).**

Administrative Approval (A/A) & Expenditure Sanction (E/S) of ₹9.62 crore was issued on 03.02.2026. The process of signing of MoU between the PWD and DMRC is under process. The project work has already been initiated.

2.2.3 Bus Terminals and Depots:

The objective of the project is to create and develop infrastructure for the benefit of

the bus commuters. As in Feb'2026 , DTC has 24 depots in operation and DoT has 22 depots in operation. Further, there are 16 bus terminals in operation in Delhi.

2.2.4 Inter State Bus Terminals (ISBTs):

At present, three Inter State Bus Terminals (ISBTs) are functioning in GNCTD, namely at Kashmere Gate, Sarai Kale Khan & Anand Vihar. The Kashmere Gate ISBT has been renovated and made operational with state of the art facilities. The Sarai Kale Khan ISBT is under process to be redeveloped under PPP mode.

2.3. Namo Bharat Regional Rapid Transit System

To address the issues, meet organic future travel demand and cater to as well as the mobility requirement for unlocking economic potential of the NCR, National Capital Region Planning Board (NCRPB) has recommended development of a multi-modal transport system with special emphasis on eight rail-based high-speed, high-frequency Namo Bharat Regional Rapid Transit System (Namo Bharat RRTS) for connecting major regional centres in the Functional Plan on Transport for National Capital Region-2032.

The Namo Bharat RRTS initiative aims to provide an integrated mobility solution for the National Capital Region (NCR) supported by multimodal integration. It will bring significant direct and indirect economic benefits including saving arising from reduced pollution level, travel time, vehicle-operating costs, road stress and accidents. Additionally, the project will contribute to increased modal share of public transport; generate agglomeration benefits, improved productivity output of labour and industries, indirect employment opportunity and lead to an overall increase in GDP of NCR. The three prioritised Namo Bharat RRTS corridors are planned to originate from a common elevated terminus station, at Sarai Kale Khan in Delhi. Such a common terminus station will facilitate inter-connectivity and interoperability among the three corridors. The details of Namo Bharat RRTS corridors proposed in National Capital Region are given below:



Delhi-Meerut Namo Bharat RRTS Corridor:

The Delhi-Meerut Namo Bharat RRTS corridor is 82.15 km long corridor with 25 Namo Bharat RRTS Stations (Including Meerut Metro). Delhi portion of this corridor spans approx. 13 km with 03 Namo Bharat RRTS stations. The total project cost is Rs. 30,274 Crore and contribution of GNCTD is Rs. 1260 Crore which has already been released to NCRTC. Project got sanctioned and approved by Gol in Mar, 2019.

STATEMENT 12.2

YEAR-WISE FUND RELEASED FOR DELHI- MEERUT NAMO BHARAT RRTS CORRIDOR BY GNCTD

(Rs. In Crore)

S. No.	Particulars	Fund Released in 2018-19	Fund Released in 2023-24	Total
1.	Grant in Lieu of Equity	86	179	265
2.	Subordinate Debt in Lieu of Equity	172	358	530
3.	Subordinate Debt (Central Tax)	03	137	140
4.	Subordinate Debt (State Tax)	04	226	230
5.	Subordinate Debt (Govt. Land)	00	95	95
	Total	265	995	1260*

Source: NCRTC

*Out of Rs. 1260 Crore, Rs. 765 Crore has been released from ECC fund.

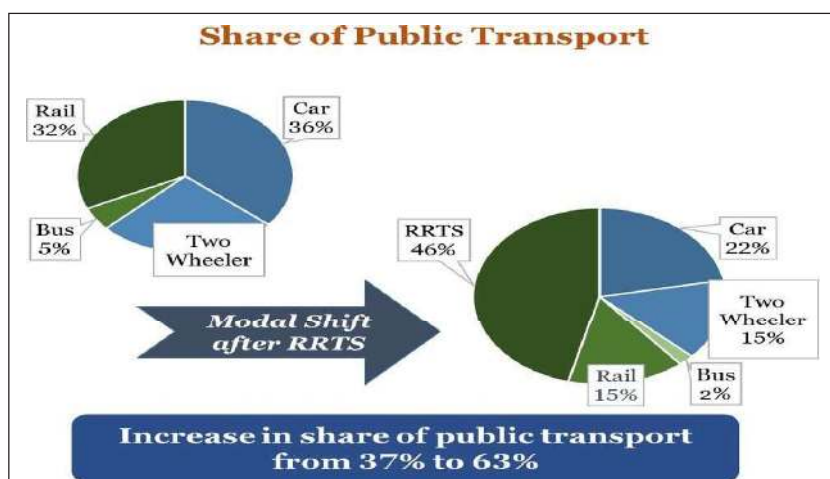
This corridor will connect city centres of Delhi, Ghaziabad, Guldhar, Duhai, Muradnagar, Modinagar and Meerut, thereby significantly reducing travel time and providing travelling comfort to the commuters.

The Priority Section of 17 km from Sahibabad to Duhai Depot was made operational on 20 October 2023. Subsequently, the Hon'ble Prime Minister remotely inaugurated the 17 km section from Duhai to Modinagar North Namo Bharat RRTS Station on 06 March 2024. A further 8 km section from Modinagar North to Meerut South was operationalised on 18 August 2024. Thereafter, the Hon'ble Prime Minister inaugurated an additional 13 km section from Sahibabad to New Ashok Nagar on 05 January 2025. Subsequently, balance section of Namo Bharat RRTS was inaugurated on 22 February 2026.

The 82.15 km Delhi-Meerut "Namo Bharat RRTS" which is India's first semi-high-speed regional rail (Namo Bharat RRTS) is open for public use from Sarai Kale Khan to Meerut. With a design speed of 180 km/h and Make in India trains, this service enables travel between Delhi and Meerut in less than one hour. Considering

projections that Delhi will become the world's most populous city by 2030, this Namo Bharat RRTS service will revolutionize mobility in the NCR, reduce traffic congestion, and significantly lower air pollution.

It is expected that Delhi-Meerut Namo Bharat RRTS will increase public transport share from 37% to 63% along the corridor, as shown in the figure below:



Delhi-Gurgaon-Bawal (Part of Delhi – Alwar) Corridor:

Delhi (Sarai Kale Khan) - Bawal Namo Bharat RRTS Corridor (Part of Delhi-Gurgaon-Rewari-Alwar) is proposed with a total route of 93.12 km. The corridor starts at Sarai Kale Khan goes underground through INA, Munirka, and Aerocity stations, and then enters Haryana near NH-48. It passes through Cyber City crossing NH-48 at multiple locations, based on terrain conditions and urban constraints, the key stations include IFFCO Chowk, Rajiv Chowk, Hero Honda Chowk, Kherki Daula, Manesar, Panchgaon, Bilaspur Chowk, Dharuhera, and finally Bawal with provision for future extension to Rajasthan. Future stations at MBIR and Rewari are also planned. Once Sanctioned, the project is programmed to be completed within 6 Years.

The original DPR of Delhi-SNB Namo Bharat RRTS corridor with project cost of ₹37,987 Cr. and GNCTD share of ₹3,261 Cr. has already been approved by the concerned State Governments viz., Govt. of Haryana in Feb 2019, Govt. of NCT of Delhi in March 2024 and Govt. of Rajasthan in June 2019. Subsequently a Revised DPR with an updated cost of ₹32,327.08 Cr. and revised GNCTD share of ₹ 2,432.72 Cr. was sent to GNCTD on 28.04.2025 for further action. The route length as per the original DPR was 107 Km with 16 Namo Bharat RRTS stations whereas in revised DPR, the route length is 93.12 Km with 13 Namo Bharat RRTS stations {8 underground and 5 elevated (3 in Delhi all underground, 10 in Haryana) with provision of 2 future stations. Of all the stations, three Stations namely INA, Munirka and Aerocity, are planned in Delhi area. All stations have been planned and

constructed for Multi Modal Integration with other modes of transport. INA and Munirka Namo Bharat RRTS Stations have been planned for Multi Modal Integration with adjacent Delhi Metro Rail Network whereas Aerocity Station is planned for Multi Modal Integration with Indira Gandhi international Airport.

GNCTD has released an amount of ₹335.00 crore. Out of this, ₹118 crore has been incurred up to February 2026 towards pre-construction activities.

Delhi-Panipat-Karnal Namo Bharat RRTS Corridor:

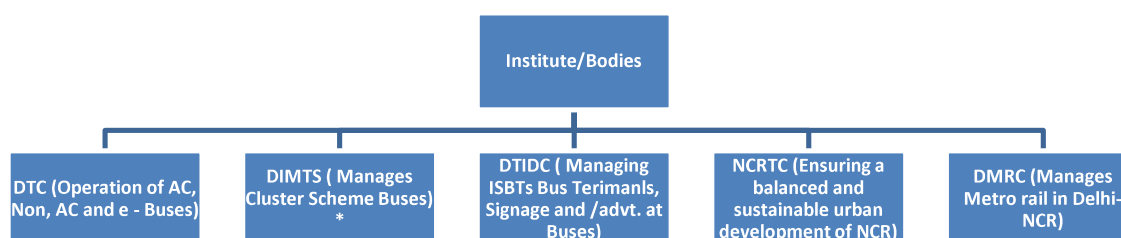
The prioritized Delhi- Panipat Namo Bharat RRTS Corridor has been extended up to Karnal as per the discussions held with MoHUA and the Government of Haryana consequent upon Karnal being included as a part of NCR. This corridor also originates from Sarai Kale Khan (SKK) in Delhi and terminates at Karnal in Haryana, having a total route length of 136.3 km with 21 Namo Bharat RRTS Stations {15 elevated and 02 underground (including provision of 4 future stations and excluding Sarai Kale Khan)}. The proposed alignment passes through dense development area of Delhi, Gaur, Samalkha, Panipat and Karnal corridor.

The Detailed Project Report (DPR) of Delhi-Panipat corridor has already been approved by the concerned State Government viz., Govt. of Haryana in December 2020 and Govt. of NCT of Delhi in March 2024. The original DPR of Delhi-Panipat corridor had a project cost of ₹29,389 Cr. with GNCTD share of ₹2,443.25 Cr. The Revised DPR has a project cost of ₹33,051.15 Cr. with revised GNCTD share of ₹2,298.59 Cr. which was sent to GNCTD on 28.04.2025 for further action. The route length as per original DPR was 103.02 Km with 17 Namo Bharat RRTS stations. In the revised DPR, the route length is 136.30 Km with 17 Nos. of Namo Bharat stations (06 in Delhi, 05 elevated and 01 underground and 11 in Haryana along with and a provision of 4 future stations. Once sanctioned, the project is programmed to be completed within a period of 05 Years.

Six Namo Bharat RRTS Stations on the said corridor namely Indraprastha (elevated), Kashmiri Gate (underground), Jharoda Majra (elevated), Bhalaswa (elevated), Alipur (elevated) and Narela (elevated) are situated in Delhi. Out of these four Stations, Indraprastha, Kashmiri Gate, Jharoda Majra and Bhalaswa have been planned for Multi-Modal Integration (MMI) with the adjacent Delhi Metro Rail Network whereas Kashmiri Gate Namo Bharat Station is also integrated with Inter-State Bus Terminal (ISBT).

GNCTD has released an amount of ₹162.00 crore. Out of this, ₹55.00 crore has been incurred up to February 2026 towards pre-construction activities.

3. Institutes and Bodies engaged in Public Transport System



3.1 Mass Rapid Transit System (MRTS):

The Mass Rapid Transit System (MRTS) is an ambitious project aimed at providing a non-polluting and efficient rail-based transport system, properly integrated with the road transport system.

Delhi Metro Rail Corporation Limited (DMRC) was registered on 3rd May 1995 under the Companies Act, 1956 with equal equity participation of the Government of the National Capital Territory of Delhi (GNCTD) and the Govt. of India. The work of Phase I, II and III have been completed and Phase IV is in progress. Presently, the Delhi Metro network consists approximately 352 Km., including 58.497 km of NCR, 22.909 km of Airport Line, and 2.008 km extension of Airport Line to Yashobhoomi.

The phase wise details are as under:-

➤ **DMRC – PHASE I:**

- The construction of Phase-I of DMRC commenced in the year 1998 and was completed in 2006 at a total project cost of Rs. **11,252** Cr which includes GNCTD share of Rs. **1896.50** Cr, which has been released to DMRC.
- Total length of Phase-I is 64.751 Km with 59 stations.

➤ **DMRC - PHASE II:**

- Construction of Phase-II of DMRC commenced in the year 2006 and was completed in the 2012 at a total project cost of Rs. **26,264.66** Cr (including NCR,

Dwarka & Airport Line), The GNCTD share is Rs. **5,376.32** Cr., which has been released to DMRC.

- Total length of Phase-II is 123.3 km which includes 22.909 km High Speed Airport Metro Express Line and 16.315 kms of NCR lines with a total of 86 stations, of which 13 are on NCR Line.

➤ **DMRC – PHASE III:**

- Construction of Phase-III of DMRC commenced in the year 2011 and was completed in the 2022 (**excluding Dwarka Sec 21 to Yashobhoomi Dwarka Sec 25 section which was implemented as Deposit Work of DPIIT concurrently with Phase III**) at a total project cost of Rs.51,654.05 Cr. (including Metro Extension to NCR).
- Total length of Phase-III is 162.375 km (including 42.182 km of NCR length) and has total 111 stations including 30 stations of NCR. Details of DMRC-Phase-III are depicted in Statement 12.3.

STATEMENT 12.3

DETAILS OF DMRC PHASE III

S. No.	Line	Corridors	Length (KM)	No. of stations Total
1.	Line 2	Extn.: Jahangir puri-Badli	4.373	3
2.	Line 5	Extn.: Mundka-Tikri Border	6.308	4
3.	Line 5	Punjabi Bagh Halt Platform Station	0	1
3.	Line 6	Extn.:CentralSectt.-Kashmere Gate	9.272	7
4.	Line-7	Majlis Park- Shiv Vihar	59.242	38
5.	Line-8	Janakpuri West-Kalindikunj	33.499	23
6.	Line-9	Dwarka-Najafgarh	4.303	3
7.	Line-9	Extension to Dhansa Bus Stand	1.188	1
8	Extension of Airport Express Line	Dwarka Sec 21 to YashobhoomiDwarka Sec 25	2.008	1
		Sub-Total	120.193	81
		In NCR		
1.	Line 6	Extn: Badarpur-Faridabad	13.561	9
2.	Line 6	Escorts Mujesar – Ballabgarh	3.350	2
3.	Line 8	KalindiKunj – Botanical Garden	3.962	2
4.	Line 5	Extn.:Tikri Border- Bahadurgarh	4.875	3

S. No.	Line	Corridors	Length (KM)	No. of stations Total
5.	Line-1	Dilshad Garden to New Bus Adda Ghaziabad	9.635	8
6.	Line-3	Noida City Centre to Noida Electronic City	6.799	6
		Sub Total	42.182	30
		Total	162.375	111

Source: DMRC

➤ **DMRC - Phase IV :**

- Phase-IV of DMRC comprises six corridors spanning approximately 112 km. In the first part, construction of 3 priority corridors started in 2019-20 at a total project cost Rs. 24,948.65 Cr. The share of GNCTD is Rs.5,886.95 Cr. which includes cost of additional 244 Metro cars.
- As on date 19.03.2026, physical progress of Phase IV-3 Priority Corridors is **75.69%**.
- Remaining 3 Corridors, namely: (i) Lajpat Nagar – Saket (G) block (**8.385** km), (ii) Inderlok – Indraprastha (12.377 km) and (iii) Rithala-Kundli ((26.463 km) were accorded sanction on 28.03.2024 for (i) & (ii) and 03.01.2025 for (iii). Tendering is in progress. Total Project Cost of remaining 3 corridors is Rs. 14,630.80 crore. The share of GNCTD is Rs 3,386.18 Crore.
- Remaining 3 Corridors as below:
 - (i) Lajpat Nagar – Saket (G) block (**8.385** km).
 - (ii) Inderlok – Indraprastha (12.377 km)
 - (iii) Rithala – Kundli (26.463 km)

STATEMENT 12.4

DETAILS OF DMRC-PHASE-IV

S. No.	Name of the Corridor	Length (Kms)	No. of Stations
Phase-IV (First 3 Priority Corridors)			
1	Majlis Park–Burari-Maujpur	12.318	08
2	R.K. Ashram-Janakpuri (West)	29.262	22
3	Aerocity-Saket-Tughlakabad	23.622	15

	Sub Total	65.202	45
Phase-IV (2 Corridors out of 3 Remaining Corridors)			
1	Lajpat Nagar-Saket G Bloick	8.385	08
2	Inderlok-Indraprastha	12.377	10
	Sub Total	20.762	18
Phase-IV (Last 1 Corridor out of 3 Remaining Corridors)			
3	Rithala-Bawana-Narela – Nathupur (Kundli)	26.463	21
	Total	112.427	84

Source: DMRC

STATEMENT 12.5
YEAR-WISE FUND RELEASED FOR MRTS PHASE-III (& PHASE-IV) BY
GNCTD

(Rs. in Crore)

S.No	Year	Equity	Subordinate Debt for Land acquisition	Subordinate Debt For State Taxes	Subordinate debt for Central Taxes	Total
PHASE-III						
1	2011-12	749.70	216.00	-	294.00	1,259.70
2	2012-13	749.70	216.00	-	294.00	1,259.70
3	2013-14	672.20	200.00	-	170.00	1,042.20
4	2014-15	600.00	40.51	-	-	640.51
5	2015-16	827.00	40.00	577.00	-	1,444.00
6	2016-17	323.27	39.49	300.00	671.00	1,333.76
7	2017-18	240.00	5.50	660.00	424.00	1,329.50
8	2018-19	38.13	-	37.78	22.10	98.01
PHASE-IV (All 6 Corridors)						
9	2018-19	50.00	100.00	-	50.00	200.00

S.No	Year	Equity	Subordinate Debt for Land acquisition	Subordinate Debt For State Taxes	Subordinate debt for Central Taxes	Total
10	2019-20	150.00	1123.61	-	50.00	1323.60
11	2020-21	500.00	-	125.00	125.00	750.00
12	2021-22	800.00	-	200.00	150.00	1150.00
13	2022-23	797.50	-	50.00	50.00	897.50
14	2023-24	383.31	-	400.00	150.00	933.31
15	2024-25	372.73	100.00	300.00	150.00	922.73
16	2025-26 (till 19 March)	869.52	492.45	480.00	355.14	2197.11
	Total Released	8123.06	2573.56	3129.78	2955.14	16781.64

Source: DMRC

The average daily passenger journey recorded during FY 2025-26 (till 19th March 2026) were approximately 66.79 lakhs. In Delhi, the Metro Trains services operate from 6:00 AM to about 11:00 PM. The train frequency varies from approx 2 minutes 44 seconds during peak hours to about 10 minutes during non-peaks. The year-wise average Daily Ridership are presented in Statement 12.6

STATEMENT 12.6

AVERAGE DAILY RIDERSHIP/ PASSENGER JOURNEY AND ROLLING STOCK (With Airport Line and Rapid Metro)

Year	Ridership/Passenger Journey	Operational Route (Km)	Rolling Stock (No. of Cars)
2007-08	6,25,000	64.75	280
2008-09	7,22,000	73.99	280
2009-10	9,19,000	95.26	376
2010-11	12,59,000	159.47	844
2011-12	16,60,000	165.14	1,022
2012-13	19,26,000	165.14	1,094
2013-14	22,04,908	188.05	1,282
2014-15	24,02,850	191.12	1,306
2015-16	26,15,050	209.97	1,392
2016-17	28,00,792	209.97	1,468
2017-18	25,87,271	249.46	1,888

Year	Ridership/Passenger Journey	Operational Route (Km)	Rolling Stock (No. of Cars)
2018-19	25,93,090	342.07	2188
2019-20*	51,64,863	359.23	2,242
2020-21 (07.09.2020–31.03.2021)	17,32,942	359.23	2,280
2021-22	25,16,068	360.97	2,282
2022-23	46,26,592	361.27	2,304
2023-24	58,25,866	363.28	2,362
2024-25	63,06,858	365.09	2,362
2025-26(till 19th March 2026)	66,79,000	387.32	2,410

Source: DMRC

*From 2019-20 onwards, figures are shared as Passenger Journey. (Passenger Journey calculates a Metro journey in terms of the number of corridors used by a passenger.)

STATEMENT 12.6 (A)

YEARWISE NUMBER OF DMRC STATIONS (With Airport Line and Rapid Metro)

S. No.	Date	Number of Stations
1.	2021-22	266
2.	2022-23	266
3.	2023-24	267
4.	2024-25	268
5.	2025-26 (19.03.2026)	282

Source: DMRC

3.2 Delhi Transport Corporation (DTC)

Govt. of NCT of Delhi release equity capital for procurement of buses and for development of infrastructural facilities to DTC. As in Feb'2026 , DTC has 24 depots are in operation and DoT

has 22 depots are in operation. Further, there are 16 bus terminals in operation in Delhi.

As in March 2026, DTC & DoT has a fleet size of 6100 buses, comprising 1002 Non AC low floor (CNG) buses, 760 AC low floor (CNG) buses, 2750 AC low floor (Electric-12 Mt.) and 1588 AC low floor (Electric-9 Mt.) buses. DTC is the largest public transport entity in the City & NCR transporting about 24.29 lakh passengers and covering 5.01 lakh km per day. DTC operates 32,525 (Average) trips per day on about 517 city routes and 15 NCR routes. DTC is also operating International Bus Service on Delhi-Kathmandu. The performance of DTC is presented in Statement 12.7 and activity wise status of DTC is presented in Statement 12.8.

STATEMENT 12.7

PERFORMANCE OF DELHI TRANSPORT CORPORATION (DTC)

S. No.	Years	Fleet (In No's)	Fleet Utilization (In%)	Vehicle Utilization (Km/Bus/Day)	Load Factor (In %)	Passenger Carried per bus daily (In No's)	Daily Average Passengers (In Lakh)
1.	2013-14	5,223	85.51	190	86.63	952	43.47
2.	2014-15	4,712	83.99	188	85.02	930	38.87
3.	2015-16	4,352	83.63	191	82.00	927	35.37
4.	2016-17	4,027	85.12	199	81.36	890	31.55
5.	2017-18	3,951	85.69	191	83.83	878	29.86
6.	2018-19	3,849	84.62	195	81.34	915	30.15
7.	2019-20	3,762	85.04	193	86.17	1,033	33.39
8.	2020-21	3,760	76.95	180	69.50	423	12.24
9.	2021-22	3,762	85.27	201	64.94	487	15.62
10.	2022-23	3,937	84.07	194	81.67	756	25.02
11.	2023-24	4359	86.46	183	84.51	764	25.99
12.	2024-25	3819	84.89	179	88.77	731	25.58
13	2025-26 (till 20 March)	3213	81.39	191	88.33	929	24.28

Source: DTC

STATEMENT 12.8

ACTIVITIES OF DELHI TRANSPORT CORPORATION: 2018-19 TO 2025-26 (20th March)

S. No	Details	Types	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
1.	Total Buses in the Fleet (At the end)	Non-AC	2,505	2,504	2,504	2381	1878	1185	2
		AC	1,257	1,256	1,256	1256	1231	909	10
		Electric AC 12Mt.	-	-	2	300	1250	1725	1800
		Electric AC 9 Mt.	-	-	-	-	-	-	862
		Total	3,762	3,760	3,762	3937	4359	3819	2674
2.	Buses on Road (Daily Average)	Non-AC	2,149	1,963	2,113	2057	1675	1231	239
		AC	1,073	931	1,093	1051	1024	822	259
		Electric AC 12Mt	-	-	-	202	704	1445	1670
		Electric AC 9 Mt	-	-	-			1	447
		Total	3222	2894	3206	3310	3403	3499	2615
3.	Passengers (in Crore)	Non-AC	85.66	31.41	39.51	60.64	53.64	40.26	15.62
		AC	36.16	13.27	17.51	25.98	23.73	16.33	5.84
		Electric AC 12Mt	-	-	-	4.71	17.73	36.74	44.09
		Electric AC 9 Mt.	-	-	-			0.02	8.75
		Total	121.82	44.68	57.02	91.33	95.11	93.35	74.30
4.	Daily Average Passengers (in Lakh)	Non-AC	23.4	8.6	10.82	16.61	14.66	11.03	5.11
		AC	9.88	3.64	4.8	7.12	6.48	4.48	1.91
		Electric AC 12Mt	-	-	-	1.29	4.85	10.06	14.41
		Electric AC 9 Mt.	-	-	-	-	-	0.01	2.86
		Total	33.29	12.24	15.62	25.02	25.99	25.58	24.29
5.	Kilometer operated (in Crore)	Non-AC	14.96	12.3	15.19	14.43	10.54	7.11	1.22
		AC	7.76	6.69	8.36	7.58	6.89	5.05	1.34
		Electric AC 12Mt	-	-	-	1.45	5.35	10.66	10.47
		Electric AC 9 Mt.	-	-	-			0.01	2.38
		Total	22.72	18.99	23.55	23.46	22.78	22.83	15.31
6.	Kilometer operated Daily Average (in lakh)	Non-AC	4.09	3.37	4.16	3.95	2.88	1.95	0.37
		AC	2.12	1.83	2.29	2.08	1.88	1.39	0.44
		Electric AC 12Mt	-		-	0.40	1.46	2.92	3.42
		Electric AC 9 Mt.	-	-	-			0	0.78
		Total	6.21	5.2	6.45	6.43	6.22	6.26	5.01
7.	Break-down per 10000 buses	Non-AC	806	472	766	1270	1279	1196	2136
		AC	1029	627	885	1447	1434	1604	737
		Electric AC 12Mt	-		-	166	184	240	863
		Electric AC 9 Mt.	-	-	-			219	640
		Total	880	522	807	1259	1099	897	929
		Non-AC	83	55	65	75	46	29	7

S. No	Details	Types	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26
8.	Accidents	AC	35	12	30	41	31	14	1
		Electric AC 12Mt	-		-	2	23	54	43
		Electric AC 9 Mt.	-	-	-				22
		Total	118	67	95	118	100	97	73
9.	Inter-State Bus Route Service	-	7	7	7	8	8	11	15
10.	D.T.C. Work Shops	-	2	1	1	-	-	-	-
11.	D.T.C. Depots	-	35	35	36	37	41	38	44

Source: DTC

GNCTD is providing concession bus passes to various categories of passengers like students, senior citizens, disabled, freedom fighters etc for DTC and Cluster Buses. The concession amount is reimbursed by GNCTD. Further, travel for female commuters of all group/age is free (in DTC and Cluster Buses) in Delhi.

Installation of CCTV Cameras in DTC and Cluster Buses:-

New Electric Buses: - DTC has inducted 2662 Electric Buses in its fleet and all the inducted Electric Buses are pre-fitted with ITS system (IP CCTV Cameras, Panic buttons, GPS etc.)

Augmentation of DTC Night bus service (11PM–5AM):

Gender Sensitization Program for bus crew undertaken by DTC is also being conducted on a regular basis for safety of women passengers. 86 buses are running on 27 routes. 30 Ladies Special Buses are also being plied during peak hours on 30 routes. 25% seats have been reserved for women in stage carriage buses (i.e. Low floor buses –10 seats, & standard floor buses–12 seats. Comparative detail for the years 2020-21 to 2025-26 is presented in Statement 12.8.

STATEMENT 12.8

PERFORMANCE OF DTC BUSES

Details	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26(till 28.02.2026)
Number of Buses in Night Bus Service	88	88	88	87	88	86
Number of routes of Night Bus Service	27	27	27	27	27	27
Number of Civil Defense Marshals & Home guards	9,286	8968	8628	3927	3732	2983*
Number of Ladies Special bus routes	30	30	30	30	30	30
Percentage of seats reserved for ladies	25	25	25	25	25	25

Source: DTC

* 2983 Home Guards as on 28.02.2026

Deployment of Marshals in Bus:

On 28.02.2026, 2983 Bus Marshals (Home Guard) are deployed in DTC & FCMS Buses for the safety and security of women passengers.

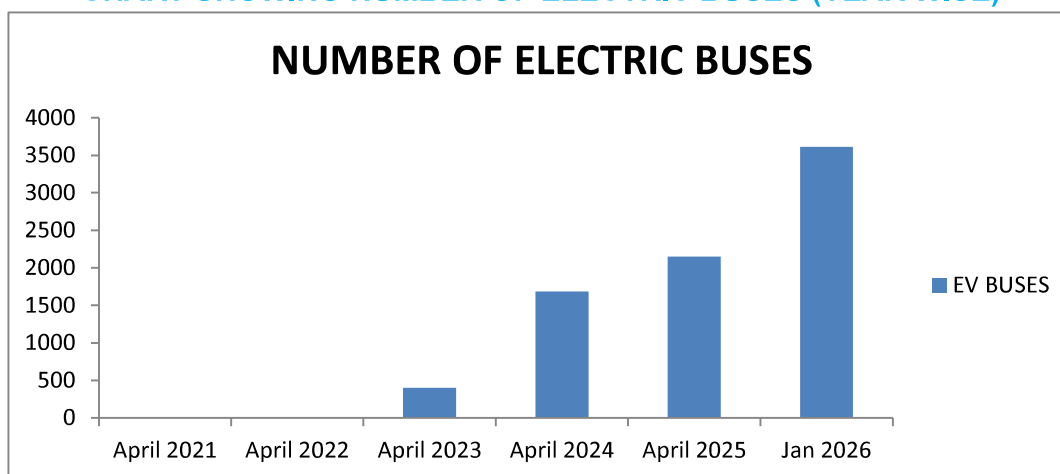
STATEMENT 12.8 (A)

NUMBER OF ELECTRIC BUSES IN PUBLIC TRANSPORT

Year	Ev Buses
Apr-21	2
Apr-22	2
Apr-23	400
Apr-24	1686
Apr-25	2150
March, 2026	4338

Source : DTC

CHART SHOWING NUMBER OF ELECTRIC BUSES (YEAR WISE)



3.2. Delhi Integrated Multi-modal Transit System Ltd (DIMTS):

GNCTD initiated the Scheme in 2011-12 for Corporatization of Private Stage Carriage Service to replace the erstwhile Blue line private stage carriage system under Public Private Partnership (PPP) model, popularly known as Cluster Scheme. The Cluster Scheme is based on Gross-Cost Model (OPEXMODEL), where fleet owners are remunerated on the basis of operational parameters irrespective of the fare box inflow. Initially, under this scheme, 657 Stage Carriage bus routes of Delhi have been divided into 17 distinct Clusters.

The performance data of the cluster buses is given below.

STATEMENT 12.9
PERFORMANCE OF CLUSTER BUSES

S. No.	Years	Fleet (No. of Buses)	Fleet Utilization (in %)	Vehicle Utilization (Km/Bus/Day)	Load Factor *(in %)	Passenger Carried per bus daily	Daily Average Passengers (in Lakh)
1.	2013-14	1,090	93.49	218.43	81	950	6.36
2.	2014-15	1,402	97.30	217.61	78	899	9.95
3.	2015-16	1,490	98.84	214.52	74	831	10.61
4.	2016-17	1,651	98.10	210.02	78	755	10.25
5.	2017-18	1,744	97.16	205.15	81	753	11.65
6.	2018-19	1,803	98.66	211.02	88	760	12.24
7.	2019-20	2,910	96.48	202.10	89	841	17.71
8.	2020-21	3,191	98.88	214.05	67	308	8.51
9.	2021-22	3,310	99.01	217.10	68	351	9.87
10.	2022-23	3,293	97.18	204.82	81	513	16.39
11.	2023-24	3,147	97.47	194.80	82	553	16.01
12.	2024-25	3,147	97.24	195.31	78	511	15.25

Source: CLUSTER

* LF is calculated using Central Institute of Road Transport (CIRT) Formula.

3.3. Delhi Transport Infrastructure Development Corporation Limited (DTIDC):

This Corporation has been established with the objectives of development, implementation, operation and maintenance of urban transport infrastructure. At present, three existing operational ISBTs namely Kashmere Gate, Anand Vihar and Sarai Kale Khan are controlled by DTIDC. Further 1,993 Bus Queue Shelters (BQS) are being maintained by DTIDC. All depots under Transport Department and other civil and electrical infrastructure are also being maintained by DTIDC.

3.4. National Capital Region Transport Corporation (NCRTC):

A Memorandum of Understanding (MoU) was signed in 2011 between Government of India and State Governments of National Capital Territory of Delhi, Haryana, Rajasthan and Uttar Pradesh (UP) for implementation of Namo Bharat RRTS in NCR.

National Capital Region Transport Corporation (NCRTC) was incorporated as a joint venture company of Govt of India (50%) and States of Delhi (12.5%), Haryana (12.5%), Rajasthan (12.5%) and Uttar Pradesh (12.5%), under the administrative control of

Ministry of Housing and Urban Affairs, is mandated for implementing the Namo Bharat project across the NCR of India, ensuring a balanced and sustainable urban development through better connectivity and access.

4. Achievement/Progress of Major leading indicators

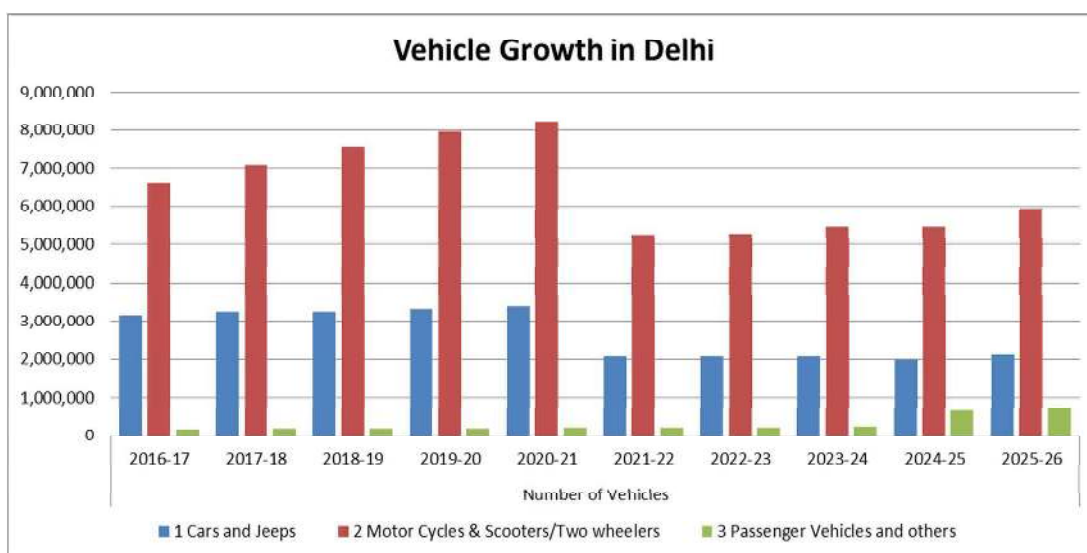
Motor Vehicles:

The total number of motor vehicles on road in NCT of Delhi as on 19th Mar, 2026 is 87.61 lakh, showing the increase by 7.93% compared to 2024-25. GNCTD has banned Diesel Vehicles more than 10-year-old and Petrol Vehicles of more than 15-year-old hence deregistered 66,20,160 vehicles upto 2025-26(19th March 2026). The category-wise growth of motor vehicles in Delhi is presented in statement 12.11.

STATEMENT 12.11
YEAR WISE GROWTH OF VEHICLE POPULATION

S. No.	Details	Number of Vehicles									
		2016-17	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	2025-26(till 19 th March)
1.	Cars and Jeeps	31,52,710	32,46,637	32,49,670	33,11,579	33,84,736	20,76,113	20,71,115	20,83,905	19,90,018	21,26,016
2.	Motor Cycles & Scooters/Two wheelers	66,07,879	70,78,428	75,56,002	79,59,753	82,39,550	52,68,685	52,94,900	54,67,895	54,87,185	59,27,775
3.	Ambulances	3,059	3,220	2,358	2,287	2,289	1,145	1,172	1,173	1,098	1,151
4.	Auto Rickshaws (Passenger)	1,05,399	1,13,074	1,13,240	1,14,891	1,14,869	93,578	93,654	94,072	90,880	94,931
5.	Taxies	1,18,308	1,18,060	1,09,780	1,22,476	1,12,401	85,033	83,278	85,981	77,872	76,887
6.	Buses	35,206	35,285	32,218	33,302	33,294	17,522	17,232	17,621	15,576	17,558
7.	Other Passenger Vehicles	59,759	76,231	81,422	85,477	91,887	1,14,504	1,18,506	1,37,385	1,73,492	2,04,490
8.	Tractors, Goods Vehicles (All Type) & Others	3,00,437	3,15,080	2,46,861	2,63,112	2,74,324	2,61,318	2,65,739	2,82,167	2,82,173	3,13,111
Total		1,03,82,757	1,09,86,015	1,13,91,551	1,18,92,877	1,22,53,350	79,17,898	79,45,596	81,70,199	81,18,294	87,61,919

Source: IT

CHART 12.1

- During the period of 2025-26(till 19th March, 2026), the number of vehicles per thousand populations is 522(As per Census 2011)

The details regarding annual growth rate is presented in Chart 12.2.

STATEMENT 12.12**GROWTH AND VEHICLES PER 1000 POPULATION**

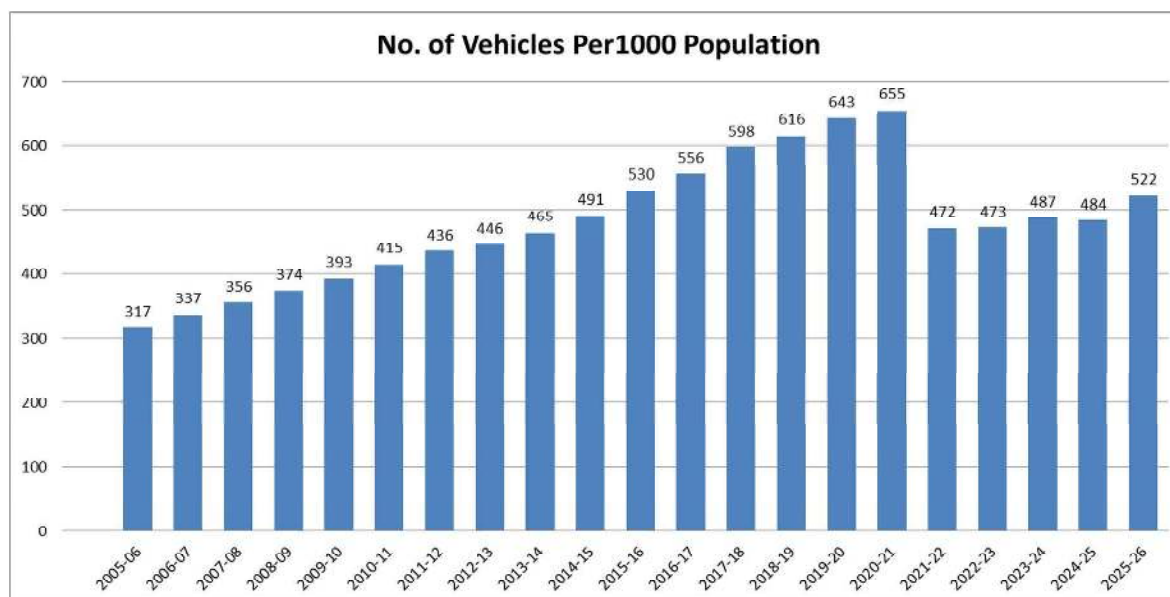
S. No.	Years	Vehicles		Annual Growth (Percent)	No. of Vehicles Per 1000 Population
		Number	Increase		
1	2005-06	48,30,136	3,62,982	8.13	317
2	2006-07	52,32,426	4,02,290	8.33	337
3	2007-08	56,27,384	3,94,958	7.55	356
4	2008-09	60,26,561	3,99,177	7.09	374
5	2009-10	64,66,713	4,40,152	7.30	393
6	2010-11	69,47,536	4,80,823	7.44	415
7	2011-12	74,52,985	5,05,449	7.27	436
8	2012-13	77,85,608	3,32,783	4.46	446
9	2013-14	82,58,284	4,72,676	6.07	465
10	2014-15	88,27,431	5,69,147	6.89	491

S. No.	Years	Vehicles		Annual Growth (Percent)	No. of Vehicles Per 1000 Population
		Number	Increase		
11	2015-16	97,04,741	8,77,310	9.94	530
12	2016-17	1,03,82,757	6,78,016	6.99	556
13	2017-18	1,09,86,015	6,03,258	5.81	598
14	2018-19	1,13,91,551	4,05,536	3.69	616
15	2019-20	1,18,92,877	5,01,326	4.40	643
16	2020-21	1,22,53,350	3,60,473	3.03	655
17	2021-22	79,17,898*	-43,35,452*	-35.38*	472
18	2022-23	79,45,596	27,698	0.34	473
19	2023-24	81,70,199	2,24,603	2.83	487
20	2024-25	81,18,294	-51,905	-0.63	484
21	2025-26(19 th March)	87,61,919	6,43,625	7.93	522

Source: IT

CHART 12.2

TRANSPORT TRENDS



- Delhi is a hub for personal motorized vehicles in India. Total requested motorized vehicles in Delhi are 87.61 lakh. Car and jeeps accounted for around 24% of the total registered motorized vehicles, whereas two wheelers are about 68% of total registered vehicles. Percentage of vehicles in Delhi during 2025-26(19th march 2026) is depicted in Chart 12.3.

STATEMENT 12.13

CATEGORY WISE NUMBER OF VEHICLE AND PERCENTAGE

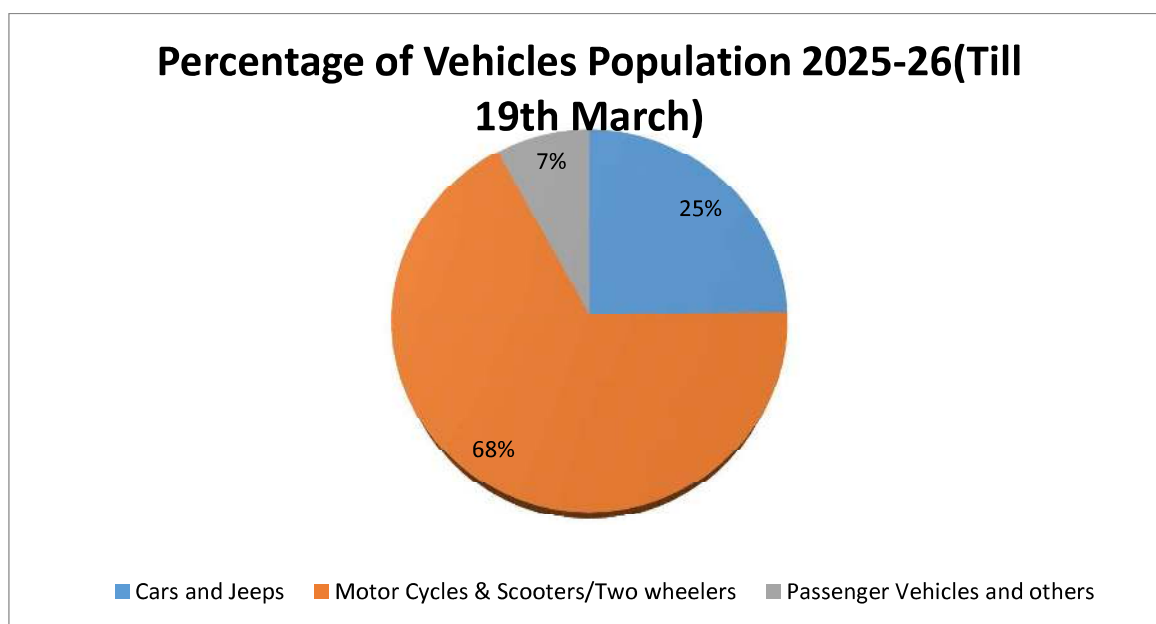
S. No	Details	Number of Vehicles	
		2025-26(till 19 th March)	Percentage
1	Cars and Jeeps	2,126,016	24.26%
2	Motor Cycles & Scooters(Two wheelers)	5,927,775	67.65%
3	Ambulances	1,151	0.01%
4	Auto Rickshaws	94,931	1.08%
5	Taxies	76,887	0.88%
6	Buses	17,558	0.20%
7	Other Passenger Vehicles	204,490	2.33%

S. No	Details	Number of Vehicles	
		2025-26(till 19 th March)	Percentage
8	Tractors, Goods Vehicles (All Type) & Others	313,111	3.57%
	Total	8,761,919	100%

Source: IT

CHART 12.3

PERCENTAGE OF VEHICLES POPULATION 2025-26(Till 19th March)



5. Ongoing schemes and new Initiatives:

5.1 Electric Vehicle (EV) Policy:

The envisaged EV policy aims to encourage the rapid adoption of Electric Vehicles in Delhi and establishing a necessary charging infrastructure at an accelerated pace through implementation of purchase incentives, Scrapping incentive, waiver of road tax and registration fees and establishment of network of charging & swappable batteries stations. Software application has been launched for disbursement of purchase incentive & scrapping incentive. The draft of New EV Policy is in advanced stage.

5.2 Sale of EVs:

As on 19.03.2026, a total of 470104 Electric Vehicles have been registered in NCT of Delhi.

5.3 Subsidy of Electric Vehicle:

As per the Delhi EV incentive portal, the total number of 91031 beneficiaries have received subsidy amounting to Rs. 203.35 Cr in march 2026.

5.4 Delhi Motor Vehicle Aggregator & Delivery Service Provider -2023:

The Delhi Motor Vehicle Aggregator & Delivery Service Provider Scheme 2023 aims to license and regulate any aggregator, Delhi Service Provider and e-commerce entity using a digital intermediary and having more than 25 vehicles in their fleet (operating in the National Capital Territory of Delhi). The Scheme was notified on 21 November 2023, and Delhi Aggregator Portal was launched on 16 March 2024. A total of 62 Aggregator, Delhi Service Provider and E-commerce entity license has been issued by Transport Department and more than 4 lakhs vehicles have been on-boarded by the license holder on the portal (myfleet.delhi.gov.in) as on 31.03.2025.

5.5 Status of Charging Infrastructure:

As on 31.03.2025, Delhi has 3,100 charging stations and 893 battery swapping stations across Delhi.

5.7 Electric Buses:

In March 2026, the total number of electric buses including DTC + DOT are 4338. Further, 1610 buses (including 50 metro feeder) will be inducted by 2026-27.

Further, a demand of 2,800 EV buses (1380 for DTC and 1420 for DoT) has been placed under PM E-DRIVE Scheme.

Additionally, 3,330 EV buses have also been requested under PM E-DRIVE.

6. Free Travel for Women:

The free travel facility for women in DTC and Cluster buses has been implemented by GNCTD with provision of Pink Saheli Smart Card/NCMC Card. A single journey pass of face value of ₹10/- for both AC and Non-AC buses is being issued.

During 2025-26(Till Feb-2026) 56.21 Crore women passengers travelled free in DTC & DoT buses and Rs. 562.17 Crore subsidy was given during the FY 2025-26.

7. Reform Package of Transport Services:

The Transport Department has taken up a major initiative to provide public services in faceless manner. The applicants will be required to have physical visit only for the purpose of taking a driving test or fitness of vehicle. It has resulted in minimizing the Department's manual inter face with public.

7.1. Faceless Services: A presently, 47 services (12 RC services, 17 Permit & Fitness Services, 16 DL related services in First Phase) along with 2 services, i.e. (a) Issuance of Letter of Intent (LoI) for replacement of Vehic and (b) No Dues Certificate for PSV replacement, which has completely switched to faceless delivery mode. More than 70 lakh applicants have been benefitted from this programme during Feb-2021 to 19th March 2026.

7.2. Online Learner License test and issuance of e-learner license are conducted on the spot after clearing the on-line test. Dealers of Private Vehicles (2 wheelers and 4 wheelers) have been empowered as registering authorities enabling instant issuance of RC at the time of delivery of new vehicles. Total number of E-Learner License Application status during 19th Feb-2021 to 19th March 2026 for all Transport Department Offices is 11,82,384. Further all the Registration Certificates and Driving Licenses have been made available in electronic form through mParivahan mobile app and in DigiLocker.

7.3. Induction of Women Drivers: Transport Department is providing free training of women drivers for Heavy Motor Vehicles (HMV) for induction into DTC and Cluster bus fleet and many women drivers have been inducted into DTC. Similarly, sanctions have been accorded for providing free LMV training to women for induction as driver with Cab aggregators such as Blue Smart, Ola, Uber etc. Target of engaging 100 female drivers was assigned to DTC under Mission 2023-2024. At present 82 female drivers are deployed across various DTC depots. Of the remaining candidates, 03 did not join DTC, 01 was terminated following a fatal accident case and 06 have resigned from service.

7.4. Automated Driving Test Tracks (ADTTs): ADTTs have been established for conducting Driving Skill Tests of the DL applicants which are fully equipped with CCTVs, sensors etc. There is no human intervention in these Driving Skill Tests. 13 driving test tracks in Delhi have already gone automatic, namely Shakur Basti, Raja Garden, MayurVihar, Rohini Sector 28, Hari Nagar, two centres at Burari, Loni Road, Dwarka Sector 22, Jharoda Kalan, Vishwas Nagar, SaraiKale Khan and Lado Sarai.

7.5 Automated Testing Stations (ATS)

The Construction work of two automated testing Station at Nand Nagri and Tehkhand are at advanced stage. Further, the process of setting up of ATS and redevelopment of old lanes at VIU Burari to ATS is under progress.

8. Transport Plan Outlay & Revenue:

The budget allocation for Transport Sector during the year 2025-26 is Rs. 12111 Crore out of which Rs. 10341 Crore (i.e. 85.38 % of total budget allocation) has been utilized till 20 March 2026.

CHAPTER AT A GLANCE

1.	At present, Delhi has a fleet of 6100 Buses comprising 4338 E- buses. Further, 16 buses (including 50 metro feeder) will be inducted by 2026-27. Further, a demand of 2,800 EV buses (1380 for DTC and 1420 for DoT) has been placed under PM E-DRIVE Scheme. Additionally, 3,330 EV buses have also been requested under PM E-DRIVE.
2.	Delhi is a major junction on the rail map of India linked with the entire major metropolitan cities directly. There are five main railway stations viz. at New Delhi, Old Delhi, Hazrat Nizamuddin, Sarai Rohila and Anand Vihar, besides Container Depots at Patparganj and Tuglakabad.
3.	The Mass Rapid Transit System (MRTS) is an ambitious project that is providing a non-polluting and efficient rail-based transport system, properly integrated with the road transport system. Presently, the Delhi Metro network consists of about 352 Km., including 58.497 km of NCR, 22.909 km of Airport Line, and 2.008 km extension of Airport Line to Yashobhoomi. After completion of Phase IV, the total length of metro lines including NCR lines will be about 463 km.
4.	Delhi is a hub for personal motorized vehicles in India. Total motorized vehicles in Delhi are 87.61 lakh. Car and jeeps accounted for around 25 % of the total registered motorized vehicles, whereas two wheelers are about 68% of total registered vehicles as in 19 March 2026.
5.	Around 470104 e-Vehicle have been registered in Delhi as in 20 March 2026. As per the Delhi EV incentive portal, the total number of 91031 beneficiaries have received subsidy amounting to Rs. 203.35 Cr in March 2026. One Delhi' Mobile App facility has been provided to the consumers to locate public EV charging stations and battery swapping stations.
6.	During 2025-26 (Till Feb-2026) 56.21 Crore women passengers travelled free in DTC buses and Rs. 562.17 Crore subsidy was given during the FY 2025-26.
7.	Currently, 47 services (12 RC services, 17 Permit & Fitness Services, 16 DL related services in First Phase) with 2 services, i.e (a) Issuance of Lol for replacement of Vehicle (b) No dues certificate for PSV replacement, are

	under process in Second Phase, have been completely switched to faceless delivery mode and more than 54 lakh applicants have been benefitted from this programme till Oct, 2025.
8.	Sanctions have been accorded for providing free LMV training to women for induction as driver in Cab aggregators like Bluesmart, Ola, Uber etc.
9.	The Construction work of two automated testing Station at Nand Nagri and Tehkhand are at advanced stage. Further, the process of setting up of ATS and redevelopment of old lanes at VIU Burari to ATS is under progress.