



Delhi Government  
Performance:  
2015-2019

January 2020

Education



Healthcare



Water



Electricity



**Transport**



Environment



Governance



Social Security



Women's Safety



Budget and Revenues



# Mobility holds the key to progress



2015

- A **road transport system which had stagnated** in terms of capacity and quality
- **Significant safety concerns** for commuters on buses
- An **ageing and outdated fleet** of buses without a plan to modernize
- Decreasing ridership



2019

- A **77% increase in the fleet capacity** with significant expansions to the depot storage capacity is underway
- **CCTVs and Panic Buttons** to be installed in all buses for enhanced safety
- The most **progressive Electric Vehicle policy** in the country with the largest order for electric buses outside of a city in China
- **Free Bus rides for Women**

# The Key Factors



## EXPANDING CAPACITY

A **41% increase in bus depot capacity** which has enabled the expansion of the bus fleet with the planned addition of **4300 new buses (a 77% increase)**.

**Modern bus terminal facilities** being constructed across Delhi – Najafgarh, Azadpur, Nehru Place



## RELIABILITY & CONVENIENCE

**Common Mobility Card** that allows seamless travel on buses and the Delhi Metro.

**Route rationalization** and last mile connectivity to improve the quality of services offered to the commuter

**Free Bus Travel for Women** started in October 2019



## TRANSITION TO ELECTRIC

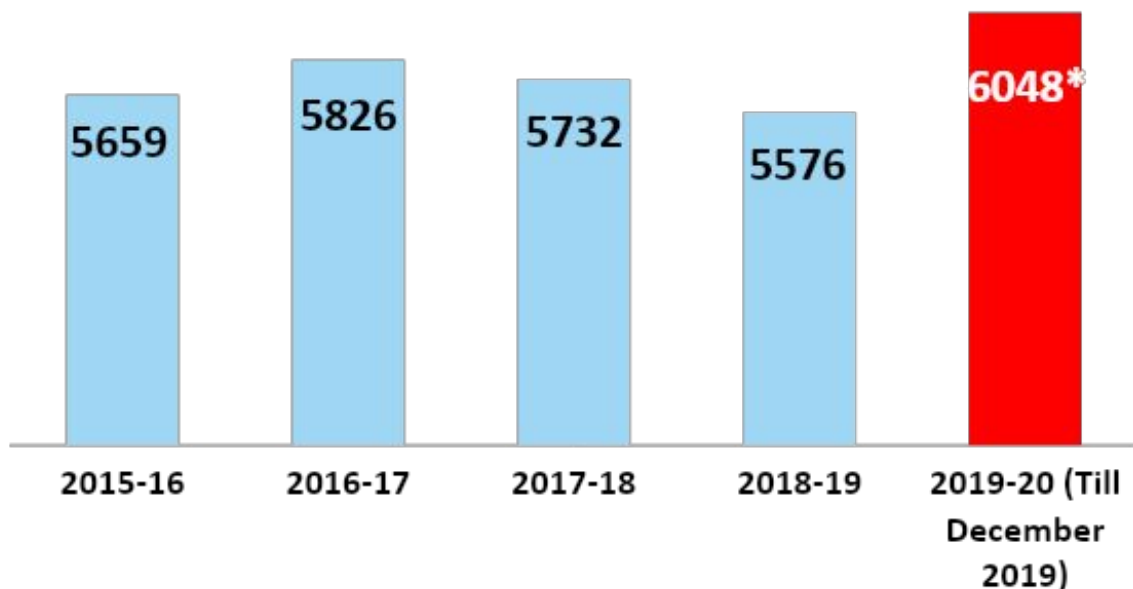
The most **progressive draft Electric Vehicle policy** for any city/state in India

Collaboration with the **Urban Mobility Lab** to catalyze EV adoption across the NCT by designing mobility solutions for implementation

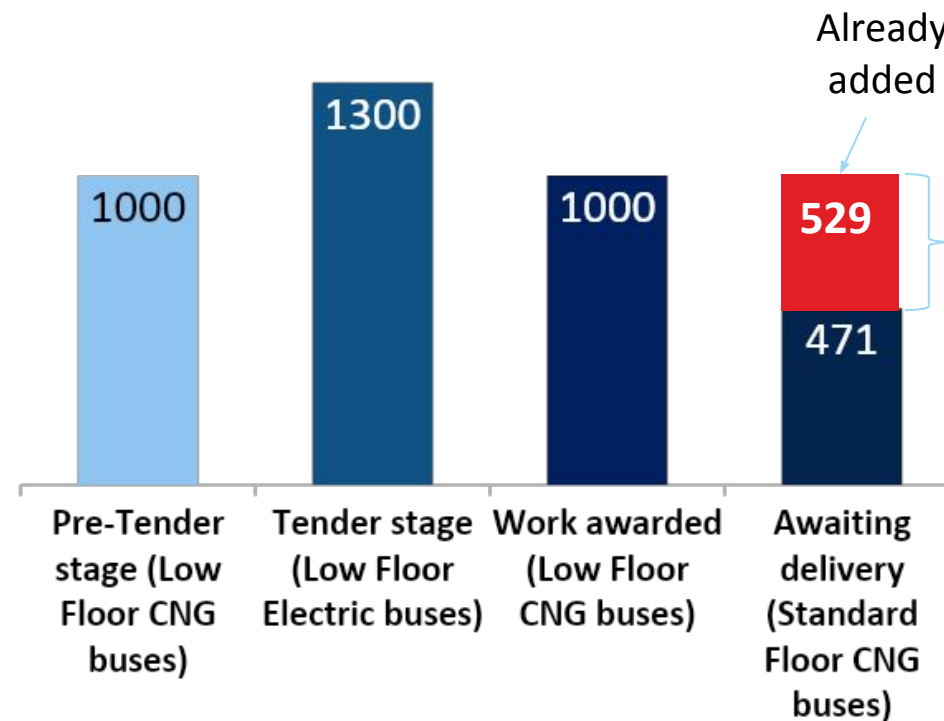


# After years of a nearly static bus fleet, AAP Government is all set to increase the bus fleet in Delhi

**DTC and Cluster Buses Fleet** (total number of buses )

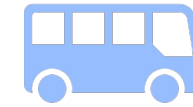


**Under Planned Procurement, 2018-20** (4,300 more buses to be added to combined fleet )



SOURCE: DTC Operational Statistics 2016, Department of Transport 2019.Outcome Budget 2019-20 , \*DTC – 3840 + (Cluster – 1679 + 529 new semi low floor CNG buses flagged off )

# Multiple initiatives underway to improve public transport in NCR



## Criteria

## Description

### Mobility Card

- **First common mobility card** in India which allowed Delhi metro card to be used on buses

### Safety

- **CCTVs and Panic Buttons** to be installed in all of Delhi's buses - initiative at tendering stage

### Accessibility

- **Route rationalization** and last mile connectivity / providing access within 500m of every household in Delhi at max 15 min frequency

### Bus Terminal Facilities

- **Modern bus terminal facilities** being constructed across Delhi – Najafgarh, Azadpur, Nehru Place etc.

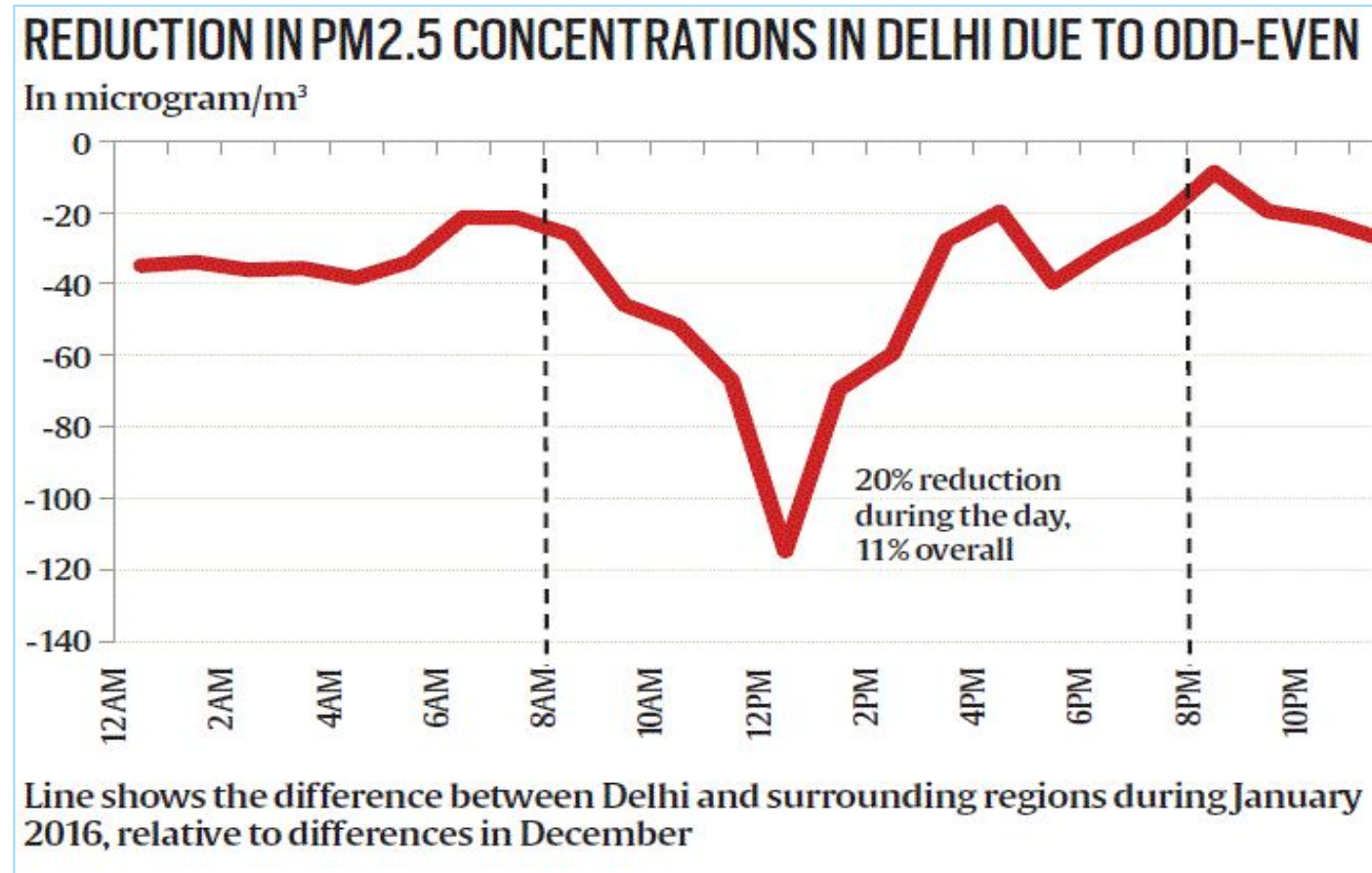
### Open Transit Data

- **In Oct 2018, Delhi become the first large Indian city** to launch an **Open Transit Data** platform sharing GPS feeds of buses & several static datasets



# Odd Even Scheme's success proved that severe problems can be curbed with political will and commitment to welfare of people

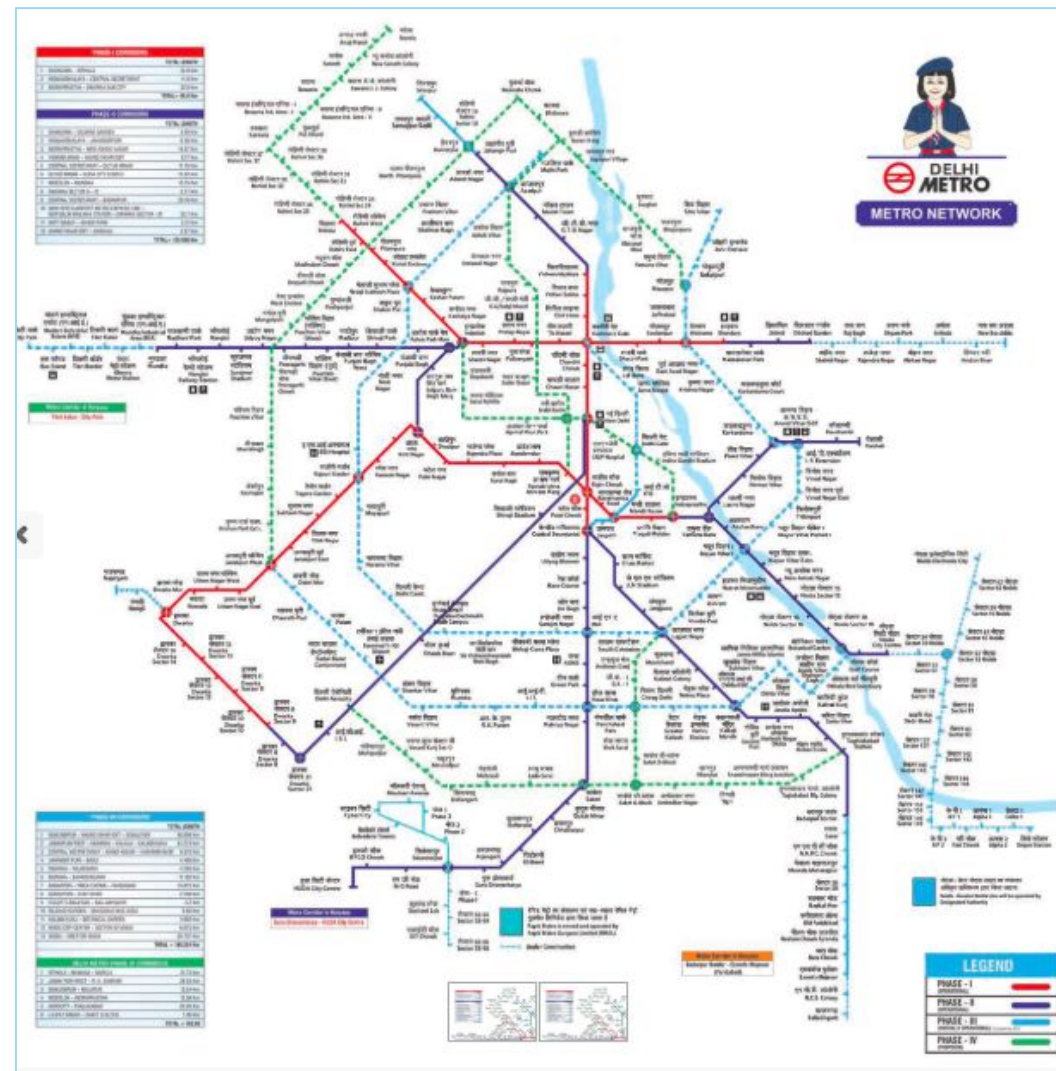
- In January and April 2016, the Delhi Govt. piloted the 'Odd-Even' traffic rule
- **Fine particle concentrations in Delhi's air as compared to Faridabad and Gurgaon, were found to be lower by 14-16% during the hours the program was in effect in the January pilot; no effect was seen at night when the program was not in force.**





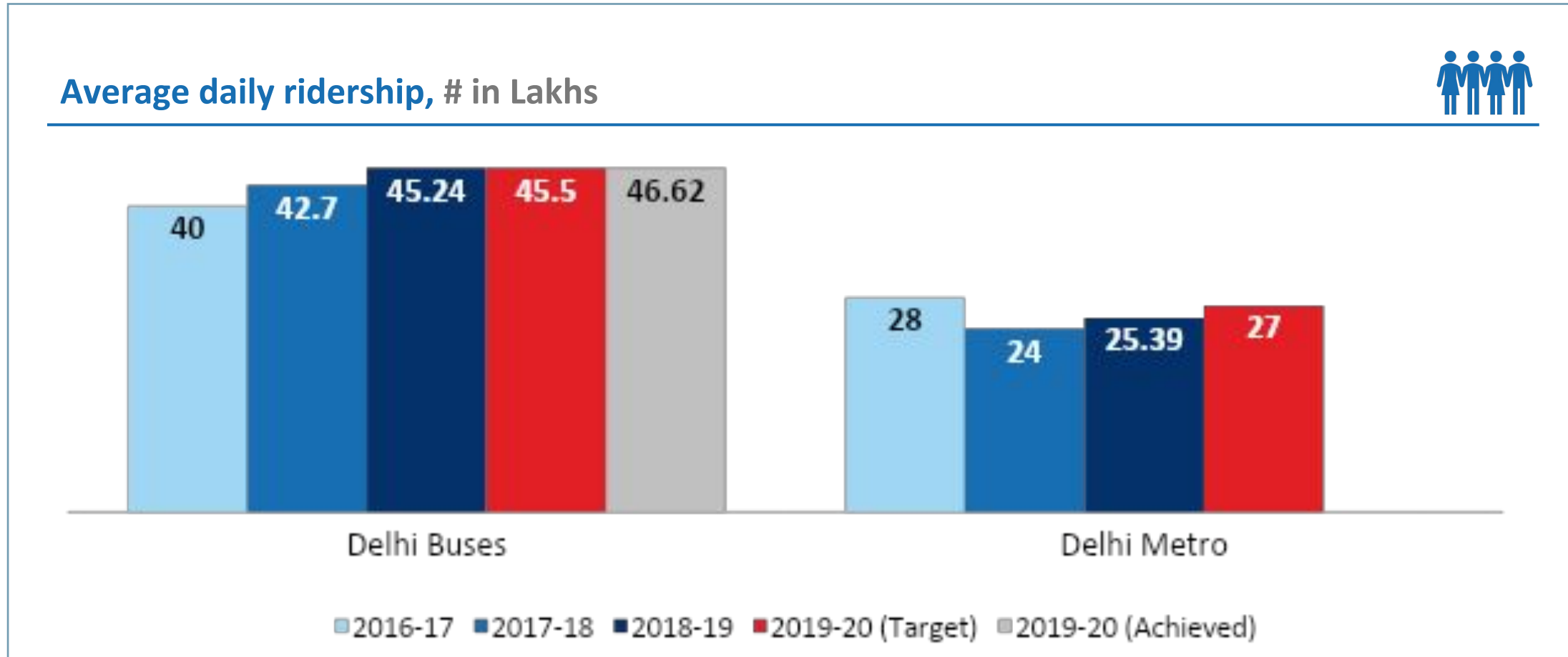
# Delhi Government approved Phase 4 of Delhi Metro

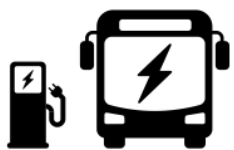
- Construction on the **Phase 4** that comprises **6 lines** will initiated in **2017** and is scheduled to end in **three years**
- The **104-kilometre network** will cost **Rs 55,000 crore** and is expected to carry **1.5 million passengers daily**
- Six lines: **Inderlok–Indraprastha**, **Tughlakabad–Terminal 1**, **Lajpat Nagar–Saket**, **G-Block, Janakpuri (West)-RK Ashram** and **Mukundpur-Maujpur**
- Delhi Metro coverage has increased from **173 kms** to **289 kms**





## Daily Ridership of Buses has increased by about 6 lakhs since 2016-17, but has reduced for the Delhi Metro





# AAP Govt approved the most progressive Electric Vehicle policy for any city/state in India in December 2019

- Improve Delhi's air quality by driving a rapid adoption of EVs - **25% share** in new vehicle registrations **by 2023**
- **Drafted after extensive stakeholder consultations with international and national think-tanks, nonprofits, experts from academia, EV manufacturers, battery manufacturers, multilateral bodies,**

## Key Provisions under Delhi EV Policy

### 1. Driving EV Adoption

Drive large-scale adoption of EVs, focusing primarily on 2Ws, 3Ws and public/shared transport.

### 2. Charging Infrastructure

Create an enabling environment for the provision of private and private charging/swapping infrastructure at every 3 kms

### 3. Recycling Ecosystem

Encourage the re-use and recycling of EV batteries that have reached the end of their life.

### 4. Funding

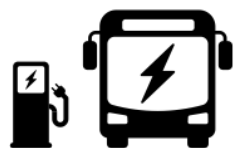
Implement a 'feebate' concept to fund a high proportion of the incentives proposed in the policy.

### 5. Creating Jobs

Implement measures to train personnel for the EV ecosystem.

### 6. Policy Implementation

Create a dedicated EV cell and constitute a State EV Board for effective policy implementation.



# Key Provisions under Delhi's EV Policy 2019



## Provisions for different kinds of vehicles under Delhi EV Policy

### 1. Two Wheelers

Purchase incentive of ₹5,000 per kWh of battery capacity. All two-wheelers engaged in last-mile deliveries expected to transition 50% fleet to electric by March 2023, 100% of their fleet by March 2025

### 2. ELECTRIC AUTOS (E-AUTOS)/E-RICKSHAWS/E-CARRIES

Purchase Incentive of ₹30,000 per vehicle (NIL at present).  
Interest subvention of 5% on loans and/or hire purchase scheme for the purchase of an e-auto

### 3. FOUR WHEELERS (E-CARS)

Purchase incentive of ₹10,000 per kWh of battery capacity for first 1000 cars subject to a cap of Rs 1,50,000 per vehicle

### 4. BUSES

Subsidy as decided by GNCTD from with a commitment that pure electric buses shall constitute at least 50% of all new buses (including smaller buses for last mile connectivity)

### 5. ACROSS ALL VEHICLES

All financial incentives applicable for both fixed battery models and swappable battery models. Road tax and registration fees to be waived for all Battery Electric Vehicles during the period of this policy