विधान सभा
राष्ट्रीय राजधानी क्षेत्र दिल्ली
LEGISLATIVE ASSEMBLY
NATIONAL CAPITAL TERRITORY OF DELHI

लोक लेखा समिति
COMMITTEE ON PUBLIC ACCOUNTS

आठवीं विधान सभा का तृतीय प्रतिवेदन
THIRD REPORT OF THE EIGHTH ASSEMBLY

23.03.2026 को प्रस्तुत
PRESENTED ON 23.03.2026

27.03.2026 को स्वीकृत
ADOPTED ON 27.03.2026

विधानसभा, पुरानासचिवालय, दिल्ली–110054
Legislative Assembly, Old Secretariat, Delhi-110054

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COMMITTEE ON PUBLIC ACCOUNTS
(2025-2026)

Shri Ajay Mahawar **Chairperson**

MEMBERS

2. Shri Arvinder Singh Lovely
3. Smt. Atishi
4. Shri Kailash Gahlot
5. Shri Kuldeep Kumar
6. Shri Raj Kumar Chauhan
7. Shri Satish Upadhyay
8. Smt. Shikha Roy
9. Shri Virender Singh Kadian

Special Invitees

1.	Shri. AC Verma, IAS	Addl Chief Secretary (Finance) GNCTD (Up to 25.06.2025)
2.	Shri Bipul Pathak, IAS	Addl Chief Secretary (Finance) GNCTD (w.e.f 26.06.25 to 23.01.26).
3.	Smt. Roli Shukla Malge	Accountant General (Audit), Delhi (upto 13.11.25)
4.	Smt. Aman Deep Chatha	Addl. Deputy, CAG (w.e.f . 14.11.2025 to 27.02.2026)
5.	Shri C.Velmurugan	Legal Counsel, Delhi Assembly

Assembly Secretariat

1.	Shri RanjeetSingh,IAS	Secretary (LAS)
2.	Shri SadanandSah	Deputy Secretary (Legislation)
3.	Shri Ravinder Kumar	Section Officer (Legislation)
4.	Shri Raghu Nath	Section Officer (Legislation)

INTRODUCTION

I, Ajay Mahawar, the Chairperson of the Committee on Public Accounts having been authorized by the Committee to present its Third Report on their behalf before the House on the "Report of the Comptroller & Auditor General of India on Performance Audit of Prevention and Mitigation of Vehicular Air Pollution In Delhi for the year ended 31 March, 2021.

The Committee in its sittings held on 22.05.2025, 02.01.2026, 18.02.2026 and 05.03.2026 had considered these paras. The Committee had extensive deliberations and the Departmental Representatives were also given adequate opportunity to submit written replies and present their views in the Sittings. The Committee appreciates the Officers of the Transport and Environment Department, Govt. of NCT of Delhi for prompt submission of all information and documents that were called for. The Report of the Committee was adopted in its Sitting held on 19.03.2026.

The Committee appreciates the cooperation and guidance extended to it by Smt. Roli Shukla Malge, Accountant General (Audit), Delhi, Smt.Aman Deep Chatha, Additional Deputy, CAG, Shri Bipul Pathak, Additional Chief Secretary (Finance), Govt. of NCT of Delhi. The Committee also wishes to place on record its appreciation of the valuable assistance rendered by the Officers and staff of the Assembly Secretariat during its sittings as also in the preparation of the Report.

The Committee authorized the Chairperson and, in his absence, Sh. Satish Upadhyay, Hon'ble Member of the Committee for presenting the Report of the Committee in the House.

Delhi
Date: 19.03.2026

(Ajay Mahawar)
Chairperson
Public Accounts Committee

R E P O R T

Chapter I - Background

The Report of the Comptroller & Auditor General of India on Performance Audit of Prevention and Mitigation of Vehicular Air Pollution in Delhi for the year ended 31 March, 2021was laid before the House on 01.04.2025. The Report contains the results of Performance Audit of Prevention and Mitigation of Vehicular Air Pollution in Delhi. The complete Report is available at

https://cag.gov.in/en/audit-report?ts=allwords&title=&gt=49&udt=&state=&state%5B%5D=69&lbt=&sector=&sector%5B%5D=&report_type=&report_type%5B%5D=&od=%3D&yrf=2021&yrt=

The Performance Audit has comprehensively examined data, different policies and their implementation. The Department of Environment (DoE), is responsible for improving environmental quality including air quality) of Delhi by engaging itself in environmental assessment, monitoring, protection and raising awareness amongst people of Delhi. Air Quality Index(AQI) is a tool for effective communication of air quality status in easy to understand terms.

The responsibility of monitoring of air pollution levels in Delhi laying down the standards for automobile emission is with Delhi Pollution Control Committee (DPCC) and the responsibility of controlling vehicular emission lies with the Department of Transport (DoT). DoT has also been entrusted with the policy making, co-ordination, implementation, and monitoring functions of all thetransport related aspects of NCT of Delhi.

The C & AG derived audit criteria from the following:

- Air (Prevention and Control of Pollution) Act,1981 of Government of India (GoI) and Rules framed thereunder;
- The Central Motor Vehicles Rules, 1989 notified under the Motor Vehicle Act, 1988 and Delhi Motor Vehicles Rules, 1993;
- Notifications, circulars and orders issued by theGovernment of India, Govt, of NCT of Delhi, Central Pollution Control Board and Delhi Pollution Control Committee (DPCC); and

- Recommendations/Orders issued by various Courts/Authorities/ Commissions including World Health Organisation (WHO)

The Performance Audit on 'Prevention and Mitigation of Vehicular Air Pollution in Delhi' has been conducted to assess whether:

- The air quality monitoring system was adequate and effective, in order to provide accurate and reliable information;
- The Government of NCTD took adequate and effective steps to prevent and mitigate vehicular emission affecting air quality; and
- Adequate and effective steps were undertaken for adoption of cleaner transportation in Delhi.

After the Report was laid before the House, the Assembly Secretariat forwarded it to the Environment Department and Transport Department for furnishing Action Taken Notes (ATNs) vide letter dated 04.04.2025. The Department furnished the ATNs on 02.05.2025 & 09.05.2025 which was examined by the AG (Audit). The AG (Audit) furnished comments on the ATN to Environment/Transport Department on 14.06.2025 with the request to furnish revised ATN addressing the observations/ deficiencies as pointed out. The Transport Department furnished revised ATN to AG (Audit). The AG (Audit) after examining the revised ATN furnished by the Transport Department ,returned the same to the Transport Department with final vetting comments on 16.02.2026 with the request that the Department may finalise the ATN and forward the same to the Committee on Public Accounts, Delhi Legislative Assembly for necessary action.

The PAC (2025-26) considered the subject for detailed examination and took oral evidence of the representatives of the Transport/Environment Department in its sittings held on 22.05.2025, 02.01.2026, 18.02.2026 and 05.03.2026. .

The Details of para-wise examination of the Report, Action Taken by the Department as well as the observations and recommendations of the Committee are dealt in the following pages.

Chapter II – Air Quality Monitoring System

(Para 2.1 to 2.7 of the CAG Report)

The summary of the Audit Report, Action Taken by the Department and the observations/recommendations of the Committee are as follows:

Audit Observations on Air Quality Monitoring System

1. Inappropriate location of Air Quality Monitoring Stations (CAAQMS):

Audit observed that several Continuous Ambient Air Quality Monitoring Stations did not fully comply with the siting guidelines prescribed by CPCB regarding proximity to roads, trees, and other obstacles. This could affect the representativeness of air quality data and reliability of Air Quality Index (AQI) values.

2. Calculation of AQI based on inadequate data:

Audit noted that AQI was calculated despite non-availability of the prescribed minimum data for several pollutants on certain days. Further, none of the monitoring stations were measuring Lead (Pb), which is one of the pollutants under National Ambient Air Quality Standards (NAAQS). Lack of adequate data weakened the effectiveness of air quality monitoring.

3. Lack of real-time information on sources of pollutants:

Audit observed that GNCTD had not completed a real-time emission inventory/source apportionment study for identifying major sources of air pollution. A project initiated with a foreign university remained unfruitful despite payment of ₹87.60 lakh, resulting in absence of scientific real-time data for planning pollution mitigation strategies.

4. Lack of information on vehicular emission load:

Information regarding the number and type of vehicles plying on Delhi roads and their emission load was not maintained earlier, which limited the Government's ability to develop targeted strategies to control vehicular pollution.

5. Benzene emission not monitored at source:

Despite high benzene levels recorded at several monitoring stations, benzene emissions were not monitored at fuel stations, which are a major source of such emissions. Further, the Government did not initially have clear information regarding installation of Vapour Recovery Systems (VRS) at fuel outlets to control benzene emissions.

C&AG's Recommendations:

1. The Government should ensure that the CAAQMSs are relocated at suitable places or obstacles are removed. If equipment is not fit to monitor all pollutants like lead, they should be suitably augmented or replaced.

2. Government should ensure sufficient data for all pollutants is generated by every monitoring station, so that air quality at various locations in Delhi is known on all days. Government needs to monitor benzene level at fuel stations and follow up installation of Vapour Recovery System at fuel stations to reduce Benzene emission.

3. Government needs to maintain information regarding type and number of vehicles and their emission load for devising appropriate strategies to control vehicular traffic and/or emission. Without this information, impact and success of any measure to control pollution cannot be assessed.

Action Taken by the Department

Vide written submissions and responses to the Audit and Committee, the Department informed the following actions:

1. Location of monitoring stations:

A joint committee of DPCC and CPCB assessed the siting criteria of monitoring stations in 2022. Most stations were found compliant with CPCB guidelines. Although three stations (AnandVihar, RK Puram and Jahangir Puri) had siting concerns, the Commission for Air Quality Management (CAQM) decided not to shift them considering their location in densely populated and highly polluted areas and to maintain continuity of long-term data.

2. Availability of AQI data and Lead monitoring:

Air quality data from all 24 monitoring stations is now being transferred continuously to CPCB servers. Instances of missing data earlier were mainly due to power supply disruptions and calibration of newly installed stations. Monitoring of Lead has been undertaken at select stations and further monitoring is under process.

3. Real-time source apportionment study:

DPCC commissioned a study titled "Real-Time Source Apportionment and Forecasting for Advance Air Pollution Management in Delhi" through IIT Kanpur during November 2022 to February 2024 to identify sources of pollution and provide forecasting inputs for better air quality management. The Department also informed that the report submitted by the IIT Kanpur has not been accepted by DPCC due to large discrepancies, lack of credible data/analysis and validation.

4. Vehicular emission inventory:

An emission inventory study was undertaken through TERI in 2022 which assessed sector-wise contribution of emissions, including the transport sector, thereby providing information for policy formulation.

5. Benzene monitoring and Vapour Recovery Systems:

Benzene levels are being monitored through the network of CAAQMS. Oil Marketing Companies have started installing Vapour Recovery Systems at fuel stations to reduce benzene emissions. BPCL has informed that VRS has been installed at all its fuel stations in Delhi and monitoring is being carried out as per CPCB guidelines.

The detailed Audit Report and the para wise Action Taken Note of the Department is placed at **Volume II (Annexure-I)**

Observations and Recommendations of the Committee

1. **Location of Air Quality Monitoring Stations**

The Committee notes the audit observation that several Continuous Ambient Air Quality Monitoring Stations (CAAQMS) did not fully comply with the siting guidelines prescribed by the Central Pollution Control Board regarding proximity to roads, trees and other obstacles, which could affect the reliability and representativeness of air quality data.

The Committee recommends that the Department ensure strict compliance with CPCB siting guidelines and take necessary steps to remove obstacles or suitably address deficiencies wherever identified so that monitoring stations generate reliable air quality data.

2. **Calculation of AQI Based on Inadequate Data**

The Committee notes that AQI values were calculated on certain days despite non-availability of the prescribed minimum data for several pollutants and that monitoring of Lead (Pb), a pollutant under National Ambient Air Quality Standards, was not being carried out earlier.

The Committee recommends that the Department ensure generation of complete data for all prescribed pollutants at every monitoring station and augment monitoring infrastructure wherever required so that accurate AQI values are available on all days.

3. **Real-Time Information on Sources of Pollutants**

The Committee notes that a real-time source apportionment study for identifying major sources of pollution had not been completed earlier and that a project initiated with a foreign university remained unfruitful despite expenditure of ₹87.60 lakh.

The Committee recommends that the Department ensure timely completion and effective utilisation of the real-time source apportionment study so that scientific inputs are available for air pollution control strategies, and also exercise due diligence in implementation of such projects.

4. **Information on Vehicular Emission Load**

The Committee notes that earlier the Government did not maintain comprehensive information regarding the number and type of vehicles plying in Delhi and their emission load, which limited the formulation of targeted pollution control strategies.

The Committee recommends that the Department maintain updated and reliable data on vehicular population and emission load so that appropriate policies can be formulated and the effectiveness of pollution control measures can be properly assessed.

5. **Monitoring of Benzene Emissions**

The Committee notes that despite high benzene levels recorded at several locations, benzene emissions were not being monitored at fuel stations and

information regarding installation of Vapour Recovery Systems (VRS) was not initially available.

The Committee recommends that the Department ensure monitoring of benzene emissions at fuel stations and closely follow up with Oil Marketing Companies for installation and effective functioning of Vapour Recovery Systems at all fuel outlets.

Chapter III – Public Transport System

(Para 3.1 to 3.5 of the CAG Report)

The summary of the Audit Report, Action Taken by the Department and the observations/recommendations of the Committee are as follows:

Audit Observations on Public Transport System

Audit observed several deficiencies in the planning and management of the public transport system in Delhi.

1. Shortage of Buses: -

The requirement of buses in Delhi was assessed at around 11,000 buses. However, only about 6,750 buses were available in 2021. The fleet strength of DTC declined over the years due to ageing of buses and lack of timely procurement, resulting in shortage of buses for public transport.

2. Significant Number of DTC Buses Remaining Off-Road:

A significant proportion of buses remained off-road due to repairs and maintenance issues. Audit noted that despite availability of repair and maintenance staff, DTC continued to depend heavily on manufacturers for maintenance services.

3. Short Coverage of Bus Routes:

Out of 657 notified bus routes in Delhi, 238 routes were not being served due to shortage of buses and operational constraints. Further, there was inadequate connectivity to NCR areas.

4. Rationalization of Bus Routes:

Two route rationalization studies were conducted, but their recommendations were not implemented for several years. Consequently, buses continued to operate on routes which were not optimally designed to meet present mobility demands.

5. Last-Mile Connectivity:

Audit observed that last-mile connectivity to public transport hubs such as metro stations and bus stops remained inadequate, limiting accessibility of public transport for commuters.

6. Gramin-Sewa Vehicles:

The number of Gramin-Sewa vehicles providing last-mile connectivity had remained unchanged since 2011 despite increase in population. Many of these vehicles had also become old, thereby affecting efficiency and service quality.

7. AlternativestoPublic Transport Buses:

Despite budgetary provisions for alternative mass transport systems such as monorail and trolley buses, no concrete steps were taken for their implementation.

C&AG's Recommendations:

1. To arrest the deteriorating air quality due to vehicular emission, the Government should immediately address the issue of shortage of 2250 public transport buses and complement it with last-mile connectivity options.

2. The skill of existing R&M staff needs to be matched to the operational buses by training them and applying their services suitably for proper upkeep and maintenance of the buses.

3. GNCTD should do route rationalization on priority to use the existing fleet optimally.

4. GNCTD should actively consider and finalise schemes to provide suitable alternatives to public transport buses so that earmarked budget for same is used fruitfully.

Action Taken by the Department

The Department, in its written submissions, stated that several initiatives have been undertaken to strengthen the public transport system.

1. Augmentation of Bus Fleet:

DTC is procuring new buses as per government policy and funds. Currently, Delhi has 3,535 electric buses (EVs) and 1,805 CNG buses. The department plans to add 2,345 EVs under NEBP, 330 EVs for metro feeder services, and 2,800 EVs under PM E-Drive, aiming for 14,000 buses by FY 2027-28.

2. Measures to Improve Fleet Availability and Reduce Off-Road Buses:

DTC has taken several steps to address the issue of buses remaining off-road, including imposing penalties on operators for non-availability of buses and issuing directions to ensure scheduled buses are available. The department is also introducing electric buses to reduce breakdowns and operational issues, and deploying Intelligent Transport System (ITS) for real-time tracking and resource allocation. Additionally, periodic reviews are being conducted to monitor performance and identify corrective actions. DTC is also aggressively procuring new buses, phasing out old buses, and enforcing a 92%

availability clause in contracts to improve fleet utilization and reduce the number of off-road buses.

3. Short Coverage of Bus Routes:

DTC is addressing non-operational bus routes by collaborating with IIT Delhi for route rationalization of 9-meter and 12-meter buses, considering factors like limited buses, road conditions, and competition from other transport. The process is expected to be completed within the next six months for 12-meter buses, and recommendations from IIT Delhi's report for 9-meter buses are being implemented. The aim is to provide comprehensive connectivity on all routes based on need assessment, taking into account the changed landscape of Delhi's transportation with the advent of Delhi Metro, e-rickshaws, autos, taxis, and shared vans.

4. Rationalization of Bus Routes:

DTC is rationalizing bus routes with DIMTS and IIT Delhi to improve connectivity and optimize transport. A pilot project in Najafgarh and trial runs for 26 new routes have been completed. DTC is implementing recommendations for 9-meter buses and expects to complete route rationalization for 12-meter buses within six months, enhancing Delhi's public transport system.

5. Strengthening Last-Mile Connectivity:

The Department informed that to strengthen last-mile connectivity and make travel easier for passengers, the operation of 100 electric DTC buses under DEVI (Delhi EV Interconnector) using 9-meter electric buses has been proposed. These buses will operate soon and connect Delhi Metro stations with various parts of the city.

The Department further informed that DTC has recently executed an MoU with IIT Delhi for undertaking Route Rationalization of DEVI 9- meter buses and implementation of the recommendations is currently in progress.

6. Gramin-Sewa and Other Connectivity Measures:

DMRC has taken various initiatives to promote electric mobility, including deploying e-rickshaws, e-autos, and public bicycle sharing services, with 1435 e-autos and 319 cycles currently in use, serving around 54,000 passengers daily. Additionally, 159 public EV charging and battery swapping stations are operational, with plans to expand services further.

7. Alternatives to public transport buses:

The Transport Department is formulating a Common Mobility Plan with UTTIPEC and DUMTA, overseen by DDA, to address public transport alternatives. Regarding alternate MRTS transport, GNCTD has explored monorail and electronic trolley bus systems. A feasibility study for a 40.3 km monorail corridor (Kondli to Rohini Sector-21) was conducted, and DIMTS has submitted an updated study report. No specific timelines are provided for implementing these alternatives.

8. In response to the Recommendations of the C&AG under Para 3.5 of the Report, the Department has informed that it has taken multiple steps to address public transport and bus fleet management. Under the National e-Bus Program (NEBP), contracts for 2,080 nine-meter electric buses for first/last mile connectivity have been awarded, with 300 of 1,900 12-meter LF AC e-buses supplied by February 2023, though no explanation for any shortfall in supply has been furnished. Maintenance of DTC buses is largely managed under Gross Cost Contract/wet lease by OEMs, with supervisory staff trained for new low-floor buses, ensuring preventive and corrective upkeep while concessionaires handle performance and safety compliance.

For optimal fleet utilization, route rationalization has been partially implemented: 26 new routes from a 2019 RRR study have been deployed, and MoUs with IIT Delhi for rationalizing 9-meter and 12-meter DEVI buses are underway, expected to conclude within six months. To strengthen alternatives to public transport, GNCTD has approved MRTS Phase IV corridors (priority completion by 2026, balance by 2029) and is preparing proposals for Phase V(A), while the Namo Bharat RRTS Delhi–Meerut corridor has completed trial runs at 160 kmph, with additional corridors (Delhi–Gurugram–SNB and Delhi–Panipat–Karnal) approved for implementation. These steps aim to expand public transport capacity, improve operational efficiency, and provide faster, high-capacity alternatives to reduce vehicular emissions.

The detailed Audit Report and the para wise Action Taken Note of the Department is placed at **Volume II (Annexure-II)**

Observations and Recommendations of the Committee

The Committee notes the observations of Audit regarding deficiencies in the availability of buses, route coverage and last-mile connectivity. While the Committee takes note of the initiatives undertaken by the Government to augment the public transport system, it is of the view that sustained efforts are required to address the issues highlighted in the Audit Report.Accordingly, the Committee recommends the following:

1. **Shortage of Buses**

The Committee notes with serious concern that against the assessed requirement of about 11,000 buses, only about 6,750 buses were available in 2021, resulting in a significant shortage in the public transport fleet. The Committee observes that the decline in fleet strength due to ageing buses and delays in procurement has adversely affected the availability and reliability of public transport services in the city.

The Committee, therefore, strongly recommends that the Department should prepare a clear roadmap for augmentation of the bus fleet and expedite procurement and deployment of buses, particularly electric buses, so as to bridge the existing gap in fleet strength at the earliest.

2. **Buses Remaining Off-Road**

The Committee notes that about 14 per cent of DTC buses remained off-road due to repair and maintenance issues. The Committee further observes that despite the availability of repair and maintenance staff, DTC continued to depend heavily on manufacturers for maintenance services.

The Committee recommends that the Department strengthen the in-house maintenance capacity of DTC by upgrading the skills of repair and maintenance staff and ensuring optimal utilisation of available technical manpower so as to reduce dependency on external agencies and improve fleet availability.

3. **Short Coverage of Bus Routes**

The Committee observes that out of 657 notified bus routes in Delhi, 238 routes were not operational due to shortage of buses and operational constraints. The Committee is concerned that the non-operation of such a large number of routes has adversely affected accessibility of public transport services in several areas of the city.

The Committee recommends that the Department take expeditious steps to operationalise the unserved routes based on demand assessment and priority so as to ensure wider coverage of bus services and improved connectivity across the city and adjoining areas.

4. **Rationalization of Bus Routes**

The Committee notes that although route rationalization studies had been conducted earlier, their recommendations were not implemented for several years, resulting in inefficient deployment of buses.

The Committee recommends that the Department complete the ongoing route rationalization exercise in a time-bound manner and ensure prompt implementation of its recommendations so that the available fleet is utilised efficiently and public transport services are aligned with present mobility requirements.

5. **Last-Mile Connectivity**

The Committee notes that last-mile connectivity to major public transport hubs such as metro stations and bus stops remained inadequate, thereby limiting accessibility of public transport for commuters.

The Committee recommends that the Department expedite implementation of feeder services, including electric buses under the DEVI scheme and other integrated mobility solutions, so as to ensure seamless last-mile connectivity and enhance the effectiveness of the public transport system.

6. **Gramin-Sewa Vehicles**

The Committee notes that the number of Gramin-Sewa vehicles providing last-mile connectivity has remained unchanged since 2011 despite significant growth in population and travel demand. The Committee also observes that many of these vehicles have become old, thereby affecting efficiency and service quality.

The Committee recommends that the Department review the existing Gramin-Sewa scheme and take appropriate steps to augment and modernise the fleet so as to improve last-mile connectivity, particularly in peripheral and rural areas of Delhi.

7. **Alternatives to Public Transport Buses**

The Committee notes that despite budgetary provisions for alternative mass transport systems such as monorail and trolley buses, no tangible progress has been made towards their implementation.

The Committee recommends that the Government actively examine and finalise viable alternatives to conventional bus-based public transport in a time-bound manner and ensure effective utilisation of the earmarked budget for developing sustainable and efficient mass transit options for the city.

8. The Committee observed that while the Government has initiated steps to expand public transport and improve fleet management, gaps remain in timely delivery of buses, optimal deployment of trained staff, route rationalization, and implementation of alternative mass transit projects.

It recommends that the Government may ensure full and timely delivery of buses under the NEBP and justify any shortfall, deploy trained R&M staff effectively for proper upkeep and maintenance of buses, expedite route rationalization for 9-meter and 12-meter DEVI buses to optimize fleet use and accelerate implementation of MRTS Phase IV & V corridors and Namo Bharat RRTS projects to provide high-capacity, reliable public transport and reduce reliance on private vehicles.

Chapter IV – Cleaner Transport – Prevention and Enforcement Strategies

(Para 4.1 to 4.9 of the CAG Report)

The summary of the Audit Report, Action Taken by the Department and the observations/recommendations of the Committee are as follows:

Audit Observations onCleaner Transport – Prevention and Enforcement Strategies

1. Emission Testing and Adequacy of Pollution Checking Centres (PCCs) in Delhi

The audit found significant imbalances in the availability and accessibility of Pollution Checking Centres (PCCs) across Delhi. About 31% of PCCs serve specific vehicle categories and are not open to the general public, while 62% of centers are concentrated in only 3 of the 9 zones, leading to disparities such as 23,000 vehicles per PCC in the North zone compared to 5,000 in the New Delhi zone. The explanation given by the Transport Department for this uneven distribution was considered inadequate. The audit recommended that the department may examine the reasons for the disparity and consider installing automated PCCs in public spaces such as residential colonies in partnership with Resident Welfare Associations (RWAs).

Further, compliance issues were noted in bus depots and vehicle dealerships. The National Green Tribunal had directed the Delhi Transport Corporation to conduct PUC checks for buses twice a month. While DTC had established PCCs at all its depots by March 2021, only 6 out of 10 cluster bus operators had installed PCCs, with the remaining relying on general PCCs. Additionally, despite a 2015 directive requiring vehicle dealers to establish PCCs at their showrooms or workshops, 60% (272 of 448) had not complied as of January 2021, reflecting weak enforcement by the Transport Department.

2. Shortfall in number of vehicles put to emission testing

Only 46-63% of Delhi-registered vehicles due for PUC checks were tested from 2018-19 to 2020-21. Many vehicles, especially pre-BS-IV ones needing quarterly checks, weren't undergoing emission testing. A spike in PUC tests in Sept 2019 suggests vehicles were plying without valid PUCCs till then, getting tested only due to enhanced penalties. The Transport Department hasn't automated reminders/challans for overdue PUC checks or follow-ups for non-compliance. e-challans for PUC defaulters are under consideration and the department has taken steps like public notices and deploying enforcement teams.

3. Shortfall in Emission Testing of Public Transport and Gramin-Sewa Vehicles

Emission testing requirements were widely unmet for public transport and Gramin-Sewa vehicles in Delhi. Buses operated by the Delhi Transport Corporation (DTC) and cluster scheme were required to undergo emission tests twice a month, but compliance was extremely poor—cluster buses obtained only 5% of required PUCCs (April 2018–Aug 2019), and 13 cluster buses and 345 DTC buses (9%) were not tested at all during certain periods, with no DTC bus tested at prescribed intervals in 2019–20. Despite these violations, the Transport Department issued only four challans to DTC and none to cluster buses between Nov 2018 and Oct 2020, showing weak enforcement, despite directions from the National Green Tribunal. Similarly, 6,153 Gramin-Sewa vehicles required quarterly emission tests, but there was a 91% shortfall (2015–2019), and in 2019–20 only 3,476 vehicles were tested once instead of quarterly, indicating poor compliance and lack of seriousness in controlling vehicular emissions.

4. PUCCs to Vehicles Failing Emission Tests

The audit found serious irregularities in the issuance of Pollution under Control Certificates (PUCCs) for both diesel and petrol vehicles between 2015 and 2020, despite emission testing norms notified by the Ministry of Road Transport and Highways. Among 22.14 lakh diesel vehicles, 24% (5.38 lakh) were issued PUCCs without any test values recorded, and 4,007 vehicles with emission values beyond permissible limits were still marked 'Pass'. Similarly, among 65.36 lakh petrol/CNG/LPG vehicles, 1.08 lakh vehicles exceeding CO/HC emission limits were passed, while in Lambda tests of 10.61 lakh BS-IV petrol vehicles, 5,661 vehicles with values beyond limits were passed and 52,555 (5%) had no Lambda value recorded. The Transport Department attributed these discrepancies to system bugs but the explanation was considered inadequate, leading to a decision to shift PUC management to the National Informatics Centre to improve system reliability.

5. Multiple PUCCs within Unreasonably Short Time and Manual Selection of BS Emission Standards

The audit found serious irregularities in the Pollution Under Control Certificate (PUCC) testing system. There were 7,643 cases where multiple vehicles were tested simultaneously at the same centre and 76,865 cases where vehicles were tested and issued PUCCs within one minute, indicating that proper testing procedures were not followed. Further, despite directions from the Supreme Court of India to link PUCC data with the VAHAN database by June 2018, Pollution Checking Centres (PCCs) in Delhi still manually select Bharat Stage (BS) emission standards, allowing possible manipulation and compromising PUCC reliability. Although the Transport Department has inspected 211 PCCs and issued 53 show-cause notices, and plans to introduce a minimum time gap between tests, the audit emphasized the need to identify internal lapses, enforce stricter accountability, and urgently integrate PUCC data with the VAHAN database to ensure a credible emission testing system.

6. Inspection and Third-Party Audit of PCCs

The audit highlighted weak oversight of Pollution Checking Centers (PCCs). Despite recommendations by the Environment Pollution (Prevention and Control) Authority in 2017 to conduct inspections and introduce third-party audits, the Transport Department did not fix inspection periodicity or implement the proposed audit programme due to staff shortages. Further, between November 2018 and October 2020, 53,655 challans were issued for vehicles emitting visible smoke, of which over 90% (52,711 vehicles) possessed valid PUCCs, raising serious doubts about the reliability of certificates issued by PCCs. The Department also lacked any mechanism to inspect such centers and had not implemented third-party calibration of PUC equipment despite an advisory from the Ministry of Road Transport and Highways in 2017. The audit concluded that these lapses weaken accountability and compromise the credibility of the PUCC system, though the department has recently initiated PCC inspections and stated it will consider third-party audits.

7. Reliability of PUC Equipment and Compliance of own directions to PCCs regarding Malfunction Indicator Lamp (MIL)

The audit found that the Transport Department (DoT) failed to ensure reliable PUC testing. Equipment quality checks, third-party calibration, and Annual Maintenance Contracts were absent, while PCCs did not comply with verifying Malfunction Indicator Lamp (MIL) status for BS-IV vehicles. Recent software updates allow calibration certificate uploads and MIL checks, but lack of enforcement and oversight continues to compromise PUCC reliability.

8. Technological alternatives to conventional emission testing

Delhi needs tech solutions to detect polluting vehicles without disrupting traffic. Remote Sensing Technology is effective for on-road emission checks. DoT explored this since 2009, conducted trials, and issued a tender in 2011, but it was annulled in 2013. The Supreme Court directed implementation in 2018, but DoT delayed, citing reasons. As of March 2021, RSD tech isn't used

in Delhi.DoT replied (November 2021) that it shall explore the possibilities to use the technology.

9. Limited Capacity and Shortfall in Vehicle Fitness Testing

Delhi's vehicle fitness testing system is heavily reliant on manual centers, which account for 88% of the 4.1 lakh annual testing capacity and are prone to misuse. In 2020-21, 95% of tests were conducted manually, with automated centers handling only 5% of tests. Compliance is low: in 2018-19, 64% of vehicles due for fitness tests did not appear, and failure rates dropped from 17% to 7%, misleadingly suggesting better performance. The Transport Department lacked a system to remind owners about certificate renewals, though it plans to examine these lapses.

10. Lapses in functioning of VIU Jhuljhuli Automated Fitness Testing Centre

Delhi's only automated Vehicle Inspection Unit (VIU) at Jhuljhuli is severely underutilised, testing only 21–75 vehicles/day against a capacity of 167 (2017–2021), as owners prefer VIU Burari (lower fail rate) or manual testing. Audit found major irregularities: 1,068 vehicles received certificates without re-testing after failing emissions, 23,431 vehicles passed without any emission tests, 25 vehicles passed despite prior failures, and 552 vehicles were wrongly marked failed despite passing all tests. Additionally, fitness tests were not conducted per Central Motor Vehicle Rules, with some mandatory checks skipped or treated as advisory, and reliance on owner self-declarations. These lapses compromise accountability and test reliability, and the Transport Department has stated it will examine them.

11. Lapses in functioning of VIU Burari Fitness Testing Centre

VIU Burari, which conducts 90% of Delhi's vehicle fitness tests, is understaffed with only three inspectors, testing 100–140 vehicles per inspector per day, giving less than 5 minutes per vehicle and relying solely on visual inspection. Audit found serious non-compliance with Central Motor Vehicle Rules (CMVR, 1989): key checks like speed governors and brakes depended on

owner self-declaration, speed governors weren't tested scientifically, and there was no gate-pass system to track inspected vehicles. While the Transport Department claims 100% CMVR compliance and notes that an entry gate is under construction, these measures do not address the lapses, raising doubts about the reliability of fitness testing.

12. Retro fitment of old Diesel vehicles (BS-IV) to reduce emission

Delhi has 4.64 lakh pre-BS-VI diesel vehicles (as of March 2020) emitting harmful PM and NOx. Retrofitting Diesel Particulate Filters (DPF) can reduce emissions by 60-90%. CPCB directed retrofitting in 2015, and IIT Kanpur suggested it in 2016. DoT requested MoRTH to amend rules in 2017, but no action was taken. No DPF is approved under CMVR 1989.

13. Irregular registration of BS-III and BS-IV vehicles

DoT registered 2,054 vehicles (382 BS-III and 1,672 BS-IV) in Delhi beyond deadlines set by the Supreme Court. This violates SC orders and may lead to contempt of court, undermining pollution control efforts. DoT's explanations aren't acceptable, citing a Delhi High Court order and Minister's decision. SC directed verification of transactions, but DoT hasn't furnished compliance reports. DoT replied that the matter is being looked into.

14. Deregistration, impounding and scrapping of End-of-Life Vehicles (ELVs) in Delhi

Delhi has 44.53 lakh End-of-Life Vehicles (ELVs) still actively registered, but only 2.98 lakh (6.27%) were deregistered between 2018-19 and 2020-21. Diesel vehicles' registration validity is incorrectly recorded as 15 years instead of 10, making tracking difficult. Despite impounding 347 ELVs (Aug 2018–Sep 2020), only 5 were handed to scrappers, and Delhi's four authorized scrappers had not processed any vehicles by March 2021. Limited capacity of three impounding pits (4,000 vehicles) is insufficient for over 41 lakh ELVs, and monitoring of scrappers is weak, with DoT claiming 2,628 vehicles scrapped without supporting records. Additionally, there is no coordination among

enforcement agencies, preventing systematic impounding and scrapping. Although DoT has begun periodic meetings with Traffic Police and plans to send impounded vehicles directly to scrappers, enforcement and accountability remain inadequate.

15. Functioning of DoT Enforcement Branch

Delhi's Transport Department (DoT) Enforcement Branch faces serious limitations in monitoring vehicular emissions. It lacks data on vehicles entering from neighboring areas, making hotspot identification and pollution tracking difficult, despite issuing 52,711 challans for visible smoke and 44,089 for missing PUCCs (Nov 2018–Oct 2020), nearly half to outstation vehicles. The branch is severely understaffed, with 292 personnel against a sanctioned strength of 819, further strained by redeployment of 43 staff. Although DoT plans to add 1,134 posts and has deployed 56 teams as of Nov 2021, enforcement at 128 entry points is inadequate, with teams covering only 7 of the 13 major commercial entry points. Limited staff, absence of vehicle-mounted PUC equipment, and lack of location-wise vehicle data result in weak and sub-optimal emission enforcement across Delhi.

C&AG's Recommendations:

1. *Government should ensure adequate PCCs are available for general public on priority and they are evenly distributed as per Vehicle – PCC ratio. Government may devise a mechanism to issue automated reminders / e-challans to vehicles not obtaining a PUCC by due date, while incentivizing compliance. Strategy for obtaining PUCC for different category of vehicles should be based on scientific analysis of vehicular emission load.*

2. Government needs to establish a mechanism to ensure regular calibration and efficiency of equipment at PCCs.

3. Government need to provide linkage between emission data and VAHAN data base so that there is no room for manipulation in selection of a particular Bharat Stage category.

4. Government may consider checking of vehicular pollution through remote sensing devices in view of the severe shortage of enforcement personnel.

5. Government may take adequate steps to increase coverage of fitness tests of vehicles at automated testing centers to ensure strict adherence to prescribed norms.

6. Government may take steps to make retrofitting of diesel vehicles with diesel particulate filters mandatory to reduce emission.

7. GNCTD should fix responsibility and put appropriate deterrent mechanism where instances of vehicle caught for visible pollution have been found inspite of having PUC certificate or where failed vehicles in fitness testing have been issued PUC certificate.

8. Regular check of PCCs needs to be carried out by the Government.

Action Taken by the Department

1. Department's Actions on Pollution Checking Centres (PUC/PCCs)

The Transport Department has taken the following actions regarding PUC/PCCs:

(i) It has Authorized PUC Centers at all fuel stations, including IGL, and at workshops, service stations, and DTC depots on application, with

approximately 953 centers operational in Delhi (698 at fuel stations, 255 at workshops);

(ii) It has implemented a monitoring mechanism ensuring bi-monthly PUC checks for all DTC and Cluster buses, with six out of ten Cluster Bus Operators having in-house PCCs and the remaining using government-authorized PCCs;

(iii) It has withdrawn the requirement for all vehicle dealers to establish PCCs at showrooms/workshops; Trade Certificates are now issued via the VAHAN portal upon submission of Form 16, manufacturer letter of intent, civic agency certificates, fee receipt, and undertaking to comply with CMVR 1989 (Rules 33-43);

(iv) It continues to grant authorization to workshops seeking PUC certification to facilitate customers;

(v) It has noted that motorists prefer fuel stations for convenience, certificates for BS-IV/BS-VI vehicles are typically valid one year, and certificates from NCR cities are valid across Delhi via the NIC application and VAHAN portal; and

(vi) It has stated there is no skewed distribution or shortage of PUC Centers.

2. Shortfall in Vehicles under Emission Testing

The Department installed ANPR technology at approximately 500 strategic locations, including fuel stations and major ISBTs, to enable real-time identification of vehicles operating without a valid PUC certificate and to automatically generate challans. Enforcement teams continue to conduct physical road checks and take action against non-compliant vehicles. During 2025, a total of 2,88,864 challans were issued through both manual enforcement and ANPR technology. For public awareness and control of vehicular air pollution, automated SMS alerts for PUC renewal are sent one month before expiry, fifteen days before expiry, seven days before expiry, and on the date of expiry. The Department noted that challans can only be issued

when a vehicle is on the road, and some Delhi-registered vehicles plying in other states may have valid PUC certificates not linked to the VAHAN portal. These measures aim to enhance enforcement, improve compliance, and promote timely renewal of PUC certificates, while issuing e-challans for defaulters is under contemplation based on legal opinion.

3. Emission Testing of Public Transport and GraminSewa Vehicles

The Transport Department stated that in compliance with NGT directions, all DTC and Cluster buses are checked for PUC on a fortnightly basis, and data for April 2019 to March 2020 was provided to Audit, with detailed depot-wise PUC checks for 2024-25 submitted to the Committee. For GraminSewa Vehicles, the Department reported that as of 27.02.2026, there are 1,285 active CNG vehicles and 125 active Electric vehicles, with a total of 876 PUCCs issued quarterly between April 2025 and February 2026. Fitness certificates for these vehicles are granted as per Rule 62 of CMVR, 1989, covering checks on spark plugs, headlamps, other lights, reflectors, bulbs, mirrors, safety glass, horns, silencer, dashboard equipment, windshield wipers, exhaust emissions, braking system, speedometer, and steering gear.

4. Irregularities in PUCC Checks by PCCs

During the audit period, the PUCC application was managed by the Delhi e-Governance Society (DeGS), which reported that discrepancies in diesel and petrol vehicle tests, multiple PUCCs in short time, and manual BS category selection arose from merged test data over 3–4 years. After these issues were flagged by Audit, the Department discontinued the DeGS application and transitioned to a new system operated by NIC, where BS standards are automatically fetched from VAHAN, reducing scope for manual errors. The Department communicated audit-identified discrepancies to NIC to prevent recurrence. The PUCC 2.0 application launched by NIC is reported to have addressed the deficiencies, enhancing transparency and credibility of emission testing. Enforcement teams and NIC's system now control issuance of PUCCs,

including diesel and petrol vehicles failing emission tests, ensuring proper test procedures, reasonable time between checks, and elimination of manual selection of BS standards. The Audit noted, however, that the Government has not shared the database of vehicles tested through PUCC 2.0 in support of its reply, and timelines for complete resolution through NIC were not intimated.

5. Monitoring of PCCs

The Transport Department has strengthened monitoring of Pollution Checking Centres (PCCs) through a multi-pronged approach as given below:

(i) Between May 2023 and February 2025, approximately 1,850 inspections were conducted by departmental officers, resulting in advisories to 74 centres, warnings to 283, show cause notices to 69, 39 suspensions, and 13 centre cancellations;

(ii) A Third-Party audit of 90 PCCs was carried out by EPIC India, University of Chicago, with the detailed report awaited, and a proposal for a similar audit by ICAT is expected to be executed by June 2026;

(iii) PUC instruments are required to be properly calibrated, with certificates uploaded to NIC's PUC portal before use, and PUCC issuance is blocked if calibration expires, ensuring accuracy and compliance;

(iv) No instrument is allowed unless approved by ICAT/ARAI, and all devices must be under valid Annual Maintenance Contract (AMC);

(v) PUCC 2.0 application by NIC now addresses discrepancies from the earlier DeGS system, automatically linking BS standards from VAHAN and preventing manual errors;

(vi) Enforcement includes real-time checks for vehicles emitting visible smoke, random inspections, and strict adherence to Malfunction Indicator Lamp (MIL) verification, with instructions that PCCs must not issue PUCC if MIL remains ON; and

(vii) The Department is exploring technological safeguards with NIC/MoRTH to automatically disable PUC testing when MIL is detected as ON, enhancing system reliability. This integrated approach ensures credibility, compliance, and accountability of PCC operations in Delhi.

6. Technological Alternatives to Conventional Emission Testing

The Transport Department informed that Remote Sensing Device (RSD) technology is being explored for screening polluting vehicles on roads. In this regard following steps are being taken:

(i) The Department has requested Automotive Research Association of India (ARAI) and International Centre for Automotive Technology (ICAT) to prepare an executive summary of their project on evaluation of RSD;

(ii) The Department stated that RSD technology cannot be introduced in Delhi until requisite guidelines are issued by the Ministry of Road Transport and Highways (MoRTH) regarding correlation between Remote Sensing Device (RSD) and Portable Emission Measurement System (PEMS) data; and

(iii) A meeting was held on 2 June 2025 at MoRTH, New Delhi, chaired by the Additional Secretary, MoRTH, and attended by the Secretary, Transport Department, Delhi, and representatives of ICCT, ARAI and ICAT, and it is expected that the required framework may be finalized by the end of 2026.

7. Fitness Testing of Vehicles

The Department informed that two Vehicle Inspection Units (VIUs) are operational in Delhi at Burari and Jhuljhuli for inspection of transport vehicles for grant of Certificate of Fitness. The Department stated that:

(i) At present there is no Automated Testing Station (ATS) in Delhi;

(ii) Vehicles are inspected visually at VIU Burari and visually as well as through equipment at VIU Jhuljhuli, which functions as an Inspection and Certification (I&C) Centre;

(iii) lower utilisation of VIU Jhuljhuli was attributed to factors such as its remote location (about 50 km from Rajghat), lack of nearby facilities, earlier law-and-order issues, long inspection time and "No Entry" restrictions for transport vehicles; and

(iv) For better utilisation the Department has introduced online payment facility for fitness inspection, prior appointment system and two operational shifts at VIU Jhuljhuli, increasing the inspection capacity from 180 vehicles per day to 360 vehicles per day, while fitness certificates were granted as per Rule 62 of the Central Motor Vehicles Rules (CMVR), 1989.

The Department further stated that Rule 62(1) of CMVR, 1989 was amended through notification GSR 1081(E) dated 02.11.2018, increasing the validity of fitness certificate from one year to two years for vehicles up to eight years old, which reduced the number of vehicles due for testing; vehicles without valid fitness certificate cannot ply on roads and are liable to enforcement action, and 782 challans were issued during 01.07.2025 to 31.12.2025 for vehicles plying without Certificate of Fitness, while additional fee of ₹50 per day of delay is charged under Rule 81(11) of CMVR, 1989. The Department also stated that initial discrepancies in emission test results at VIU Jhuljhuli occurred due to issues in the VAHAN software and increased vehicle load, and as an interim measure vehicles having a valid PUCC issued by

authorised Pollution Checking Centres were considered as having passed the emission test; further, the I&C Centre at VIU Jhuljhuli was established by MoRTH and operated by a vendor selected by MoRTH, and the Department maintained that fitness certification of vehicles was granted in accordance with the provisions of Rule 62 of CMVR, 1989.

8. Fitness Testing at VIU Burari

The Department stated that VIU Burari had adequate staff during February 2020, with five Inspectors and one Foreman (DTC) deployed for inspection of vehicles, and that the increased load of vehicles was due to the extension of validity of fitness certificates from one year to two years in 2018; to manage the workload, working hours of Inspectors were increased and additional inspecting staff from Auto Rickshaw/Taxi Units Burari were deployed on a temporary basis.

The Department further stated that vehicle inspection is a combination of visual check and equipment-based testing, wherein emission tests are conducted at authorised Pollution Checking Centres through issuance of PUCC, while visual inspection is conducted by Inspectors at VIU Burari, and a valid PUCC is considered as compliance for emission testing; at present automated fitness testing is not available at VIU Burari, however the Department is in the process of upgrading the existing lanes at VIU Burari into Automated Testing Stations (ATS) and establishing ATS at other locations in Delhi. It was also stated that fitness certificates are granted in accordance with Rule 62 of the Central Motor Vehicles Rules (CMVR), 1989, and that valid PUCC as required under Rule 115(7) of CMVR, 1989 is considered during fitness certification, while certain categories of vehicles such as HTVs, school buses and other HPVs were directed to VIU Jhuljhuli for inspection where major tests could be carried out due to the limited capacity of 180 vehicles per day at that centre.

9. Retrofitment of BS-IV Diesel Vehicles

The Department informed that it has sought inputs from CPCB, DPCC and IIT Kanpur regarding any updated study, pilot project or revised recommendation on retro-fitment of Diesel Particulate Filters (DPF) in BS-IV diesel vehicles through an e-mail dated 04.01.2026, followed by a reminder on 23.02.2026, but no response has been received so far. The Department further stated that it supports conversion of old Internal Combustion Engine (ICE) vehicles into electric vehicles, subject to compliance with the Central Motor Vehicles Rules (CMVR), 1989, particularly Rule 126 requiring certification of retrofit kits by authorised testing agencies; however, approved retrofit products are presently not widely available in the market, possibly due to high costs, and no applications for such conversions are being received.

10. Registration of BS-III and BS-IV Vehicles

The Department stated that registration of BS-III and BS-IV vehicles beyond the prescribed deadline was carried out in compliance with directions of the Hon'ble Supreme Court. As per the order dated 29.03.2017 (M.C. Mehta vs UOI), registration after 01.04.2017 was permitted only where proof of sale existed on or before 31.03.2017. Further, the order dated 27.03.2020 allowed registration of vehicles already sold but not registered up to 30.04.2020, subject to submission of purchaser details. Subsequent orders dated 08.07.2020 and 30.11.2021 required verification of genuineness of transactions and allowed registration where sales had been uploaded on the e-Vahan portal before 31.03.2020 and temporary/permanent registration had been granted before the cut-off date. Accordingly, the Department stated that 2,054 BS-III and BS-IV vehicles were registered beyond the deadline as they were either sold on or before 31.03.2017 or uploaded on the e-Vahan portal before 31.03.2020.

11. ELVs (Deregistration, Scrapping and Monitoring)

The Department stated that 2,95,928 vehicles were deregistered during 01.04.2018 to 31.03.2021 as per the VAHAN (NIC) database as on 30.12.2025. It clarified that prior to 14.12.2021 there were no specific orders mandating deregistration of petrol vehicles after completion of 15 years; although such vehicles were prohibited from plying on Delhi roads, they continued to remain in 'active' status on the VAHAN portal due to absence of a statutory provision or system directive to mark them as deregistered. Subsequently, pursuant to NGT Order dated 14.12.2021, the process of deregistration of petrol vehicles older than 15 years was initiated and relevant data was updated on the VAHAN portal.

The Department further stated that 347 ELVs impounded during the audit period could not be scrapped as the license of MSTC Ltd., the sole RVSF in Delhi, remained suspended from 2020 to 2022, but after renewal of the license post March 2022, the vehicles parked in impounding pits were subsequently scrapped by the RVSF. It was also informed that RVSFs are registered under Rule 5 and 6 of the RVSF Rules, 2021, inspected and audited periodically by the concerned Transport Authority; however, no functional RVSF presently exists in Delhi due to scarcity of land and strict pollution norms, though one RVSF license was issued on 01.04.2025 and another application is under process.

The Department informed that capacity of impounding pits in Delhi has remained limited due to shortage of space, and therefore Registered Vehicle Scrapping Facilities (RVSFs) in neighboring states have been associated for impounding and scrapping of ELVs. The 'Guidelines for Handling End-of-Life Vehicles in Public Places of Delhi, 2024' dated 20.02.2024 were issued and during a special drive from 11.10.2024 to 22.02.2025, 17 RVSFs from neighboring states voluntarily associated with the Department, during which 17,118 ELVs were seized/impounded and handed over to these RVSFs. The

Department also sought transaction details of scrapped vehicles through e-mails and reminders dated 07.02.2025, 13.02.2025, 27.02.2025, 17.03.2025 and 26.03.2025, and provided available transaction details and show cause notices to the Audit.

Further, the Department stated that five agencies—Transport Department, Delhi Traffic Police, MCD, NDMC and Delhi Cantonment Board—are empowered to impound ELVs, and these agencies have been requested to conduct drives more vigorously in accordance with the 2024 Guidelines, while noting that the Enforcement Branch of the Transport Department has limited manpower and is also engaged in 24×7 border monitoring and enforcement of the Motor Vehicles Act, 1988.

12. Functioning and Challenges of Enforcement Branch, DoT

The Enforcement Branch prosecutes vehicles violating the Motor Vehicles Act, but lacks data on vehicle categories and emissions, including ~47% of PUC violations from out-of-state vehicles. From Nov 2018–Oct 2020, 52,711 challans for visible smoke and 44,089 for invalid PUCC were issued. The branch has 292 staff against 819 sanctioned posts, deployed 56 teams, and uses 87 cars, 36 bikes, and 200 e-challan devices, supplemented by mobile teams for minor entry points. Recruitment is pending to fill vacancies and strengthen coverage.

Delhi has 128 entry points, with 80% of commercial vehicles entering via 13, but enforcement initially covered only seven. Teams now use mobile deployment, PUC checks, and ANPR/advanced technologies, with studies on remote sensing underway. Audit noted lack of location-specific load monitoring and no clear timeline to cover all entry points, leaving enforcement dependent on traditional interception despite six lakh out-of-state vehicles entering Delhi.

13. In response to the Recommendations of the C&AG under Para 4.9 of the Report, the Department has informed thatit has 953 operational PUC Centers across Delhi, including 698 at fuel/IGL stations and 255 at workshops, bus depots, and dealer facilities, ensuring wide availability. PUC certificates are

issued only through properly calibrated equipment, with NIC software disabling machines whose calibration has expired. Automated enforcement has been strengthened via ANPR cameras at 500 strategic locations, generating 2,88,864 challans in 2025 for vehicles without valid PUCs. Remote Sensing Device (RSD) technology is under MoRTH review, with expected implementation by end of 2026. The tender for upgrading inspection lanes to Automated Testing Stations (ATS) at VIU, Jhujhuli is subjudiced due to a court petition. For diesel retrofitting, the Department has sought guidance from IIT Kanpur, CPCB, and DPCC on Diesel Particulate Filters (DPF) for BS-IV vehicles. PUC Centre inspections (1,288 in 2025) led to 74 advisories, 283 warnings, 69 show cause notices, 39 suspensions, and 13 cancellations, while 1,058 challans were issued for visible smoke cases.

The detailed Audit Report and the para wise Action Taken Note of the Department is placed at **Volume II (Annexure-III)**

Observations and Recommendations of the Committee

1. **Distribution and Accessibility of Pollution Checking Centres (PCCs)**

The Committee notes that Audit observed uneven distribution of Pollution Checking Centres across Delhi leading to wide disparities in vehicle–PCC ratios across zones. Although the Department has stated that 953 PCCs are operational, the Committee is of the view that accessibility and equitable distribution require continuous review.

The Committee recommends that the Department undertake a scientific assessment of the vehicle–PCC ratio and ensure equitable distribution and accessibility of PCCs across all zones of Delhi.

2. **Shortfall in Vehicles Undergoing Emission Testing**

The Committee notes with concern that a significant proportion of vehicles due for emission testing were not subjected to PUC checks during the audit period. While the Department has introduced ANPR technology and SMS

alerts, the Committee considers that stronger enforcement measures are required.

The Committee recommends that the Department institute an effective automated mechanism for monitoring, reminders and enforcement against vehicles operating without valid PUCCs so as to ensure full compliance with emission testing requirements.

3. **Emission Testing of Public Transport and Gramin-Sewa Vehicles**

The Committee observes serious shortfalls in emission testing of public transport and Gramin-Sewa vehicles during the audit period despite directions of the National Green Tribunal. The limited enforcement action taken in such cases indicates weak monitoring.

The Committee recommends that the Department ensure strict adherence to prescribed emission testing schedules for all categories of public transport vehicles and enforce accountability for non-compliance.

4. **Irregularities in Issuance of PUCCs**

The Committee notes with serious concern that a number of vehicles were issued Pollution Under Control Certificates without recording test values or despite exceeding permissible emission limits. Though the Department has introduced the PUCC 2.0 system through NIC, safeguards must be ensured.

The Committee recommends that the Department strengthen system controls to ensure complete integrity and transparency in PUCC issuance, eliminating any scope for manual manipulation or irregular certification.

5. **Monitoring and Inspection of Pollution Checking Centres**

The Committee observes that oversight of PCCs during the audit period was inadequate, as evidenced by instances where vehicles possessing valid PUCCs were found emitting visible smoke. Though inspections have recently been initiated, sustained monitoring is essential.

The Committee recommends that the Department institutionalise regular inspections and independent third-party audits of PCCs to ensure reliability of emission testing equipment and accountability of operators.

6. **Use of Technology for Emission Monitoring**

The Committee notes that Remote Sensing Device (RSD) technology for monitoring vehicular emissions has been under consideration for several years but has not yet been implemented. Given the scale of vehicular pollution and limited enforcement manpower, such technology assumes critical importance.

The Committee recommends that the Department pursue implementation of remote sensing technology on priority in coordination with the Ministry of Road Transport and Highways so as to enable effective on-road emission monitoring.

7. **Vehicle Fitness Testing System**

The Committee observes that vehicle fitness testing in Delhi largely relies on manual inspections and that automated testing facilities remain limited. The under-utilisation of VIU Jhuljhuli and operational constraints at VIU Burari also raise concerns regarding the robustness of the fitness certification process.

The Committee recommends that the Department expedite the establishment and operationalisation of Automated Testing Stations and ensure strict adherence to prescribed testing procedures for reliable fitness certification.

8. **Retrofitting of Diesel Vehicles to Reduce Emissions**

The Committee notes that despite recommendations from expert bodies regarding retrofitting of diesel vehicles with Diesel Particulate Filters, tangible progress has not been achieved so far. The Committee considers this an important measure for reducing vehicular emissions.

The Committee recommends that the Department actively pursue the matter with the concerned authorities and take appropriate steps to facilitate retrofitting of older diesel vehicles with approved emission control technologies.

9. **Registration of BS-III and BS-IV Vehicles**

The Committee notes that certain BS-III and BS-IV vehicles were registered beyond the prescribed deadline. While the Department has attributed these registrations to compliance with court directions, strict scrutiny is necessary to ensure that such instances do not undermine emission control efforts.

The Committee recommends that the Department ensure strict compliance with judicial directions and establish a transparent verification mechanism to prevent registration of vehicles in violation of prescribed emission norms.

10. **Management of End-of-Life Vehicles (ELVs)**

The Committee observes that a very large number of End-of-Life Vehicles remain active in the system and that progress in deregistration and scrapping has been slow. Limited scrapping infrastructure and weak coordination among enforcement agencies have further constrained effective implementation.

The Committee recommends that the Department strengthen coordination with all concerned agencies, expand scrapping infrastructure and ensure systematic deregistration and disposal of End-of-Life Vehicles in accordance with the prescribed norms.

11. **Strengthening of Enforcement Mechanism**

The Committee notes that the Enforcement Branch of the Transport Department continues to face significant manpower shortages and lacks comprehensive data for effective monitoring of vehicular emissions, particularly in respect of vehicles entering Delhi from neighboring states.

The Committee recommends that the Department strengthen the enforcement mechanism through adequate staffing, improved data systems and wider deployment of technology so that vehicular emission norms are enforced effectively across the National Capital Territory.

Chapter V – Cleaner Transport-Mitigation and Promotion Strategies

(Para 5.1 to 5.9 of the CAG Report)

The summary of the Audit Report, Action Taken by the Department and the observations/recommendations of the Committee are as follows:

Audit Observations onCleaner Transport – Mitigation and Promotion Strategies

1. Electric Vehicles – Registration, Charging and Constitution of EV Board, EV Cell and EV Fund

The audit observed that the implementation of the Delhi Electric Vehicle (EV) Policy 2020 has been largely ineffective. Despite aiming for BEVs to constitute 25% of new vehicle registrations by 2024, the share of EVs remained marginal at 5.87% in December 2019 and showed only a slight increase by August 2021, with a total of just 1.17 lakh EVs registered in Delhi as of September 2021. The DoT's EV portal, meant to provide updated information on approved models, dealers, and charging stations, was last updated in March 2021 for models and dealers, and October 2020 for charging stations, indicating either a lack of new infrastructure or failure to update the portal.

Charging infrastructure was unevenly distributed, with 61% of the 72 public charging stations located in New Delhi and Central zones, 24% in South West zone, 10% in South zone, 4% in East zone, and only 1% in West zone, while North, North West, and North East zones, which account for 52% of registered EVs, had none. The EV Board and EV Cell, crucial for effective policy implementation, were not constituted, and the State EV Fund allocation of ₹50 crore for 2020-21 was reduced to ₹3.74 crore in the Revised Estimates and remained unutilized, reflecting serious deficiencies in governance, promotion, and facilitation of EV adoption in Delhi.

2. Non-Motorised Transport

The audit observed that provisions for non-motorised transport (NMT) in Delhi were grossly inadequate. Despite the Master Plan for Delhi 2021 mandating segregated NMV/cycle tracks and cycle-sharing systems, such infrastructure existed only in the NDMC area and on Mehrauli–Gurgaon Road, with many tracks encroached or obstructed. NDMC covers less than 3% of Delhi's area, highlighting the minimal implementation by road-owning agencies.

Further, although the DoT allocated funds annually (2014–2021) for promoting pedestrians and non-motorised vehicles, these budgets were never utilised. Overall, there was a clear lack of sustained government effort to facilitate and encourage non-motorised transport in Delhi.

3. Lack of Compliance to GRAP and Development of ISBTs at entry points

The audit observed significant lapses in implementing measures to mitigate vehicular pollution in Delhi. Despite the Supreme Court-mandated Graded Response Action Plan (GRAP, January 2017) requiring restrictions on vehicles—including the Odd-Even Scheme and truck entry bans—whenever PM2.5 or PM10 levels exceeded thresholds, DoT implemented these measures only on a few occasions between January 2017 and March 2020. Two-wheelers, which comprised 66% of registered vehicles, were exempted in all Odd-Even instances, without expert assessment of the impact, undermining GRAP's objectives and leaving episodic high-pollution events largely unaddressed.

Further, the audit noted non-compliance with long-standing Supreme Court directions (1998) to establish two Interstate Bus Terminals (ISBTs) at Delhi's south-west and north entry points. These ISBTs, meant to restrict diesel inter-state buses from entering the city, were not set up for over two

decades. Consequently, diesel buses continued traversing the city to reach existing ISBTs at Sarai Kale Khan and Kashmiri Gate, contributing to urban pollution. DoT indicated that development proposals for Dwarka and Narela ISBTs were under process, with Dwarka ISBT to be constructed by PWD.

4. Prevention of Delhi becoming a Trans-Shipment Zone – Development of Transport Nagars and Shifting of Inland Container Depots

The audit found that Delhi's Transport Department (DoT) and other authorities failed to prevent the city from becoming a trans-shipment hub for goods vehicles, despite 2014 HPC recommendations to develop Transport Nagars and implement a freight management policy. DoT cited jurisdictional issues and took no action, nor did it coordinate under EPCA's CAP to promote rail-based freight and reduce truck dependence.

Similarly, Inland Container Depots (ICDs) at Tuglaqabad and Patparganj continued generating non-Delhi traffic, as follow-ups after 2014–15 communications with ICDs, DoE, and Delhi Traffic Police were not conducted. Truck movements contributing to congestion and pollution persisted. Though the Departments assured action in October 2021, the audit highlighted a long-standing lack of proactive implementation of HPC directions.

5. Parking Managementand Implementation of Parking Rules

Audit observed that despite more than 1.30 crore vehicles registered in Delhi as of March 2021, the government had not effectively implemented a comprehensive parking policy to manage congestion and reduce vehicular emissions. Although the Comprehensive Action Plan (CAP) of April 2017 assigned GNCTD, local bodies, and Delhi Traffic Police responsibility for preparing and enforcing the policy within three months, the 'Delhi Management and Parking Places Rules, 2019' were notified only in September 2019, and no substantive action followed. The Apex Monitoring Committee, tasked to review policy implementation quarterly, did not hold any meetings by June 2021.

Similarly, base parking fees recommended by the Base Parking Fee Committee in October 2019 were not acted upon, parking plans were not prepared, and transport permits were not linked with proof of parking space, leaving regulatory measures ineffective.

Audit further noted serious gaps in the utilization of parking funds. The Department of Transport (DoT) collected ₹673.60 crore between 2014-15 and 2020-21 from vehicle registration and commercial vehicle fitness fees, remitting ₹639.92 crore to Municipal Corporations (SDMC, EDMC, North DMC) while retaining ₹33.68 crore. However, DoT did not maintain records of fund utilization for creating parking facilities, nor was there evidence of follow-up with municipal bodies. For instance, EDMC spent only 23% of the funds received on multilevel car parking or modern parking facilities, and SDMC and North DMC did not provide utilization details. Consequently, despite the notification of Parking Rules, the lack of follow-up on fee fixation, parking plans, permit linkage, and fund utilization rendered the rules largely ineffective, contributing to congestion and obstructed traffic flow on Delhi roads.

6. Removal of Stalled DTC and Cluster Buses

The audit observed that broken-down buses significantly contribute to congestion and vehicular emissions in Delhi due to delayed removal from roads. For Delhi Transport Corporation (DTC) buses, although a mechanism was in place since September 2017 requiring depots to clear stalled buses within 30 minutes, analysis of 3.57 lakh breakdowns from 2014–2021 showed that in 70% of cases, removal exceeded 30 minutes. Among these, 54% took 31 minutes to 2 hours, 29% took 2–4 hours, and 17% took more than 4 hours. Penal measures applied only to delays beyond four hours, leaving most cases unaddressed.

For Cluster buses, prior to May 2017, 71% of breakdowns exceeded the 30-minute response time, and despite the Unified Emergency Response Mechanism introduced by DIMTS in June 2017, 79% of 774 breakdowns during April 2017–December 2020 still exceeded 30 minutes. Overall, across 1,189 cases from 2014–2021, 97% took 31 minutes to 2 hours for removal. The delayed response exacerbated congestion, vehicle idling, and emissions, highlighting inefficiency in both DTC and Cluster bus recovery systems.

7. Restriction on Number of Vehicle Registrations under the same Name

The audit observed that GNCTD did not implement the NGT's December 2017 directive to cap the number of vehicles registered under the same name to control vehicular emissions. Relevant data on persons, bodies, companies, societies, or trusts owning multiple vehicles was not maintained. DoT stated (September 2021) that it lacked the authority under the Motor Vehicles Act, 1988, to impose such limits. The audit noted that DoT also did not refer the matter to the Ministry of Environment, Forest and Climate Change or the Ministry of Road Transport & Highways, nor conduct any study or assessment, reflecting inaction in complying with NGT's directive.

8. Public Awareness – Campaigns, Car-Free Days & Countdown Timers at Traffic Signals

The audit observed that public awareness initiatives by DoT to mitigate vehicular pollution were inadequate. Despite directions from the High-Power Committee (2014), Ministry of Environment, Forests and Climate Change (2015), and DPCC (2016), DoT released advertisements or public notices in print media for only 11 days between 2015-16 and 2019-20. Similarly, car-free days organized in October and November 2015 were discontinued after March 2016 without conducting any impact assessment, despite preliminary data showing a 60 per cent drop in PM 2.5 levels during the events.

Audit also noted deficiencies in traffic signal countdown timers, which help reduce engine idling and emissions. Out of 1,018 installed timers at 1,029 traffic signals, 40 per cent were non-functional during a physical inspection of

115 signals. Additionally, no advisory exists for drivers on switching off engines during waits, reducing the effectiveness of countdown timers. DoT acknowledged the need for consistent awareness campaigns and an intelligent traffic system but no corrective measures were implemented as of December 2021.

***C&AG's Recommendations**:*

1. Government needs to take continuous and sincere initiatives to encourage adoption of electric vehicles, especially setting up more and quicker public charging stations and regular updating of the EV Portal.

2. ISBTs at Dwarka and Narela may be established on priority so as to avoid the necessity for inter-state buses to traverse Delhi. Shifting of Inland Container Depots to outside Delhi needs to be expedited.

3. Car-free days, Vehicle free Green zones, increase in parking fee, pedestrian & bicycle lanes require more frequent imposition and implementation with accessible and pollution-free public transport. Clean energy plan should be promoted for suitable adoption by the public.

Action Taken by the Department

1. **Cleaner and Low-Emission Transport**

The Department of Transport (DoT) and NDMC have initiated several measures under the Delhi Electric Vehicle (EV) Policy 2020 and related low-emission strategies. NDMC has increased CNG- and EV-operated official vehicles, installed 108 charging stations (with a target of 450), and developed a 3 km cycle track in Nehru Park, Chanakyapuri, to promote non-motorised transport. Under the e-charging policy of MCD, 726 permissions were granted for public charging and battery-swapping stations, with 349 sites operational and the remainder nearing completion. Initial delays in updating the EV portal and uneven distribution of public charging stations were attributed to administrative, technical, and procedural constraints, with Delhi Transco Limited (DTL) as the nodal agency for infrastructure development.

DoT reported that the Delhi EV Policy has achieved significant progress since its launch, with over 4.5 lakh EVs registered as of December 2025, including 14% of new registrations in 2025. The phased rollout of charging infrastructure, including over 8,000 charging points across public, semi-public, and private locations, has expanded access beyond the initial centraliseddeployment. Additionally, the Transport Department proposed the constitution of the State Electric Vehicle Board in 2021 and operationalised a State EV Fund through DTIDC, with ICICI Bank's gateway approved for disbursement of EV incentives. DoT highlighted broader initiatives, including expansion of the Delhi Metro network, operationalisation of the Namo Bharat RRTS Corridor, regulatory measures like Environmental Compensation Charges, and restrictions on polluting commercial vehicles, collectively forming a comprehensive action plan to promote low-emission transport, reduce vehicular congestion, and advance sustainable urban mobility in Delhi.

2. Common Mobility Plan

The Department stated that the Common Mobility Plan (CMP) is currently being formulated by UTTIPEC and the upcoming DUMTA, under the oversight of the Delhi Development Authority (DDA). Once the CMP report is finalised and shared, the Department will take necessary steps to address the observations raised by the Audit.

3. GRAP Implementation and ISBT Development

The Transport Department stated that the GRAP is formulated and enforced by the Commission for Air Quality Management (CAQM), and the Department ensures strict and timely compliance with all directives issued under GRAP. Upon issuance or revision of CAQM instructions, the Enforcement Wing activates field machinery for enforcement, disseminates operational instructions, and coordinates with concerned agencies. Daily compliance reports are submitted to the Environment Department for onward submission to CAQM. The Department asserted that there has been no lapse in enforcing GRAP restrictions.

For the development of new ISBTs at entry points, the Department provided updates as below:

1. ISBT Dwarka – DMRC has been appointed as consultant, and work will commence after obtaining approvals from relevant agencies; construction will be undertaken by DTIDC.

2. ISBT Narela – Land allotment is under process, after which construction will begin.

For overall ISBT development, including Sarai Kale Khan, Dwarka, and Bhaswala, the Department expects completion by 2029. Audit noted that the Department's reply does not address the long delays in complying with Supreme Court directions or provide more detailed timelines.

4. Preventing Delhi from becoming as a Trans-Shipment Zone

Development of Transport Nagars at Entry Points: The Department stated that the feasibility of developing Transport Nagars at Delhi's entry points is currently under examination.

Shifting of Inland Container Depots (ICDs) Outside Delhi: The Department referred to its letter dated 09.01.2026 sent to the Ministry of Commerce and Industry regarding the relocation of ICDs at Tuglaqabad and Patparganj.

5. Parking Management

In the NDMC area, 136 parking lots with a total capacity of 11,949 vehicles are operational, and NDMC is reviewing the RFP for selecting an agency to implement an intelligent, integrated parking system for 155 sites. The review process is being handled by M/s KPMG, and further re-tendering is underway.

For MCD, 17 Parking Management Area Plans (PMAPs) were submitted in 2020, of which four have been approved and two implemented. The remaining plans are under review by GNCTD and the School of Planning and Architecture (SPA), with reminders sent for comments. Progress is being monitored through Apex and sub-committee meetings, with the last Apex meeting held in October 2021 and subsequent sub-committee meetings held between 2022–2025.

The Transport Department collects parking charges on behalf of municipal corporations and remits them after deducting 5% collection charges, while SPA supports the finalization of Area Parking Management Plans. Amendments to shorten the auction notice period for unclaimed vehicles are under consideration, but linking transport permits to parking availability and full operationalization of the parking policy remain pending. Overall, the department has taken steps toward implementing the Delhi Management and Parking Places Rules, 2019, though key approvals and infrastructure rollouts are still in progress.

6. Stalled Buses on Roads

The Delhi Transport Corporation (DTC) implemented a Standard Operating Procedure (SOP) in 2017 to manage bus breakdowns, categorizing incidents as Category-A (e.g., tyre punctures, starting trouble) requiring on-site attention within 30 minutes, and Category-B (e.g., engine defects, AC faults) which can be moved to a safe location before repair. Depot managers are responsible for overseeing quick response, and service providers like Tata Motors and Ashok Leyland have been instructed to attend breakdowns promptly. Penalties are imposed on service providers for delays, with specific provisions for new e-buses to ensure removal within two hours. Drivers have been trained to move buses safely to the side of roads to prevent traffic congestion.

DTC has introduced a Breakdown Management System (BDMS) application for real-time reporting, GPS tracking, and notification of technical teams. Quick Response Teams (QRTs) are deployed at depot, regional, and central levels to address breakdowns immediately. Joint training sessions with traffic officials and crane operators have been conducted to enhance coordination for swift removal of stalled buses.

During 2024–25, a total of 1,14,516 breakdowns were recorded across Cluster Buses, with monthly breakdowns ranging from 4,582 to 14,072. The Department has maintained records of trips operated and breakdowns each month, reflecting monitoring and mitigation efforts as per SOPs, BDMS, and deployed response teams.

7. Restriction on number of registration of Vehicles under the same name

The Transport Department stated that imposing a cap on the number of vehicles under the same name in Delhi is not feasible, as it could lead to registration under other persons' names, registration in neighboring states, and potential security issues.

In compliance with the Hon'ble NGT's directions, the Department treats10-year-old diesel vehicles and 15-year-old petrol vehicles as End-of-Life (EOL) vehicles. NOCs are issued to other states accordingly, and drives are conducted to seize and scrap BS-III and lower emission standard vehicles through authorized recycling facilities (RVSF).

8. Public Awareness – Campaigns, Car-Free Days & Countdown Timers at Traffic Signals

The Transport Department has implemented automated SMS alerts for vehicle owners reminding them of PUC renewal one month before expiry, 15 days before expiry, seven daysbefore expiry, and on the expiry date. Civil Defence volunteers were deployed at major traffic intersections to display messages such as "STOP ENGINE ON RED LIGHT – SAVE FUEL, SAVE AIR" to raise awareness about idling and emissions in a public awareness campaign. Under GRAP IV conditions, fuel cannot be dispensed without a valid PUC and a campaign was launched to raise public awareness, and DTC staff was deployed at fuel stationsfor both enforcement and public education. The feasibility of organizing car-free days in Delhi is under examination, and countdown timers at traffic signals are being installed in coordination with Delhi Traffic Police, with formal communication sent on 05.01.2026.

9. In response to the Recommendations of the C&AG under Para 5.9 of the Report, the Department has informed that it is drafting Delhi EV Policy 2.0, which proposes purchase incentives for EVs, scrapping incentives for old ICE vehicles, and development of charging infrastructure to support the transition to electric mobility. Efforts are also underway to establish ISBTs at Dwarka and Narela, with coordination ongoing with DDA for land allotment at Narela and DMRC as consultant for Dwarka, to reduce inter-state bus traffic within Delhi.

The detailed Audit Report and the para wise Action Taken Note of the Department is placed at **Volume II (Annexure-IV)**

Observations & Recommendations of the Committee

1. **Promotion of Electric Vehicles and Charging Infrastructure**

The Committee notes that the initial implementation of the Delhi Electric Vehicle Policy suffered from weak institutional arrangements, inadequate

charging infrastructure and delays in operationalising key mechanisms such as the EV Board, EV Cell and EV Fund. Although the Department has reported improvement in EV registrations and charging points, the Committee is of the view that sustained and coordinated efforts are required to achieve the intended policy outcomes.

The Committee recommends that the Department intensify efforts to promote electric vehicles, ensure equitable expansion of charging infrastructure across all zones of Delhi and maintain an updated EV portal to facilitate wider adoption of electric mobility.

2. **Promotion of Non-Motorised Transport**

The Committee observes that infrastructure for non-motorised transport such as pedestrian pathways and cycle tracks remains extremely limited despite policy provisions and budget allocations. The inadequate development of such infrastructure has constrained the promotion of environmentally sustainable modes of transport.

The Committee recommends that the Department, in coordination with the concerned road-owning agencies, take concrete steps for development and maintenance of safe pedestrian facilities and cycling infrastructure across the city.

3. **Implementation of GRAP and Development of ISBTs**

The Committee notes that measures under the Graded Response Action Plan were implemented only on limited occasions during the audit period and that the development of Interstate Bus Terminals at Dwarka and Narela has remained pending for a prolonged period despite judicial directions.

The Committee recommends that the Department ensure strict and timely enforcement of GRAP measures and expedite the development of the proposed ISBTs at Delhi's entry points so as to reduce inter-state bus movement within the city.

4. **Freight Movement and Development of Transport Nagars**

The Committee observes that the development of Transport Nagars and relocation of Inland Container Depots outside Delhi, as recommended by expert bodies, has not progressed satisfactorily. Continued movement of heavy freight vehicles through the city contributes significantly to congestion and pollution.

The Committee recommends that the Department pursue the development of Transport Nagars and the relocation of Inland Container Depots outside Delhi in coordination with the concerned authorities so as to reduce freight-related vehicular movement within the city.

5. **Parking Management and Traffic Congestion**

The Committee notes that despite notification of the Delhi Maintenance and Management of Parking Places Rules, 2019, effective implementation of parking management measures and utilisation of parking funds has remained inadequate. The absence of comprehensive parking management plans continues to contribute to congestion and obstruction of traffic.

The Committee recommends that the Department ensure effective implementation of the parking policy, preparation of parking management plans and proper utilisation of parking funds for development of modern parking infrastructure.

6. **Traffic Management, Public Awareness and Operational Measures**

The Committee observes that delays in removal of stalled buses, limited public awareness initiatives and inadequate behavioural change campaigns have adversely affected efforts to mitigate vehicular emissions and traffic congestion.

The Committee recommends that the Department strengthen operational mechanisms for prompt removal of stalled vehicles and undertake sustained public awareness campaigns and behavioural change initiatives to promote cleaner transport practices.

Overall Summary / Conclusions

The Committee notes that the audit has brought out several systemic deficiencies in the planning, monitoring and enforcement mechanisms relating to air quality management and vehicular pollution control in the National Capital Territory of Delhi. The issues highlighted include deficiencies in the setting up and functioning of air quality monitoring stations, incomplete monitoring of prescribed pollutants, absence of reliable data on emission sources and inadequate scientific inputs for policy formulation.

The Committee further observes that the public transport system in Delhi continues to face serious challenges, particularly in terms of shortage of buses, limited route coverage, inadequate last-mile connectivity and delays in implementing route rationalisation and alternative transport systems. Such deficiencies have adversely affected the accessibility and reliability of public transport services and may have contributed to increased dependence on private vehicles.

The Committee also notes significant gaps in the enforcement of vehicular emission norms, including inadequate coverage of Pollution Checking Centres, irregularities in issuance of Pollution Under Control Certificates, weak monitoring of emission testing and slow progress in implementation of modern emission monitoring technologies. The persistence of a large number of End-of-Life Vehicles and limited progress in scrapping and deregistration further aggravate the problem of vehicular pollution.

While the Government has initiated several policy measures such as promotion of electric vehicles, development of charging infrastructure, strengthening of emission testing systems and adoption of traffic management measures, the Committee observes that implementation of these initiatives has often been slow and fragmented. Inadequate coordination among multiple implementing agencies has also limited the effectiveness of these measures.

The Committee is of the considered view that addressing air pollution and vehicular emissions in Delhi requires a comprehensive and coordinated approach involving strengthened monitoring systems, robust enforcement mechanisms, expansion of sustainable public transport, promotion of cleaner mobility solutions and improved urban traffic management.

The Committee, therefore, emphasises the need for the concerned Departments and agencies to take expeditious and concerted action to implement the recommendations contained in this Report in a time-bound manner. The Committee expects that the Government will address the deficiencies highlighted in the Audit and ensure effective policy implementation so as to achieve sustained improvement in air quality and urban mobility in the National Capital Territory of Delhi.

The Department should review and submit its Action Taken Report on the recommendations of the Committee and status as on 31.12.2026. The Action Taken Report should be submitted by 31.01.2027.

Delhi
Date: 19.03.2026

(Ajay Mahawar)
Chairperson
Public Accounts Committee

विधान सभा
राष्ट्रीय राजधानी क्षेत्र दिल्ली

लोक लेखा समिति

आठवीं विधान सभा का तृतीय प्रतिवेदन

23-03-2026 को प्रस्तुत

27.03.2026 को स्वीकृत

विधानसभा, पुरानासचिवालय, दिल्ली–110054

सूचकांक

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लोक लेखा समिति
(2025–2026)

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7. श्री सतीश उपाध्याय
8. श्रीमती शिखा रॉय
9. श्री वीरेंद्र सिंह कादियान

विशेष आमंत्रित सदस्य

1.	श्री ए.सी. वर्मा, IAS	अपर मुख्य सचिव (वित्त) GNCTD (25.06.2025 तक)
2.	श्री बिपुल पाठक, IAS	अपर मुख्य सचिव (वित्त) GNCTD(26.06.25 से 23.01.26 तक)
3.	श्रीमती रोली शुक्ला माल्गे	महालेखाकार (ऑडिट), दिल्ली (13.11.25 तक)
4.	श्रीमती अमन दीप चड्ढा	अपर उप, CAG (14.11.2025 से 27.02.2026 तक)
5.	श्री सी. वेलमुरुगन	कानूनीसलाहकार, दिल्ली विधानसभा

विधानसभा सचिवालय

1.	श्री रणजीत सिंह, IAS	सचिव (LAS)
2.	श्री सदानंद साह	उप सचिव (विधायी)
3.	श्री रघु नाथ	अनुभाग अधिकारी (विधायी)
4.	श्री रविन्द्र कुमार	अनुभाग अधिकारी (विधायी)

परिचय

मैं, अजय महावर, लोक लेखा समिति का अध्यक्ष, समिति द्वारा अधिकृत होने के नाते, 31 मार्च, 2021 को समाप्त हुए वर्ष के लिए ''दिल्ली में वाहनों से होने वाले वायु प्रदूषण की रोकथाम और शमन के प्रदर्शन ऑडिट पर भारत के नियंत्रक एवं महालेखा परीक्षक की रिपोर्ट'' के संबंध में, समिति की ओर से सदन के समक्ष अपनी तीसरी रिपोर्ट प्रस्तुत करता हूँ।

समिति ने अपनी बैठकों, जो दिनांक 22.05.2025, 02.01.2026, 18.02.2026 तथा 05.03.2026 को आयोजित की गईं, में इन अनुच्छेदों पर विचार किया। समिति ने विस्तृत विचार–विमर्श किया और विभागीय प्रतिनिधियों को भी लिखित उत्तर प्रस्तुत करने तथा बैठकों में अपने विचार रखने का पर्याप्त अवसर दिया गया। समिति, परिवहन और पर्यावरण विभाग, दिल्ली राष्ट्रीय राजधानी क्षेत्र (NCT) सरकार के अधिकारियों की सराहना करती है, जिन्होंने मांगी गई समस्त जानकारी और दस्तावेज तत्काल उपलब्ध कराए। समिति की रिपोर्ट को दिनांक 19.03.2026 को आयोजित बैठक में अंगीकार किया गया।

समिति, श्रीमती रोली शुक्ला माल्गे, महालेखाकार (ऑडिट), दिल्ली, श्रीमती अमन दीप चड्ढा, अतिरिक्त उप–नियंत्रक एवं महालेखा परीक्षक (CAG) तथा श्री बिपुल पाठक, अतिरिक्त मुख्य सचिव (वित्त), दिल्ली NCT सरकार द्वारा समिति को प्रदान किए गए सहयोग और मार्गदर्शन की सराहना करती है। समिति, अपनी बैठकों के दौरान तथा इस रिपोर्ट को तैयार करने में विधानसभा सचिवालय के अधिकारियों और कर्मचारियों द्वारा प्रदान की गई बहुमूल्य सहायता के प्रति भी अपनी सराहना व्यक्त करती है।

समिति ने अध्यक्ष को, और उनकी अनुपस्थिति में, श्री सतीश उपाध्याय जो समिति के माननीय सदस्य हैं, को सदन में समिति की रिपोर्ट प्रस्तुत करने के लिए अधिकृत किया।

दिल्ली **(अजय महावर)**

अध्यक्ष

दिनांकः 19.03.2026 **लोक लेखा समिति**

रिपोर्ट

अध्याय I – पृष्ठभूमि

भारत के नियंत्रक एवं महालेखा परीक्षक (CAG) की, 31 मार्च, 2021 को समाप्त वर्ष के लिए दिल्ली में वाहनों से होने वाले वायु प्रदूषण की रोकथाम और उसे कम करने के संबंध में निष्पादन लेखापरीक्षा (Performance Audit) पर रिपोर्ट, 01.04.2025 को सदन के समक्ष प्रस्तुत की गई। इस रिपोर्ट में दिल्ली में वाहनों से होने वाले वायु प्रदूषण की रोकथाम और उसे कम करने के संबंध में की गई निष्पादन लेखापरीक्षा के परिणाम शामिल हैं। पूरी रिपोर्ट https://cag.gov.in/en/audit-report?ts=allwords&title=&gt=49&udt=&state=&state%5B%5D=69&lbt=&sector=&sector%5B%5D=&report_type=&report_type%5B%5D=&od=%3D&yrf=2021&yrt= पर उपलब्ध है।

इस निष्पादन लेखापरीक्षा में डेटा, विभिन्न नीतियों और उनके कार्यान्वयन की व्यापक रूप से जांच की गई है। पर्यावरण विभाग (DoE), पर्यावरण मूल्यांकन, निगरानी, संरक्षण और दिल्ली के लोगों के बीच जागरूकता बढ़ाने के कार्यों में संलग्न होकर, दिल्ली की पर्यावरणीय गुणवत्ता (जिसमें वायु गुणवत्ता भी शामिल है) में सुधार करने के लिए उत्तरदायी है। वायु गुणवत्ता सूचकांक (AQI) एक ऐसा साधन है, जिसके माध्यम से वायु गुणवत्ता की स्थिति को आसानी से समझ में आने वाली भाषा में प्रभावी ढंग से संप्रेषित किया जा सकता है।

दिल्ली में वायु प्रदूषण के स्तर की निगरानी करने और वाहनों से होने वाले उत्सर्जन के लिए मानक निर्धारित करने की जिम्मेदारी दिल्ली प्रदूषण नियंत्रण समिति (DPCC) की है, जबकि वाहनों से होने वाले उत्सर्जन को नियंत्रित करने की जिम्मेदारी परिवहन विभाग (DoT) की है। इसके अतिरिक्त, परिवहन विभाग (DoT) को राष्ट्रीय राजधानी क्षेत्र (NCT) दिल्ली से संबंधित परिवहन के सभी पहलुओं के लिए नीति निर्माण, समन्वय, कार्यान्वयन और निगरानी संबंधी कार्य भी सौंपे गए हैं।

CAG ने निम्नलिखित लेखापरीक्षा मानदंड प्राप्त किए:

- भारत सरकार (GoI) का 'वायु(प्रदूषण निवारण और नियंत्रण) अधिनियम, 1981' और उसके अंतर्गत बनाए गए नियम;
- 'मोटर वाहन अधिनियम, 1988' के अंतर्गत अधिसूचित 'केंद्रीय मोटर वाहन नियम, 1989' और 'दिल्ली मोटर वाहन नियम, 1993'।
- भारत सरकार, राष्ट्रीय राजधानी क्षेत्र की दिल्ली सरकार, केंद्रीय प्रदूषण नियंत्रण बोर्ड और दिल्ली प्रदूषण नियंत्रण समिति (DPCC) द्वारा जारी की गई अधिसूचनाएँ, परिपत्र और आदेश; और

- विभिन्न न्यायालयों/प्राधिकरणों/आयोगों, जिनमें विश्व स्वास्थ्य संगठन (WHO) भी शामिल है, द्वारा जारी की गई सिफारिशें/आदेश।

'दिल्ली में वाहनों से होने वाले वायु प्रदूषण की रोकथाम और शमन' पर निष्पादन लेखा–परीक्षा (Performance Audit) यह आकलन करने के लिए की गई है किः

- क्या वायु गुणवत्ता निगरानी प्रणाली पर्याप्त और प्रभावी थी, ताकि सटीक और विश्वसनीय जानकारी उपलब्ध कराई जा सके;

- क्याNCTD सरकार ने वायु गुणवत्ता को प्रभावित करने वाले वाहनों के उत्सर्जन को रोकने और कम करने के लिए पर्याप्त और प्रभावी कदम उठाए; और

- क्या दिल्ली में स्वच्छ परिवहन अपनाने के लिए पर्याप्त और प्रभावी कदम उठाए गए।

रिपोर्ट सदन के समक्ष रखे जाने के बाद, विधानसभा सचिवालय ने इसे पर्यावरण विभाग और परिवहन विभाग को 04.04.2025 के पत्र के माध्यम से 'की गई कार्रवाई पर नोट्स' (ATN) प्रस्तुत करने के लिए भेज दिया। विभाग ने दिनांक 02.05.2025 और 09.05. 2025 को ATN प्रस्तुत किए, जिनकी AG (लेखा–परीक्षा) द्वारा जाँच की गई। AG (लेखा–परीक्षा) ने पर्यावरण/परिवहन विभाग को ATN पर अपनी टिप्पणियाँ दिनांक 14.06. 2025 को भेजीं, और अनुरोध किया कि बताई गई कमियों/टिप्पणियों को संबोधित करते हुए एक संशोधित ATN प्रस्तुत किया जाए। परिवहन विभाग ने AG (लेखा–परीक्षा) को संशोधित ATN प्रस्तुत किया। AG (लेखा–परीक्षा) ने संशोधित ATN की जाँच करने के बाद, उसे अंतिम जाँच टिप्पणियों के साथ दिनाँक 16.02.2026 को परिवहन विभाग को वापस भेज दिया, और अनुरोध किया कि विभाग ATN को अंतिम रूप दे और आवश्यक कार्रवाई के लिए उसे लोक लेखा समिति, दिल्ली विधानसभा को भेज दें।

PAC (2025–26) ने विस्तृत जाँच के लिए इस विषय पर विचार किया और दिनाँक 22.05.2025, 02.01.2026, 18.02.2026 तथा 05.03.2026 को आयोजित अपनी बैठकों में परिवहन/पर्यावरण विभाग के प्रतिनिधियों के मौखिक साक्ष्य लिए।

रिपोर्ट की पैरा–वार जाँच का विवरण, विभाग द्वारा की गई कार्रवाई तथा समिति की टिप्पणियाँ और सिफारिशें अगले पृष्ठों में दी गई हैं।

अध्याय II – वायु गुणवत्ता निगरानी प्रणाली

(CAG रिपोर्ट के पैरा 2.1 से 2.7 तक)

ऑडिट रिपोर्ट का सारांश, विभाग द्वारा की गई कार्रवाई और समिति की टिप्पणियाँ/सिफारिशें इस प्रकार हैं:

वायु गुणवत्ता निगरानी प्रणाली पर ऑडिट की टिप्पणियाँ

1. वायु गुणवत्ता निगरानी स्टेशनों (CAAQMS) का अनुचित स्थान:

ऑडिट ने पाया कि कई सतत परिवेशी वायु गुणवत्ता निगरानी स्टेशनों (CAAQM) ने सड़कों, पेड़ों और अन्य बाधाओं से सीपीसीबी द्वारा निर्धारित निकटता संबंधी दिशा–निर्देशों का पूरी तरह से पालन नहीं किया था। इससे वायु गुणवत्ता डेटा की प्रतिनिधिता और वायु गुणवत्ता सूचकांक (AQI) मानों की विश्वसनीयता प्रभावित हो सकती है।

2. अपर्याप्त डेटा के आधार पर AQI की गणना:

ऑडिट ने पाया कि कुछ दिनों पर कई प्रदूषकों के लिए निर्धारित न्यूनतम डेटा उपलब्ध न होने के बावजूद AQI की गणना की गई थी। इसके अलावा, कोई भी निगरानी स्टेशन सीसा (Pb) को नहीं माप रहा था, जो राष्ट्रीय परिवेशी वायु गुणवत्ता मानकों (NAAQS) के तहत आने वाले प्रदूषकों में से एक है। पर्याप्त डेटा की कमी ने वायु गुणवत्ता निगरानी की प्रभावशीलता को कमजोर कर दिया।

3. प्रदूषकों के स्रोतों पर वास्तविक समय की जानकारी का अभाव:

ऑडिट ने पाया कि GNCTD ने वायु प्रदूषण के प्रमुख स्रोतों की पहचान करने के लिए वास्तविक समय की उत्सर्जन सूची/स्रोत विभाजन अध्ययन पूरा नहीं किया था। एक विदेशी विश्वविद्यालय के साथ शुरू की गई एक परियोजना ₹87.60 लाख का भुगतान करने के बावजूद निष्फल रही, जिसके परिणामस्वरूप प्रदूषण शमन रणनीतियों की योजना बनाने के लिए वैज्ञानिक वास्तविक समय के डेटा का अभाव रहा।

4. वाहन उत्सर्जन भार पर जानकारी का अभाव:

दिल्ली की सड़कों पर चलने वाले वाहनों की संख्या और प्रकार तथा उनके उत्सर्जन भार के संबंध में जानकारी पहले नहीं रखी जाती थी, जिससे वाहन प्रदूषण को नियंत्रित करने के लिए लक्षित रणनीतियाँ विकसित करने की सरकार की क्षमता सीमित हो गई थी।

5. स्रोत पर बेंजीन उत्सर्जन की निगरानी नहीं की गईः

कई निगरानी स्टेशनों पर बेंजीन का उच्च स्तर दर्ज किए जाने के बावजूद, ईंधन स्टेशनों पर बेंजीन उत्सर्जन की निगरानी नहीं की गई, जो ऐसे उत्सर्जन का एक प्रमुख स्रोत हैं। इसके अलावा, सरकार के पास शुरू में बेंजीन उत्सर्जन को नियंत्रित करने के लिए ईंधन आउटलेट्स पर 'वाष्प रिकवरी सिस्टम' (VRS) लगाने के संबंध में कोई स्पष्ट जानकारी नहीं थी।

C&AGकी सिफारिशें:

1. सरकार को यह सुनिश्चित करना चाहिए कि CAAQMS को उपयुक्त स्थानों पर स्थानांतरित किया जाए या उनके रास्ते में आने वाली बाधाओं को हटाया जाए। यदि उपकरण सभी चीजों जैसे सीसा, की निगरानी के लिए उपयुक्त नहीं हैं, तो **उन्हें उपयुक्त रूप से बढ़ाया जाना चाहिए या प्रतिस्थापित किया जाना चाहिए।**

2. सरकार को यह सुनिश्चित करना चाहिए कि प्रत्येक निगरानी स्टेशन द्वारा सभी प्रदूषकों के लिए पर्याप्त डेटा तैयार किया जाए, ताकि दिल्ली के विभिन्न स्थानों पर वायु गुणवत्ता की जानकारी हर दिन उपलब्ध हो सके। सरकार को ईंधन स्टेशनों पर बेंजीन के स्तर की निगरानी करने और बेंजीन उत्सर्जन को कम करने के लिए ईंधन स्टेशनों पर 'वाष्प रिकवरी सिस्टम' लगाने की प्रक्रिया पर नजर रखने की आवश्यकता है।

3. सरकार को वाहनों के प्रकार और संख्या, तथा उनके उत्सर्जन भार (emissionload) से संबंधित जानकारी बनाए रखने की आवश्यकता है, ताकि वाहनों के आवागमन और/या उत्सर्जन को नियंत्रित करने के लिए उचित रणनीतियाँ बनाई जा सकें। इस जानकारी के बिना, प्रदूषण को नियंत्रित करने के लिए उठाए गए किसी भी कदम के प्रभाव और सफलता का आकलन नहीं किया जा सकता।

विभाग द्वारा की गई कार्रवाई

ऑडिट और समिति को दिए गए लिखित प्रस्तुतीकरणों और जवाबों के माध्यम से, विभाग ने निम्नलिखित कार्रवाइयों की जानकारी दीः

1. निगरानी स्टेशनों का स्थानः

DPCC और CPCB की एक संयुक्त समिति ने 2022 में निगरानी स्टेशनों के स्थान–निर्धारण मानदंडों (siting criteria) का मूल्यांकन किया। अधिकांश स्टेशन CPCB के दिशानिर्देशों के

अनुरूप पाए गए। हालाँकि, तीन स्टेशनों (आनंद विहार, RK पुरम और जहांगीर पुरी) के स्थान को लेकर कुछ चिंताएँ थीं, लेकिन 'वायु गुणवत्ता प्रबंधन आयोग' (CAQM) ने इन स्टेशनों को स्थानांतरित न करने का निर्णय लिया; ऐसा इसलिए किया गया क्योंकि ये स्टेशन घनी आबादी वाले और अत्यधिक प्रदूषित क्षेत्रों में स्थित हैं, और साथ ही लंबे समय से उपलब्ध डेटा की निरंतरता बनाए रखना भी आवश्यक था।

2. AQI डेटा की उपलब्धता और सीसा (Lead) की निगरानी:

सभी 24 निगरानी स्टेशनों से प्राप्त वायु गुणवत्ता डेटा अब लगातार CPCB के सर्वरों पर भेजा जा रहा है। पहले डेटा के गायब होने की घटनाएँ मुख्य रूप से बिजली आपूर्ति में रुकावट और नए स्थापित स्टेशनों के अंशांकन (calibration) के कारण होती थीं। चुनिंदा स्टेशनों पर सीसा (Lead) की निगरानी का कार्य शुरू कर दिया गया है, और आगे की निगरानी की प्रक्रिया अभी जारी है।

3. रियल–टाइम स्रोत निर्धारण अध्ययन:

DPCC ने नवंबर 2022 से फरवरी 2024 के दौरान IIT कानपुर के माध्यम से "दिल्ली में उन्नत वायु प्रदूषण प्रबंधन के लिए रियल–टाइम स्रोत निर्धारण और पूर्वानुमान" शीर्षक से एक अध्ययन करवाया, ताकि प्रदूषण के स्रोतों की पहचान की जा सके और बेहतर वायु गुणवत्ता प्रबंधन के लिए पूर्वानुमान संबंधी इनपुट प्रदान किए जा सकें। विभाग ने यह भी बताया कि आईआईटी कानपुर द्वारा प्रस्तुत रिपोर्ट को डीपीसीसी ने व्यापक विसंगतियों, विश्वसनीय आंकड़ो के विश्लेषण और सत्यापन की कमी के कारण स्वीकार नहीं किया है।

4. वाहन उत्सर्जन इन्वेंट्री:

2022 में TERI के माध्यम से एक उत्सर्जन इन्वेंट्री अध्ययन किया गया, जिसमें परिवहन क्षेत्र सहित विभिन्न क्षेत्रों के उत्सर्जन में योगदान का आकलन किया गया, जिससे नीति निर्माण के लिए जानकारी उपलब्ध हुई।

5. बेंजीन निगरानी और वाष्प रिकवरी प्रणाली:

CAAQM के नेटवर्क के माध्यम से बेंजीन के स्तर की निगरानी की जा रही है। तेल विपणन कंपनियों ने बेंजीन उत्सर्जन को कम करने के लिए ईंधन स्टेशनों पर वाष्प रिकवरी प्रणाली (VR) लगाना शुरू कर दिया है। BPCL ने सूचित किया है कि दिल्ली में उसके सभी ईंधन स्टेशनों पर VRS लगा दिया गया है और CPCB के दिशानिर्देशों के अनुसार निगरानी की जा रही है।

विस्तृत ऑडिट रिपोर्ट और विभाग की पैरा–वार 'की गई कार्रवाई पर टिप्पणी' Action Taken Noteखंड **II (अनुलग्नक–I)** में दी गई है।

समिति की टिप्पणियाँ और सिफारिशें

1. वायु गुणवत्ता निगरानी स्टेशनों का स्थान निर्धारण

समिति ने ऑडिट की उस टिप्पणी पर गौर किया है कि कई 'सतत परिवेशी वायु गुणवत्ता निगरानी स्टेशनों' (CAAQMS) ने सड़कों, पेड़ों और अन्य बाधाओं से दूरी के संबंध में 'केंद्रीय प्रदूषण नियंत्रण बोर्ड' (CPCB) द्वारा निर्धारित स्थान–निर्धारण दिशानिर्देशों का पूरी तरह से पालन नहीं किया है, जिससे वायु गुणवत्ता डेटा की विश्वसनीयता और प्रतिनिधित्व पर असर पड़ सकता है।

समिति सिफारिश करती है कि विभाग सीपीसीबी के स्थान–निर्धारण दिशानिर्देशों का कड़ाई से पालन सुनिश्चित करे और जहाँ भी बाधाएँ पाई जाएँ, उन्हें दूर करने या उनका उचित समाधान करने के लिए आवश्यक कदम उठाए, ताकि निगरानी स्टेशनों से विश्वसनीय वायु गुणवत्ता डेटा प्राप्त हो सके।

2. अपर्याप्त आँकड़ों के आधार पर AQI की गणना

समिति ने इस बात पर गौर किया है कि कुछ दिनों पर AQI मानों की गणना तब भी की गई, जब कई प्रदूषकों के लिए निर्धारित न्यूनतम डेटा उपलब्ध नहीं था; साथ ही, 'राष्ट्रीय परिवेशी वायु गुणवत्ता मानकों' के अंतर्गत आने वाले एक प्रदूषक—सीसा (Pb)की निगरानी पहले नहीं की जा रही थी।

समिति सिफारिश करती है कि विभाग प्रत्येक निगरानी स्टेशन पर सभी निर्धारित प्रदूषकों का पूर्ण डेटा प्राप्त होना सुनिश्चित करे और जहाँ भी आवश्यकता हो, निगरानी संबंधी बुनियादी ढाँचे को सुदृढ़ करे, ताकि सभी दिनों पर सटीक AQI मान उपलब्ध हो सकें।

3. प्रदूषण के स्रोतों पर रियल–टाइम जानकारी

समिति ने पाया है कि प्रदूषण के मुख्य स्रोतों की पहचान करने के लिए एक रियल–टाइम स्रोत निर्धारण अध्ययन पहले पूरा नहीं किया गया था और एक विदेशी विश्वविद्यालय के साथ शुरू की गई एक परियोजना ₹87.60 लाख खर्च होने के बावजूद असफल रही।

समिति सिफारिश करती है कि विभाग रियल–टाइम स्रोत निर्धारण अध्ययन को समय पर पूरा करना और उसका प्रभावी उपयोग सुनिश्चित करे, ताकि वायु प्रदूषण नियंत्रण रणनीतियों के लिए वैज्ञानिक जानकारी उपलब्ध हो सकें; साथ ही, ऐसी परियोजनाओं के कार्यान्वयन में पूरी सावधानी बरतें।

4. वाहनों से होने वाले उत्सर्जन भार पर जानकारी

समिति ने पाया है कि पहले सरकार दिल्ली में चलने वाले वाहनों की संख्या और प्रकार, तथा उनसे होने वाले उत्सर्जन भार के बारे में कोई विस्तृत जानकारी नहीं रखती थी, जिससे लक्षित प्रदूषण नियंत्रण रणनीतियाँ बनाने में बाधा आती थी।

समिति सिफारिश करती है कि विभाग वाहनों की संख्या और उत्सर्जन भार के बारे में अद्यतन और विश्वसनीय डेटा बनाए रखे, ताकि उचित नीतियाँ बनाई जा सकें और प्रदूषण नियंत्रण उपायों की प्रभावशीलता का सही ढंग से आकलन किया जा सके।

5. बेंजीन उत्सर्जन की निगरानी

समिति ने पाया है कि कई स्थानों पर बेंजीन का उच्च स्तर दर्ज किए जाने के बावजूद, ईंधन स्टेशनों पर बेंजीन उत्सर्जन की निगरानी नहीं की जा रही थी, और शुरू में 'वेपर रिकवरी सिस्टम' (VRS) लगाने के संबंध में कोई जानकारी उपलब्ध नहीं थी।

समिति सिफारिश करती है कि विभाग ईंधन स्टेशनों पर बेंजीन उत्सर्जन की निगरानी सुनिश्चित करे और सभी ईंधन आउटलेट्स पर 'वेपर रिकवरी सिस्टम' लगाने तथा उनके प्रभावी ढंग से काम करने के लिए तेल विपणन कंपनियों के साथ लगातार संपर्क बनाए रखे।

अध्याय III – सार्वजनिक परिवहन प्रणाली

(CAG रिपोर्ट का पैरा 3.1 से 3.5)

ऑडिट रिपोर्ट का सारांश, विभाग द्वारा की गई कार्रवाई और समिति की टिप्पणियाँ/सिफारिशें इस प्रकार हैं:

सार्वजनिक परिवहन प्रणाली पर ऑडिट की टिप्पणियाँ

ऑडिट ने दिल्ली में सार्वजनिक परिवहन प्रणाली की योजना और प्रबंधन में कई कमियाँ देखीं।

1. बसों की कमी: –

दिल्ली में बसों की जरूरत लगभग 11,000 बसों की आंकी गई थी। हालाँकि, 2021 में केवल लगभग 6,750 बसें ही उपलब्ध थीं। बसों के पुराने होने और समय पर खरीद न होने के कारण पिछले कुछ वर्षों में डीटसी के बेड़े की संख्या में कमी आई, जिसके परिणामस्वरूप सार्वजनिक परिवहन के लिए बसों की कमी हो गई।

2. DTC की बड़ी संख्या में बसों का सड़कों से बाहर रहना:

मरम्मत और रखरखाव संबंधी समस्याओं के कारण बसों का एक बड़ा हिस्सा सड़कों से बाहर रहा। ऑडिट ने पाया कि मरम्मत और रखरखाव कर्मचारियों की उपलब्धता के बावजूद, DTC रखरखाव सेवाओं के लिए निर्माताओं पर ही बहुत ज्यादा निर्भर रही।

3. बस मार्गों का कम कवरेज:

दिल्ली में अधिसूचित 657 बस मार्गों में से, बसों की कमी और परिचालन संबंधी बाधाओं के कारण 238 मार्गों पर सेवाएँ नहीं दी जा रही थीं। इसके अलावा, NCR क्षेत्रों से कनेक्टिविटी भी अपर्याप्त थी।

4. बस मार्गों का युक्तिकरण:

बस मार्गों के युक्तिकरण के लिए दो अध्ययन किए गए, लेकिन कई वर्षों तक उनकी सिफारिशों को लागू नहीं किया गया। परिणामस्वरूप, बसें उन मार्गों पर चलती रहीं जो वर्तमान परिवहन की मांगों को पूरा करने के लिए सर्वोतम रूप से डिजाइन नहीं किए गए थे।

5. अंतिम–मील कनेक्टिविटीः

ऑडिट ने पाया कि मेट्रो स्टेशनों और बस स्टॉप जैसे सार्वजनिक परिवहन केंद्रों तक अंतिम–मील कनेक्टिविटी अपर्याप्त रही, जिससे यात्रियों के लिए सार्वजनिक परिवहन तक पहुँच सीमित हो गई।

6. ग्रामीण सेवा वाहनः

जनसंख्या में वृद्धि के बावजूद, अंतिम–मील कनेक्टिविटी प्रदान करने वाले ग्रामीण सेवा वाहनों की संख्या 2011 से अपरिवर्तित रही है। इनमें से कई वाहन पुराने भी हो गए थे, जिससे उनकी दक्षता और सेवा की गुणवत्ता प्रभावित हुई।

7. सार्वजनिक परिवहन बसों के विकल्पः

मोनोरेल और ट्रॉली बसों जैसी वैकल्पिक जन परिवहन प्रणालियों के लिए बजटीय प्रावधानों के बावजूद, उन्हें लागू करने के लिए कोई ठोस कदम नहीं उठाए गए।

C&AG की सिफारिशें:

1. गाड़ियों से निकलने वाले धुएँ के कारण बिगड़ती हवा की क्वालिटी को रोकने के लिए, सरकार को तुरंत 2250 पब्लिक ट्रांसपोर्ट बसों की कमी के मुद्दे को हल करना चाहिए और इसके साथ ही 'लास्ट–माइल कनेक्टिविटी' विकल्प भी उपलब्ध कराने चाहिए।

2. मौजूदा R&M (मरम्मत और रखरखाव) स्टाफ के कौशल को, उन्हें ट्रेनिंग देकर और उनकी सेवाओं का सही इस्तेमाल करके, चालू बसों की जरूरतों के हिसाब से बनाना होगा, ताकि बसों का सही ढंग से रखरखाव और देखभाल हो सके।

3. GNCTD को मौजूदा बसों के बेड़े का सबसे अच्छा इस्तेमाल करने के लिए, प्राथमिकता के आधार पर 'रूट रैशनलाइजेशन' करना चाहिए।

4. GNCTD को पब्लिक ट्रांसपोर्ट बसों के सही विकल्प उपलब्ध कराने वाली योजनाओं पर गंभीरता से विचार करना चाहिए और उन्हें अंतिम रूप देना चाहिए, ताकि इस काम के लिए तय किया गया बजट सही तरीके से इस्तेमाल हो सके।

विभाग द्वारा की गई कार्रवाई

विभाग ने अपनी लिखित रिपोर्ट में बताया है कि पब्लिक ट्रांसपोर्ट सिस्टम को मजबूत करने के लिए कई कदम उठाए गए हैं।

1. बसों के बेड़े में बढ़ोत्तरी:

DTC सरकारी नीति और उपलब्ध फंड के अनुसार नई बसें खरीद रहा है। फिलहाल, दिल्ली में 3,535 इलेक्ट्रिक बसें (EVs)और 1,805 CNG बसें हैं। विभाग की योजना NEBP के तहत 2,345 EVs मेट्रो फीडर सेवाओं के लिए 330 EVs और PM E&Drive के तहत 2,800 EVs जोड़ने की है, जिसका लक्ष्य वित्त वर्ष 2027–28 तक बसों की कुल संख्या 14,000 तक पहुँचाना है।

2. बसों की उपलब्धता बढ़ाने और 'ऑफ–रोड' (सड़क से बाहर) रहने वाली बसों की संख्या कम करने के उपाय:

DTC ने बसों के 'ऑफ–रोड' रहने की समस्या को हल करने के लिए कई कदम उठाए हैं; इनमें बसों के उपलब्ध न होने पर ऑपरेटरों पर जुर्माना लगाना और यह सुनिश्चित करने के लिए निर्देश जारी करना शामिल है कि तय समय पर चलने वाली बसें उपलब्ध हों। विभाग बसों के खराब होने और ऑपरेशनल दिक्कतों को कम करने के लिए इलेक्ट्रिक बसें भी ला रहा है, और बसों की रियल–टाइम ट्रैकिंग और संसाधनों के सही बँटवारे के लिए 'इंटेलिजेंट ट्रांसपोर्ट सिस्टम' (ITS) लागू कर रहा है। इसके अलावा, बसों के प्रदर्शन पर नजर रखने और जरूरी सुधार के कदम उठाने के लिए समय–समय पर समीक्षाएँ भी की जा रही हैं। DTC तेजी से नई बसें खरीद रहा है, पुरानी बसों को हटा रहा है, और बसों के बेड़े का बेहतर इस्तेमाल सुनिश्चित करने तथा 'ऑफ–रोड' बसों की संख्या कम करने के लिए ठेकों में 92% उपलब्धता की शर्त को सख्ती से लागू कर रहा है।

3. <u>बस रूटों की कम कवरेज:</u>

DTC, IIT दिल्ली के साथ मिलकर 9–मीटर और 12–मीटर बसों के रूटों को बेहतर बनाने पर काम कर रही है। इसके लिए बसों की कमी, सड़कों की हालत और दूसरे ट्रांसपोर्ट से मिलने वाली टक्कर जैसे कारकों को ध्यान में रखा जा रहा है। उम्मीद है कि 12–मीटर बसों के लिए यह प्रक्रिया अगले छह महीनों में पूरी हो जाएगी और 9–मीटर बसों के लिए IIT दिल्ली की रिपोर्ट में दिए गए सुझावों को लागू किया जा रहा है। इसका मकसद जरूरतों के हिसाब से सभी रूटों पर पूरी कनेक्टिविटी देना है। इसमें दिल्ली मेट्रो, ई–रिक्शा, ऑटो, टैक्सी और शेयर वैन के आने से दिल्ली के ट्रांसपोर्ट के बदलते माहौल को भी ध्यान में रखा गया है।

4. बस रूटों को बेहतर बनाना (Rationalization):

DTC, DIMTS और IIT दिल्ली के साथ मिलकर बस रूटों को बेहतर बना रही है, ताकि कनेक्टिविटी सुधरे और ट्रांसपोर्ट व्यवस्था ज़्यादा असरदार हो। नजफगढ़ में एक पायलट प्रोजेक्ट और 26 नए रूटों के लिए ट्रायल रन पूरे हो चुके हैं। DTC 9–मीटर बसों के लिए दिए गए सुझावों को लागू कर रही है और उम्मीद है कि 12–मीटर बसों के लिए रूटों को बेहतर बनाने का काम छह महीनों में पूरा हो जाएगा, जिससे दिल्ली की पब्लिक ट्रांसपोर्ट व्यवस्था और मजबूत होगी।

5. लास्ट–माइल कनेक्टिविटी को मजबूत करनाः

विभाग ने बताया कि लास्ट–माइल कनेक्टिविटी को मजबूत करने और यात्रियों के लिए सफर को आसान बनाने के लिए, DEVI (Delhi EV Interconnector)के तहत 9–मीटर वाली 100 इलेक्ट्रिक क्ज्ब बसों को चलाने का प्रस्ताव दिया गया है। ये बसें जल्द ही चलना शुरू हो जाएंगी और दिल्ली मेट्रो स्टेशनों को शहर के अलग–अलग हिस्सों से जोड़ेंगी।

विभाग ने आगे बताया कि DTC ने हाल ही में IIT दिल्ली के साथ एक MoU पर दस्तखत किए हैं, ताकि DEVI की 9–मीटर बसों के रूटों को बेहतर बनाया जा सके। अभी इन सुझावों को लागू करने का काम चल रहा है।

6. ग्रामीण सेवा और कनेक्टिविटी के दूसरे उपायः

DMRC ने इलेक्ट्रिक मोबिलिटी को बढ़ावा देने के लिए कई कदम उठाए हैं। इनमें ई–रिक्शा, ई–ऑटो और पब्लिक साइकिल शेयरिंग सेवाओं को शुरू करना शामिल है। अभी 1435 ई–ऑटो और 319 साइकिलें इस्तेमाल में हैं, जिनसे रोजाना करीब 54,000 यात्रियों को सेवा मिल रही है। इसके अलावा, 159 पब्लिक EV चार्जिंग और बैटरी बदलने वाले स्टेशन भी चालू हैं, और इन सेवाओं को और आगे बढ़ाने की योजना है।

7. पब्लिक ट्रांसपोर्ट बसों के विकल्पः

ट्रांसपोर्ट डिपार्टमेंट, UTTI PEC और DUMTA के साथ मिलकर एक कॉमन मोबिलिटी प्लान बना रहा है, जिसकी देखरेख DDA कर रहा है, ताकि पब्लिक ट्रांसपोर्ट के विकल्पों पर काम किया जा सके। वैकल्पिक MRTS ट्रांसपोर्ट के संबंध में, GNCTD ने मोनोरेल और इलेक्ट्रॉनिक ट्रॉली बस सिस्टम पर विचार किया है। 40.3 km लंबे मोनोरेल कॉरिडोर (कोंडली से रोहिणी सेक्टर–21) के लिए एक फिजिबिलिटी स्टडी की गई थी, और DIMTS ने इसकी अपडेटेड रिपोर्ट जमा कर दी है। इन विकल्पों को लागू करने के लिए कोई तय समय–सीमा नहीं बताई गई है।

8. रिपोर्ट के पैरा 3.5 के तहत C&AG की सिफारिशों के जवाब में, डिपार्टमेंट ने बताया है कि उसने पब्लिक ट्रांसपोर्ट और बस बेड़े के मैनेजमेंट को बेहतर बनाने के लिए कई कदम उठाए हैं। नेशनल ई–बस प्रोग्राम (NEBP) के तहत, फर्स्ट/लास्ट माइल कनेक्टिविटी के लिए 2,080 नौ–मीटर इलेक्ट्रिक बसों के कॉन्ट्रैक्ट दिए गए हैंसाथ ही, 1,900 12–मीटर LF AC ई–बसों में से 300 बसें फरवरी 2023 तक सप्लाई कर दी गई थीं, हालाँकि सप्लाई में किसी भी तरह की कमी के बारे में कोई सफाई नहीं दी गई है। DTC बसों का रखरखाव ज़्यादातर Gross Cost Contract/wet lease के तहत OEMs द्वारा किया जाता है, इसके लिए सुपरवाइजरी स्टाफ को नई लो–फ्लोर बसों के रखरखाव का प्रशिक्षण दिया गया है, ताकि बसों का सही और समय पर रखरखाव सुनिश्चित किया जा सके, जबकि परफॉर्मेंस और सुरक्षा नियमों के पालन की जिम्मेदारी कंसेशनर की होती है।

बेड़े का सबसे अच्छा इस्तेमाल करने के लिए, रूट को तर्कसंगत बनाने का काम आंशिक रूप से लागू किया गया है: 2019 के RRR अध्ययन से 26 नए रूट शुरू किए गए हैं, और 9–मीटर और 12–मीटर DEVI बसों को तर्कसंगत बनाने के लिए IIT दिल्ली के साथ MoU पर काम चल रहा है, जिसके छह महीने के भीतर पूरा होने की उम्मीद है। सार्वजनिक परिवहन के विकल्पों को मजबूत करने के लिए, GNCTD ने MRTS चरण IV कॉरिडोर (2026 तक प्राथमिकता के आधार पर पूरा करने का लक्ष्य, बाकी 2029 तक) को मंजूरी दे दी है और चरण V(A) के लिए प्रस्ताव तैयार कर रहा है, जबकि नमो भारत RRTS दिल्ली–मेरठ कॉरिडोर ने 160 kmph की रफ्तार से ट्रायल रन पूरे कर लिए हैं, और अतिरिक्त कॉरिडोर (दिल्ली–गुरुग्राम&SNB और दिल्ली–पानीपत–करनाल) को लागू करने की मंजूरी मिल गई है। इन कदमों का मकसद सार्वजनिक परिवहन की क्षमता बढ़ाना, काम करने की कुशलता में सुधार करना और वाहनों से होने वाले प्रदूषण को कम करने के लिए तेज, ज़्यादा क्षमता वाले विकल्प उपलब्ध कराना है।

विस्तृत ऑडिट रिपोर्ट और विभाग का पैरा–वार 'की गई कार्रवाई का नोट' (Action Taken Note) **खंड II (अनुलग्नक–II)** में दिया गया है।

समिति की टिप्पणियाँ और सिफारिशें

समिति बसों की उपलब्धता, रूट कवरेज और 'लास्ट–माइल कनेक्टिविटी' (अंतिम छोर तक पहुँच) में कमियों के संबंध में ऑडिट की टिप्पणियों पर ध्यान देती है। हालाँकि समिति सार्वजनिक परिवहन व्यवस्था को बेहतर बनाने के लिए सरकार द्वारा की गई पहलों पर ध्यान देती है, लेकिन उसका मानना है कि ऑडिट रिपोर्ट में बताई गई समस्याओं को हल करने के लिए लगातार प्रयासों की जरूरत है। इसलिए, समिति निम्नलिखित सिफारिशें करती है:

1. बसों की कमी

समिति इस बात पर गहरी चिंता व्यक्त करती है कि लगभग 11,000 बसों की अनुमानित जरूरत के मुकाबले, 2021 में केवल लगभग 6,750 बसें ही उपलब्ध थीं, जिसके परिणामस्वरूप सार्वजनिक परिवहन बेड़े में काफी कमी आई है। समिति का मानना है कि पुरानी हो रही बसों और खरीद में देरी के कारण बेड़े की संख्या में आई गिरावट ने शहर में सार्वजनिक परिवहन सेवाओं की उपलब्धता और विश्वसनीयता पर बुरा असर डाला है।

इसलिए, समिति जोरदार सिफारिश करती है कि विभाग को बस बेड़े को बढ़ाने के लिए एक स्पष्ट रूपरेखा तैयार करनी चाहिए और बसों—विशेष रूप से इलेक्ट्रिक बसों की खरीद और उन्हें तैनात करने के काम में तेजी लानी चाहिए, ताकि बेड़े की संख्या में मौजूद कमी को जल्द से जल्द पूरा किया जा सके।

2. सड़क पर न चलने वाली बसें

समिति का मानना है कि DTC की लगभग 14 प्रतिशत बसें मरम्मत और रखरखाव से जुड़ी समस्याओं के कारण सड़क पर नहीं चल पा रही थीं। समिति आगे यह भी देखती है कि मरम्मत और रखरखाव कर्मचारियों की उपलब्धता के बावजूद, DTC रखरखाव सेवाओं के लिए निर्माताओं पर ही बहुत ज़्यादा निर्भर रही।

समिति यह सिफारिश करती है कि विभाग मरम्मत और रखरखाव कर्मचारियों के कौशल को बढ़ाकर और उपलब्ध तकनीकी कर्मचारियों का सही इस्तेमाल सुनिश्चित करके, DTC की आंतरिक रखरखाव क्षमता को मजबूत करे, ताकि बाहरी एजेंसियों पर निर्भरता कम हो सके और बेड़े की उपलब्धता में सुधार हो।

3. बस रूटों की कम कवरेज

समिति का मानना है कि दिल्ली में नोटिफाई किए गए 657 बस रूटों में से 238 रूट बसों की कमी और ऑपरेशनल दिक्कतों की वजह से चालू नहीं थे। समिति को इस बात की चिंता है कि इतने ज़्यादा रूटों के चालू न होने से शहर के कई इलाकों में पब्लिक ट्रांसपोर्ट सेवाओं तक पहुँच पर बुरा असर पड़ा है।

समिति सिफारिश करती है कि विभाग माँग के आकलन और प्राथमिकता के आधार पर उन रूटों को चालू करने के लिए तेजी से कदम उठाए जहाँ अभी सेवाएँ नहीं पहुँच रही हैं, ताकि पूरे शहर और आस–पास के इलाकों में बस सेवाओं की कवरेज बढ़ाई जा सके और कनेक्टिविटी बेहतर हो सके।

4. बस रूटों का युक्तिसंगत बनाना

समिति का ध्यान इस बात पर है कि हालाँकि पहले भी रूटों को युक्तिसंगत बनाने के लिए अध्ययन किए गए थे, लेकिन कई सालों तक उनकी सिफारिशों को लागू नहीं किया गया, जिसके चलते बसों का इस्तेमाल सही तरीके से नहीं हो पाया।

समिति सिफारिश करती है कि विभाग रूटों को युक्तिसंगत बनाने के चल रहे काम को एक तय समय–सीमा के अंदर पूरा करे और उसकी सिफारिशों को तुरंत लागू करना सुनिश्चित करे, ताकि उपलब्ध बसों के बेड़े का सही तरीके से इस्तेमाल हो सके और पब्लिक ट्रांसपोर्ट सेवाएँ आज की आवाजाही की जरूरतों के हिसाब से हो सकें।

5. लास्ट–माइल कनेक्टिविटी

समिति का ध्यान इस बात पर है कि मेट्रो स्टेशनों और बस स्टॉप जैसे बड़े पब्लिक ट्रांसपोर्ट हब तक लास्ट–माइल कनेक्टिविटी अभी भी काफी नहीं है, जिससे यात्रियों के लिए पब्लिक ट्रांसपोर्ट तक पहुँचना मुश्किल हो जाता है।

समिति सिफारिश करती है कि विभाग फीडर सेवाओं को लागू करने में तेजी लाए, जिसमें DEVI योजना के तहत इलेक्ट्रिक बसें और आवाजाही के दूसरे मिले–जुले समाधान शामिल हैं, ताकि लास्ट–माइल कनेक्टिविटी बिना किसी रुकावट के मिल सके और पब्लिक ट्रांसपोर्ट सिस्टम की असरदारता बढ़ाई जा सके।

6. ग्रामीण सेवा वाहन

समिति का ध्यान इस बात पर है कि लास्ट–माइल कनेक्टिविटी देने वाले ग्रामीण सेवा वाहनों की संख्या 2011 से अब तक नहीं बदली है, जबकि आबादी और यात्रा की माँग में काफी बढ़ोतरी हुई है। समिति यह भी देखती है कि इनमें से कई वाहन पुराने हो चुके हैं, जिससे उनकी काम करने की क्षमता और सेवा की गुणवत्ता पर असर पड़ रहा है।

समिति सिफारिश करती है कि विभाग मौजूदा ग्रामीण सेवा योजना की समीक्षा करे और वाहनों के बेड़े को बढ़ाने और उसे आधुनिक बनाने के लिए जरूरी कदम उठाए, ताकि लास्ट–माइल कनेक्टिविटी बेहतर हो सके, खासकर दिल्ली के बाहरी और ग्रामीण इलाकों में।

7. सार्वजनिक परिवहन बसों के विकल्प

समिति ने पाया है कि मोनोरेल और ट्रॉली बसों जैसी वैकल्पिक जन परिवहन प्रणालियों के लिए बजटीय प्रावधानों के बावजूद, उनके कार्यान्वयन की दिशा में कोई ठोस प्रगति नहीं हुई है।

समिति सिफारिश करती है कि सरकार एक समय–सीमा के भीतर, पारंपरिक बस–आधारित सार्वजनिक परिवहन के व्यवहार्य विकल्पों की सक्रिय रूप से जाँच करे और उन्हें अंतिम रूप देय साथ ही, शहर के लिए टिकाऊ और कुशल जन परिवहन विकल्पों को विकसित करने हेतु निर्धारित बजट का प्रभावी उपयोग सुनिश्चित करे।

8. समिति ने पाया कि यद्यपि सरकार ने सार्वजनिक परिवहन का विस्तार करने और बेड़े के प्रबंधन में सुधार लाने के लिए कदम उठाए हैं, फिर भी बसों की समय पर आपूर्ति, प्रशिक्षित कर्मचारियों की इष्टतम तैनाती, मार्गों के युक्तिकरण और वैकल्पिक जन परिवहन परियोजनाओं के कार्यान्वयन में अभी भी कमियाँ बनी हुई हैं।

समिति सिफारिश करती है कि सरकार NEBP के तहत बसों की पूर्ण और समय पर आपूर्ति सुनिश्चित करे और किसी भी कमी का उचित स्पष्टीकरण देय बसों के उचित रखरखाव और देखभाल के लिए प्रशिक्षित R&M कर्मचारियों को प्रभावी ढंग से तैनात करे, बेड़े के उपयोग को इष्टतम बनाने के लिए 9–मीटर और 12–मीटर DEVI बसों के मार्गों के युक्तिकरण की प्रक्रिया में तेजी लाए और उच्च क्षमता वाला तथा विश्वसनीय सार्वजनिक परिवहन उपलब्ध कराने एवं निजी वाहनों पर निर्भरता कम करने के उद्देश्य से MRTS के चरण IV और V के गलियारों तथा 'नमो भारत' RRTS परियोजनाओं के कार्यान्वयन में तेजी लाए।

अध्याय IV – स्वच्छ परिवहन – रोकथाम और प्रवर्तन रणनीतियाँ

(CAG रिपोर्ट के पैरा 4.1 से 4.9 तक)

ऑडिट रिपोर्ट का सारांश, विभाग द्वारा की गई कार्रवाई और समिति की टिप्पणियाँ/सिफारिशें इस प्रकार हैं:

स्वच्छ परिवहन – रोकथाम और प्रवर्तन रणनीतियों पर ऑडिट टिप्पणियाँ

1. उत्सर्जन परीक्षण और दिल्ली में प्रदूषण जाँच केंद्रों (PCCs) की पर्याप्तता

ऑडिट में दिल्ली भर में प्रदूषण जाँच केंद्रों (PCCs) की उपलब्धता और पहुँच में काफी असंतुलन पाया गया। लगभग 31% PCCs विशिष्ट वाहन श्रेणियों के लिए हैं और आम जनता के लिए खुले नहीं हैं, जबकि 62% केंद्र 9 में से केवल 3 जोनों में ही केंद्रित हैं, जिससे असमानताएँ पैदा हुई हैं जैसे उत्तरी जोन में प्रति PCC 23,000 वाहन हैं, जबकि नई दिल्ली जोन में यह संख्या 5,000 है। परिवहन विभाग द्वारा इस असमान वितरण के लिए दी गई सफाई को अपर्याप्त माना गया। ऑडिट ने सिफारिश की कि विभाग इस असमानता के कारणों की जाँच करे और रेजिडेंट वेलफेयर एसोसिएशन (RWAs) के साथ साझेदारी में आवासीय कॉलोनियों जैसे सार्वजनिक स्थानों पर स्वचालित PCCs स्थापित करने पर विचार करे।

इसके अलावा, बस डिपो और वाहन डीलरशिप में अनुपालन संबंधी मुद्दे भी देखे गए। राष्ट्रीय हरित अधिकरण (NGT) ने दिल्ली परिवहन निगम (DTC) को बसों के लिए महीने में दो बार PUC जाँच करने का निर्देश दिया था। हालाँकि DTC ने मार्च 2021 तक अपने सभी डिपो में PCCs स्थापित कर लिए थे, लेकिन 10 में से केवल 6 क्लस्टर बस ऑपरेटरों ने ही PCCs स्थापित किए थे, जबकि शेष ऑपरेटर सामान्य PCCs पर निर्भर थे। इसके अतिरिक्त, 2015 के उस निर्देश के बावजूद जिसमें वाहन डीलरों को अपने शोरूम या वर्कशॉप में PCCs स्थापित करने की आवश्यकता थी, जनवरी 2021 तक 60% (448 में से 272) डीलरों ने इसका अनुपालन नहीं किया था, जो परिवहन विभाग द्वारा कमजोर प्रवर्तन को दर्शाता है।

2. उत्सर्जन परीक्षण के लिए लाए गए वाहनों की संख्या में कमी

2018–19 से 2020–21 के दौरान, दिल्ली में पंजीकृत जिन वाहनों की PUC जाँच होनी थी, उनमें से केवल 46–63% वाहनों का ही परीक्षण किया गया। कई वाहन, विशेष रूप से BS-IV से पहले के वे वाहन जिनकी तिमाही जाँच आवश्यक थी, उत्सर्जन परीक्षण से नहीं

गुजर रहे थे। सितंबर 2019 में PUC टेस्ट में अचानक हुई बढ़ोतरी से पता चलता है कि तब तक गाड़ियां बिना वैध PUCC के चल रही थीं, और बढ़ी हुई पेनल्टी के कारण ही उनका टेस्ट करवाया गया। परिवहन विभाग ने, समय पर PUC चेक न करवाने वालों के लिए रिमाइंडर या चालान भेजने, या नियमों का पालन न करने वालों के लिए फॉलो–अप करने की प्रक्रिया को ऑटोमेटेड नहीं किया है। PUC नियमों का उल्लंघन करने वालों के लिए ई–चालान जारी करने पर विचार किया जा रहा है, और विभाग ने सार्वजनिक नोटिस जारी करने तथा प्रवर्तन टीमों को तैनात करने जैसे कदम उठाए हैं।

3. सार्वजनिक परिवहन और ग्रामीण–सेवा वाहनों के एमिशन टेस्टिंग में कमी

दिल्ली में सार्वजनिक परिवहन और ग्रामीण–सेवा वाहनों के लिए एमिशन टेस्टिंग की जरूरतें बड़े पैमाने पर पूरी नहीं की गईं। दिल्ली परिवहन निगम (DTC) और क्लस्टर स्कीम द्वारा चलाई जाने वाली बसों को महीने में दो बार एमिशन टेस्ट करवाना जरूरी था, लेकिन इसका पालन बहुत खराब रहा—क्लस्टर बसों को जरूरी PUCCs का सिर्फ 5% ही मिला (अप्रैल 2018–अगस्त 2019) और 13 क्लस्टर बसों और 345 DTC बसों (9%) का कुछ समय के दौरान बिल्कुल भी टेस्ट नहीं किया गया। 2019–20 में किसी भी DTC बस का तय समय पर टेस्ट नहीं किया गया। इन उल्लंघनों के बावजूद, परिवहन विभाग ने नवंबर 2018 और अक्टूबर 2020 के बीच DTC को सिर्फ चार चालान जारी किए और क्लस्टर बसों को कोई चालान जारी नहीं किया, जिससे पता चलता है कि नेशनल ग्रीन ट्रिब्यूनल के निर्देशों के बावजूद नियमों को लागू करने में ढिलाई बरती गई। इसी तरह, 6,153 ग्रामीण–सेवा वाहनों के लिए हर तीन महीने में एमिशन टेस्ट करवाना जरूरी था, लेकिन इसमें 91% की कमी रही (2015–2019), और 2019–20 में सिर्फ 3,476 वाहनों का हर तीन महीने के बजाय सिर्फ एक बार टेस्ट किया गया, जिससे पता चलता है कि नियमों का पालन ठीक से नहीं हो रहा है और वाहनों से होने वाले एमिशन को कंट्रोल करने में गंभीरता की कमी है।

4. एमिशन टेस्ट में फेल होने वाले वाहनों को PUCCs जारी करना

ऑडिट में 2015 और 2020 के बीच डीजल और पेट्रोल दोनों तरह के वाहनों के लिए 'प्रदूषण नियंत्रण प्रमाण पत्र' (PUCCs) जारी करने में गंभीर अनियमितताएं पाई गईं, जबकि सड़क परिवहन और राजमार्ग मंत्रालय ने एमिशन टेस्टिंग के नियम पहले ही नोटिफाई कर दिए थे। 22.14 लाख डीजल वाहनों में से 24% (5.38 लाख) को बिना किसी टेस्ट वैल्यू के ही PUCCs जारी कर दिए गए, और 4,007 ऐसे वाहनों को भी 'पास' घोषित कर दिया गया जिनके एमिशन वैल्यू तय सीमा से ज्यादा थे। इसी तरह, 65.36 लाख पेट्रोल/CNG/LPG वाहनों में से 1.08 लाख ऐसे वाहनों को पास कर दिया गया जिनके CO/HC एमिशन वैल्यू तय सीमा से ज्यादा थे। वहीं 10.61 लाख BS-IV पेट्रोल वाहनों के लैम्डा टेस्ट में 5,661 ऐसे

वाहनों को पास कर दिया गया जिनके वैल्यू तय सीमा से ज़्यादा थे, और 52,555 (5%) वाहनों के लैम्डा वैल्यू रिकॉर्ड ही नहीं किए गए थे। परिवहन विभाग ने इन कमियों का कारण सिस्टम में मौजूद 'बग्स' (तकनीकी गड़बड़ियां) बताया, लेकिन इस स्पष्टीकरण को नाकाफी माना गया। इसके चलते, सिस्टम की विश्वसनीयता को बेहतर बनाने के लिए PUC प्रबंधन को 'नेशनल इन्फॉर्मेटिक्स सेंटर' (NIC) को सौंपने का फैसला लिया गया।

5. बहुत ही कम समय में कई PUCC जारी करना और BS उत्सर्जन मानकों का मैन्युअल चयन

ऑडिट में 'प्रदूषण नियंत्रण प्रमाण पत्र' (PUCC) जांच प्रणाली में गंभीर अनियमितताएं पाई गईं। ऐसे 7,643 मामले सामने आए, जिनमें एक ही केंद्र पर एक साथ कई वाहनों की जांच की गई, वहीं 76,865 ऐसे मामले भी थे, जिनमें वाहनों की जांच करके उन्हें एक मिनट के भीतर ही PUCC जारी कर दिए गए। इससे यह साफ संकेत मिलता है कि जांच की उचित प्रक्रियाओं का पालन नहीं किया गया। इसके अलावा, भारत के सर्वोच्च न्यायालय के निर्देशों के बावजूद—जिनमें जून 2018 तक PUCC डेटा को 'वाहन' (VAHAN) डेटाबेस से जोड़ने को कहा गया था—दिल्ली के 'प्रदूषण जांच केंद्र' (PCCs) अभी भी 'भारत स्टेज' (BS) उत्सर्जन मानकों का चयन मैन्युअल रूप से करते हैं। इससे डेटा में हेरफेर की आशंका बनी रहती है और PUCC की विश्वसनीयता पर भी सवाल उठते हैं। हालांकि, परिवहन विभाग ने 211 PCCs का निरीक्षण किया है और 53 को 'कारण बताओ नोटिस' जारी किए हैं, साथ ही, दो जांचों के बीच न्यूनतम समय अंतराल रखने की योजना भी बनाई है। इसके बावजूद, ऑडिट रिपोर्ट में इस बात पर जोर दिया गया है कि आंतरिक कमियों की पहचान करना, कड़ी जवाबदेही तय करना, और PUCC डेटा को 'वाहन' डेटाबेस के साथ तत्काल एकीकृत करना बेहद जरूरी है, ताकि एक विश्वसनीय उत्सर्जन जांच प्रणाली सुनिश्चित की जा सके।

6. PCCs का निरीक्षण और थर्ड–पार्टी ऑडिट

ऑडिट में प्रदूषण जाँच केंद्रों (PCCs) पर कमजोर निगरानी की बात सामने आई। 2017 में पर्यावरण प्रदूषण (रोकथाम और नियंत्रण) प्राधिकरण की सिफारिशों के बावजूद कि निरीक्षण किए जाएँ और थर्ड–पार्टी ऑडिट शुरू किए जाएँ, परिवहन विभाग ने कर्मचारियों की कमी के कारण निरीक्षण की समय–सीमा तय नहीं की और न ही प्रस्तावित ऑडिट कार्यक्रम लागू किया। इसके अलावा, नवंबर 2018 से अक्टूबर 2020 के बीच, ऐसे वाहनों के लिए 53,655 चालान जारी किए गए जिनसे दिखाई देने वाला धुआँ निकल रहा था। इनमें से 90% से ज्यादा (52,711 वाहन) के पास वैध PUCC थे, जिससे PCCs द्वारा जारी किए गए प्रमाणपत्रों की विश्वसनीयता पर गंभीर सवाल खड़े होते हैं। विभाग के पास ऐसे केंद्रों का निरीक्षण करने का कोई तंत्र भी नहीं था और 2017 में सड़क परिवहन और राजमार्ग मंत्रालय

की सलाह के बावजूद उसने PUC उपकरणों का थर्ड–पार्टी कैलिब्रेशन लागू नहीं किया था। ऑडिट का निष्कर्ष था कि ये कमियाँ जवाबदेही को कमजोर करती हैं और PUCC प्रणाली की विश्वसनीयता से समझौता करती हैं, हालाँकि विभाग ने हाल ही में PCC निरीक्षण शुरू किए हैं और कहा है कि वह थर्ड–पार्टी ऑडिट पर विचार करेगा।

7. PUC उपकरणों की विश्वसनीयता और Malfunction Indicator Lamp (MIL) के संबंध में PCCs को दिए गए अपने ही निर्देशों का पालन

ऑडिट में पाया गया कि परिवहन विभाग (DoT) विश्वसनीय PUC जाँच सुनिश्चित करने में विफल रहा। उपकरणों की गुणवत्ता की जाँच, थर्ड–पार्टी कैलिब्रेशन और वार्षिक रखरखाव अनुबंध (AMC) नदारद थे, जबकि PCCs ने BS-IV वाहनों के लिए **Malfunction Indicator Lamp (MIL)** की स्थिति की जाँच करने के निर्देश का पालन नहीं किया। हाल के सॉफ्टवेयर अपडेट कैलिब्रेशन प्रमाणपत्र अपलोड करने और MIL जाँच की सुविधा देते हैं, लेकिन प्रवर्तन और निगरानी की कमी के कारण PUCC की विश्वसनीयता पर लगातार सवाल उठते रहे हैं।

8. पारंपरिक उत्सर्जन जाँच के तकनीकी विकल्प

दिल्ली को ऐसे तकनीकी समाधानों की जरूरत है जो ट्रैफिक में बाधा डाले बिना प्रदूषण फैलाने वाले वाहनों का पता लगा सकें। सड़क पर उत्सर्जन की जाँच के लिए रिमोट सेंसिंग तकनीक प्रभावी है। DoT ने 2009 से इस पर विचार किया, परीक्षण किए और 2011 में एक टेंडर जारी किया, लेकिन 2013 में इसे रद्द कर दिया गया। सुप्रीम कोर्ट ने 2018 में इसे लागू करने का निर्देश दिया, लेकिन DoT ने विभिन्न कारणों का हवाला देते हुए इसमें देरी की। मार्च 2021 तक, दिल्ली में RSD तकनीक का उपयोग नहीं किया जा रहा था। DoT ने (नवंबर 2021 में) जवाब दिया कि वह इस तकनीक का उपयोग करने की संभावनाओं का पता लगाएगा।

9. सीमित क्षमता और वाहन फिटनेस टेस्टिंग में कमी

दिल्ली का वाहन फिटनेस टेस्टिंग सिस्टम काफी हद तक मैनुअल सेंटर्स पर निर्भर है, ये सेंटर्स 4.1 लाख सालाना टेस्टिंग क्षमता का 88% हिस्सा संभालते हैं और इनमें गलत इस्तेमाल की गुंजाइश ज़्यादा होती है। 2020–21 में, 95% टेस्ट मैनुअली किए गए, जबकि ऑटोमेटेड सेंटर्स ने सिर्फ 5% टेस्ट किए। नियमों का पालन कम होता है: 2018–19 में, जिन 64% वाहनों का फिटनेस टेस्ट होना था, वे टेस्ट के लिए आए ही नहीं। साथ ही, फेल होने की दर 17% से घटकर 7% हो गई, जिससे यह गलतफहमी पैदा हुई कि सिस्टम का प्रदर्शन

बेहतर हुआ है। ट्रांसपोर्ट डिपार्टमेंट के पास मालिकों को सर्टिफिकेट रिन्यूअल के बारे में याद दिलाने का कोई सिस्टम नहीं था, हालाँकि अब वह इन कमियों की जाँच करने की योजना बना रहा है।

10. VIU झुलझुलीऑटोमेटेड फिटनेस टेस्टिंग सेंटर के कामकाज में कमियाँ

दिल्ली की एकमात्र ऑटोमेटेड व्हीकल इंस्पेक्शन यूनिट (VIU) झुलझुली में है, जिसका इस्तेमाल बहुत कम हो रहा है, इसकी क्षमता 167 वाहन/दिन की है, लेकिन यहाँ सिर्फ 21–75 वाहनों की ही टेस्टिंग हो पाती है (2017–2021 के दौरान)। ऐसा इसलिए है क्योंकि वाहन मालिक VIU बुराड़ी (जहाँ फेल होने की दर कम है) या मैनुअल टेस्टिंग को ज़्यादा पसंद करते हैं। ऑडिट में कई बड़ी अनियमितताएँ सामने आईं: 1,068 वाहनों को एमिशन टेस्ट में फेल होने के बावजूद बिना दोबारा टेस्ट किए ही सर्टिफिकेट दे दिए गएय 23,431 वाहन बिना किसी एमिशन टेस्ट के ही पास कर दिए गएय 25 वाहन पहले फेल होने के बावजूद पास कर दिए गए। और 552 वाहन सभी टेस्ट पास करने के बावजूद गलत तरीके से फेल घोषित कर दिए गए। इसके अलावा, फिटनेस टेस्ट 'सेंट्रल मोटर व्हीकल रूल्स' के हिसाब से नहीं किए गए, कुछ जरूरी जाँचों को छोड़ दिया गया या उन्हें सिर्फ सलाह के तौर पर लिया गया और कई मामलों में वाहन मालिकों के खुद के बयानों पर ही भरोसा कर लिया गया। इन कमियों की वजह से जवाबदेही और टेस्ट की विश्वसनीयता पर सवाल उठते हैं और ट्रांसपोर्ट डिपार्टमेंट ने कहा है कि वह इन कमियों की जाँच करेगा।

11. VIU बुराड़ी फिटनेस टेस्टिंग सेंटर के कामकाज में कमियां

VIU बुराड़ी, जो दिल्ली के 90% वाहनों के फिटनेस टेस्ट करता है, में कर्मचारियों की कमी है, यहाँ केवल तीन इंस्पेक्टर हैं, जो हर दिन प्रति इंस्पेक्टर 100–140 वाहनों का टेस्ट करते हैं। वे हर वाहन को 5 मिनट से भी कम समय देते हैं और पूरी तरह से सिर्फ देखकर ही जांच करते हैं। ऑडिट में सेंट्रल मोटर व्हीकल रूल्स (CMVR, 1989) का गंभीर उल्लंघन पाया गया: स्पीड गवर्नर और ब्रेक जैसी जरूरी जांचें मालिक के खुद के बयान पर निर्भर थीं, स्पीड गवर्नर का वैज्ञानिक तरीके से टेस्ट नहीं किया गया था, और जांचे गए वाहनों पर नजर रखने के लिए कोई गेट–पास सिस्टम नहीं था। हालांकि ट्रांसपोर्ट डिपार्टमेंट 100%CMVR पालन का दावा करता है और बताता है कि एक एंट्री गेट बन रहा है, लेकिन ये उपाय इन कमियों को दूर नहीं करते हैं, जिससे फिटनेस टेस्टिंग की विश्वसनीयता पर सवाल उठते हैं।

12. उत्सर्जन कम करने के लिए पुराने डीजल वाहनों (BS–IV) में रेट्रोफिटमेंट

दिल्ली में 4.64 लाख प्री–BS–VI डीजल वाहन (मार्च 2020 तक) हैं, जिनसे हानिकारक PM और NOx निकलता है। डीजल पार्टिकुलेट फिल्टर (DPF) लगाने से उत्सर्जन 60–90% तक कम हो सकता है। CPCB ने 2015 में रेट्रोफिटमेंट का निर्देश दिया था और IIT कानपुर ने 2016 में इसका सुझाव दिया था। DoT ने 2017 में MoRTH से नियमों में बदलाव करने का अनुरोध किया था, लेकिन कोई कार्रवाई नहीं की गई। CMVR 1989 के तहत कोई भी DPF मंजूर नहीं है।

13. BS–III और BS–IV वाहनों का अनियमित रजिस्ट्रेशन

DoT ने दिल्ली में सुप्रीम कोर्ट द्वारा तय समय सीमा के बाद 2,054 वाहनों (382 BS–III और 1,672 BS–IV) का रजिस्ट्रेशन किया। यह SC के आदेशों का उल्लंघन है और इससे अदालत की अवमानना हो सकती है, जिससे प्रदूषण नियंत्रण के प्रयासों को नुकसान पहुँचता है। DoT के स्पष्टीकरण स्वीकार्य नहीं हैं, जिसमें दिल्ली हाई कोर्ट के आदेश और मंत्री के फैसले का हवाला दिया गया है। SC ने लेन–देन के सत्यापन का निर्देश दिया था, लेकिन DoT ने अनुपालन रिपोर्ट नहीं दी है। DoT ने जवाब दिया कि इस मामले की जांच की जा रही है।

14. दिल्ली में 'एंड–ऑफ–लाइफ व्हीकल्स' (ELVs) का डी–रजिस्ट्रेशन, जब्ती और स्क्रैपिंग

दिल्ली में अभी भी 44.53 लाख 'एंड–ऑफ–लाइफ व्हीकल्स' (ELVs) सक्रिय रूप से रजिस्टर्ड हैं, लेकिन 2018–19 और 2020–21 के बीच केवल 2.98 लाख (6.27%) वाहनों का ही डी–रजिस्ट्रेशन किया गया। डीजल वाहनों के रजिस्ट्रेशन की वैधता गलत तरीके से 10 साल के बजाय 15 साल दर्ज की गई है, जिससे उनकी ट्रैकिंग करना मुश्किल हो जाता है। 347 ELVs को जब्त करने के बावजूद (अगस्त 2018–सितंबर 2020), केवल 5 वाहनों को ही स्क्रैपर्स (कबाड़ वालों) को सौंपा गया, और दिल्ली के चार अधिकृत स्क्रैपर्स ने मार्च 2021 तक किसी भी वाहन को प्रोसेस नहीं किया था। तीन जब्ती स्थलों (इंपाउंडिंग पिट्स) की सीमित क्षमता (4,000 वाहन) 41 लाख से अधिक ELVs के लिए अपर्याप्त है, और स्क्रैपर्स की निगरानी भी कमजोर है,DoT का दावा है कि बिना किसी सहायक रिकॉर्ड के ही 2,628 वाहनों को स्क्रैप कर दिया गया। इसके अलावा, विभिन्न प्रवर्तन एजेंसियों के बीच कोई तालमेल नहीं है, जिससे वाहनों की व्यवस्थित जब्ती और स्क्रैपिंग में बाधा आती है। हालाँकि DoT ने ट्रैफिक पुलिस के साथ समय–समय पर बैठकें करना शुरू कर दिया है और जब्त किए गए वाहनों को सीधे स्क्रैपर्स के पास भेजने की योजना बनाई है, फिर भी प्रवर्तन और जवाबदेही का स्तर अभी भी अपर्याप्त है।

15. DoT की प्रवर्तन शाखा का कामकाज

दिल्ली के परिवहन विभाग (DoT) की प्रवर्तन शाखा को वाहनों से होने वाले उत्सर्जन की निगरानी करने में गंभीर चुनौतियों का सामना करना पड़ रहा है। इस शाखा के पास पड़ोसी क्षेत्रों से दिल्ली में प्रवेश करने वाले वाहनों का कोई डेटा उपलब्ध नहीं है, जिससे प्रदूषण के 'हॉटस्पॉट' की पहचान करना और प्रदूषण के स्तर को ट्रैक करना मुश्किल हो जाता है; हालाँकि, नवंबर 2018 से अक्टूबर 2020 के बीच इस शाखा ने वाहनों से निकलने वाले दृश्यमान धुएँ के लिए 52,711 चालान और 'PUCC' (प्रदूषण नियंत्रण प्रमाण पत्र) न होने पर 44,089 चालान जारी किए थे, जिनमें से लगभग आधे चालान दिल्ली के बाहर से आने वाले वाहनों के थे। इस शाखा में कर्मचारियों की भारी कमी है, स्वीकृत 819 पदों के मुकाबले यहाँ केवल 292 कर्मचारी ही कार्यरत हैं, और 43 कर्मचारियों को अन्यत्र तैनात कर दिए जाने से कर्मचारियों की यह कमी और भी गंभीर हो गई है। हालाँकि DoT ने 1,134 नए पद सृजित करने की योजना बनाई है और नवंबर 2021 तक 56 टीमें भी तैनात कर दी हैं, फिर भी दिल्ली के 128 प्रवेश बिंदुओं पर प्रवर्तन का कार्य अभी भी अपर्याप्त है, क्योंकि ये टीमें 13 प्रमुख वाणिज्यिक प्रवेश बिंदुओं में से केवल 7 बिंदुओं पर ही निगरानी कर पा रही हैं। कर्मचारियों की कमी, वाहनों पर लगे PUC उपकरणों का अभाव और स्थान–वार वाहन डेटा की कमी के कारण पूरे दिल्ली में उत्सर्जन प्रवर्तन कमजोर और असंतोषजनक है।

C&AG की सिफारिशें:

1. सरकार को यह सुनिश्चित करना चाहिए कि आम जनता के लिए पर्याप्त PCCs प्राथमिकता के आधार पर उपलब्ध हों और वे वाहन – PCC अनुपात के अनुसार समान रूप से वितरित हों। सरकार एक ऐसा तंत्र बना सकती है जिसके तहत उन वाहनों को ऑटोमेटेड रिमाइंडर / ई–चालान जारी किए जा सकें जिन्होंने तय तारीख तक PUCC प्राप्त नहीं किया है, साथ ही नियमों का पालन करने वालों को प्रोत्साहन भी दिया जा सके। विभिन्न श्रेणियों के वाहनों के लिए PUCC प्राप्त करने की रणनीति, वाहनों से होने वाले उत्सर्जन भार के वैज्ञानिक विश्लेषण पर आधारित होनी चाहिए।

2. सरकार को एक ऐसा तंत्र स्थापित करने की आवश्यकता है जो PCCs पर लगे उपकरणों के नियमित कैलिब्रेशन और उनकी कार्यक्षमता को सुनिश्चित कर सके।

3. सरकार को उत्सर्जन डेटा और VAHAN डेटाबेस के बीच एक जुड़ाव (लिंकेज) स्थापित करने की आवश्यकता है, ताकि किसी विशेष 'भारत स्टेज' श्रेणी के चयन में किसी भी तरह की हेराफेरी की कोई गुंजाइश न रहे।

4. प्रवर्तन कर्मियों की भारी कमी को देखते हुए, सरकार वाहनों से होने वाले प्रदूषण की जाँच के लिए रिमोट सेंसिंग उपकरणों के उपयोग पर विचार कर सकती है।

5. सरकार को ऑटोमेटेड टेस्टिंग सेंटर्स पर वाहनों के फिटनेस टेस्ट की कवरेज बढ़ाने के लिए पर्याप्त कदम उठाने चाहिए, ताकि निर्धारित मानदंडों का सख्ती से पालन सुनिश्चित किया जा सके।

6. उत्सर्जन को कम करने के उद्देश्य से, सरकार डीजल वाहनों में 'डीजल पार्टिकुलेट फिल्टर' (DPF) लगवाना अनिवार्य बनाने के लिए कदम उठा सकती है।

7. GNCTD को उन मामलों में जवाबदेही तय करनी चाहिए और उचित निवारक तंत्र लागू करना चाहिए, जहाँ PUC प्रमाणपत्र होने के बावजूद वाहन को दृश्य प्रदूषण (visible pollution) फैलाते हुए पकड़ा गया हो, या जहाँ फिटनेस टेस्ट में फेल हुए वाहनों को भी PUC प्रमाणपत्र जारी कर दिया गया हो।

8. सरकार द्वारा PCCs की नियमित जाँच की जानी चाहिए।

<u>विभाग द्वारा की गई कार्रवाई</u>

1. प्रदूषण जाँच केंद्रों (PUC/PCCs) पर विभाग की कार्रवाई

परिवहन विभाग ने PUC/PCCs के संबंध में निम्नलिखित कार्रवाई की है:

(i) इसने सभी ईंधन स्टेशनों (IGL सहित), वर्कशॉप, सर्विस स्टेशनों और DTC डिपो पर आवेदन के आधार पर PUC केंद्रों को अधिकृत किया है, दिल्ली में लगभग 953 केंद्र चालू हैं (698 ईंधन स्टेशनों पर, 255 वर्कशॉप में);

(ii) इसने एक निगरानी तंत्र लागू किया है जो सभी DTC और क्लस्टर बसों के लिए हर दो महीने में PUC जाँच सुनिश्चित करता है; दस में से छह क्लस्टर बस ऑपरेटरों के पास अपने स्वयं के PCC हैं और बाकी सरकारी–अधिकृत PCC का उपयोग करते हैं;

(iii) इसने सभी वाहन डीलरों के लिए अपने शोरूम/वर्कशॉप में PCC स्थापित करने की अनिवार्यता को समाप्त कर दिया है। अब ट्रेड सर्टिफिकेट 'वाहन' (VAHAN) पोर्टल के माध्यम से जारी किए जाते हैं, जिसके लिए फॉर्म 16, निर्माता का आशय पत्र (letterofintent), नागरिक एजेंसी के प्रमाण पत्र, शुल्क की रसीद और CMVR 1989 (नियम 33–43) का पालन करने का वचन पत्र जमा करना होता है;

(iv) यह ग्राहकों की सुविधा के लिए, PUC प्रमाणन की मांग करने वाली वर्कशॉप को निरंतर प्राधिकरण प्रदान करता रहता है;

(v) इसने यह नोट किया है कि वाहन चालक सुविधा के लिए फ्यूल स्टेशनों को प्राथमिकता देते हैं, BS–IV/BS–VI वाहनों के लिए सर्टिफिकेट आमतौर पर एक साल के लिए वैध होते हैं, और NCR शहरों के सर्टिफिकेट NIC एप्लिकेशन और VAHAN पोर्टल के जरिए पूरे दिल्ली में वैध होते हैं; और

(vi) इसने कहा है किPUC केंद्रों का वितरण न तो असंतुलित है और न ही उनकी कोई कमी है।

2. एमिशन टेस्टिंग के दायरे में आने वाले वाहनों में कमी

विभाग ने लगभग 500 रणनीतिक जगहों पर, जिनमें फ्यूल स्टेशन और प्रमुख ISBT शामिल हैं, ANPR तकनीक लगाई है। इसका मकसद उन वाहनों की रियल–टाइम पहचान करना है जो बिना वैध PUC सर्टिफिकेट के चल रहे हैं, और उनके लिए अपने–आप चालान जारी करना है। प्रवर्तन टीमें लगातार सड़कों पर जाकर वाहनों की भौतिक जांच कर रही हैं और नियमों का पालन न करने वाले वाहनों के खिलाफ कार्रवाई कर रही हैं। वर्ष 2025 के दौरान, मैनुअल प्रवर्तन और ANPR तकनीक, दोनों के जरिए कुल 2,88,864 चालान जारी किए गए। जन जागरूकता और वाहनों से होने वाले वायु प्रदूषण को नियंत्रित करने के लिए, PUC रिन्यूअल के लिए ऑटोमेटेड SMS अलर्ट, सर्टिफिकेट की समय सीमा खत्म होने से एक महीना पहले, पंद्रह दिन पहले, सात दिन पहले और ठीक उसी दिन भेजे जाते हैं। विभाग ने यह नोट किया कि चालान तभी जारी किया जा सकता है जब कोई वाहन सड़क पर चल रहा हो, और दिल्ली में रजिस्टर्ड कुछ ऐसे वाहन जो दूसरे राज्यों में चल रहे हैं, उनके पास शायद वैध PUC सर्टिफिकेट हों, लेकिन वे VAHAN पोर्टल से जुड़े हुए न हों। इन उपायों का मकसद प्रवर्तन को मजबूत करना, नियमों का पालन सुनिश्चित करना और PUC सर्टिफिकेट के समय पर रिन्यूअल को बढ़ावा देना है; साथ ही, कानूनी राय के आधार पर नियमों का उल्लंघन करने वालों के लिए ई–चालान जारी करने पर भी विचार किया जा रहा है।

3. सार्वजनिक परिवहन और ग्रामीण सेवा वाहनों की एमिशन टेस्टिंग

परिवहन विभाग ने बताया कि NGT के निर्देशों का पालन करते हुए, सभी DTC और क्लस्टर बसों की PUC जांच हर पखवाड़े की जाती है। अप्रैल 2019 से मार्च 2020 तक का डेटा ऑडिट के लिए उपलब्ध कराया गया था और वर्ष 2024–25 के लिए डिपो–वार PUC जांच का विस्तृत विवरण समिति को सौंपा गया है। ग्रामीण सेवा वाहनों के लिए, विभाग ने बताया कि 27.02.2026 तक, 1,285 सक्रिय CNG वाहन और 125 सक्रिय इलेक्ट्रिक वाहन हैं,

जिनके लिए अप्रैल 2025 और फरवरी 2026 के बीच कुल 876 PUCC तिमाही आधार पर जारी किए गए। इन वाहनों के लिए फिटनेस प्रमाणपत्र CMVR, 1989 के नियम 62 के अनुसार दिए जाते हैं, जिसमें स्पार्क प्लग, हेडलाइट्स, अन्य लाइटें, रिफ्लेक्टर, बल्ब, शीशे, सुरक्षा कांच, हॉर्न, साइलेंसर, डैशबोर्ड उपकरण, विंडशील्ड वाइपर, निकास उत्सर्जन, ब्रेकिंग सिस्टम, स्पीडोमीटर और स्टीयरिंग गियर की जांच शामिल है।

4. PCCs द्वाराPUCC जांच में अनियमितताएं

ऑडिट अवधि के दौरान, PUCC एप्लिकेशन का प्रबंधन दिल्ली ई–गवर्नेंस सोसाइटी (DeGS) द्वारा किया जाता था, जिसने बताया कि डीजल और पेट्रोल वाहनों की जांच में विसंगतियां, कम समय में कई PUCC जारी होना और BS श्रेणी का मैन्युअल चयन जैसी समस्याएं पिछले 3–4 वर्षों के मिश्रित जांच डेटा के कारण उत्पन्न हुई थीं। ऑडिट द्वारा इन मुद्दों को उजागर किए जाने के बाद, विभाग ने DeGS एप्लिकेशन का उपयोग बंद कर दिया और NIC द्वारा संचालित एक नई प्रणाली को अपनाया, जिसमें BS मानक 'वाहन' (VAHAN) डेटाबेस से स्वचालित रूप से प्राप्त किए जाते हैं, जिससे मैन्युअल त्रुटियों की गुंजाइश कम हो जाती है। विभाग ने ऑडिट में पाई गई विसंगतियों की जानकारी NIC को दी ताकि उनकी पुनरावृत्ति न हो। NIC द्वारा लॉन्च किए गए PUCC 2.0 एप्लिकेशन ने कथित तौर पर इन कमियों को दूर कर दिया है, जिससे उत्सर्जन जांच की पारदर्शिता और विश्वसनीयता बढ़ी है। अब प्रवर्तन दल और NIC की प्रणाली मिलकर PUCC जारी करने की प्रक्रिया को नियंत्रित करते हैंजिसमें उत्सर्जन जांच में विफल रहने वाले डीजल और पेट्रोल वाहन भी शामिल हैंऔर यह सुनिश्चित करते हैं कि जांच प्रक्रियाएं उचित हों, दो जांचों के बीच पर्याप्त समय अंतराल हो, तथा BS मानकों के मैन्युअल चयन की प्रथा समाप्त हो जाए। हालांकि, ऑडिट ने यह भी पाया कि सरकार ने अपने जवाब के समर्थन में PUCC 2.0 के माध्यम से जांचे गए वाहनों का डेटाबेस साझा नहीं किया है, और NIC के माध्यम से इन समस्याओं के पूर्ण समाधान के लिए कोई समय–सीमा भी नहीं बताई गई है।

5. PCCsकी निगरानी

परिवहन विभाग ने नीचे दिए गए बहु–आयामी दृष्टिकोण के माध्यम से प्रदूषण जांच केंद्रों (PCCs) की निगरानी को सुदृढ़ किया है:

(i) मई 2023 से फरवरी 2025 के बीच, विभागीय अधिकारियों द्वारा लगभग 1,850 निरीक्षण किए गए, जिसके परिणामस्वरूप 74 केंद्रों को परामर्श, 283 को चेतावनी, 69 को कारण बताओ नोटिस, 39 का निलंबन और 13 केंद्रों का निरस्तीकरण किया गया;

(ii) 90 PCCs का थर्ड–पार्टी ऑडिट EPICIndia, शिकागो विश्वविद्यालय द्वारा किया गया, जिसकी विस्तृत रिपोर्ट अभी प्रतीक्षित है, और ICAT द्वारा इसी तरह के ऑडिट का प्रस्ताव जून 2026 तक पूरा होने की उम्मीद है;

(iii) PUC उपकरणों का उचित कैलिब्रेशन होना आवश्यक है और उपयोग से पहले उनके प्रमाण पत्र NIC के PUC पोर्टल पर अपलोड किए जाने चाहिए; यदि कैलिब्रेशन की अवधि समाप्त हो जाती है, तो PUCC जारी करना अवरुद्ध हो जाता है, जिससे सटीकता और अनुपालन सुनिश्चित होता है;

(iv) किसी भी उपकरण को तब तक अनुमति नहीं दी जाती जब तक उसे ICAT/ARAI द्वारा अनुमोदित न किया गया हो, और सभी उपकरण एक वैध वार्षिक रखरखाव अनुबंध के अंतर्गत होने चाहिए;

(v) NIC का PUCC 2.0 एप्लिकेशन अब पिछले DeGS सिस्टम की विसंगतियों को दूर करता है, VAHAN से BS मानकों को स्वचालित रूप से लिंक करता है और मानवीय त्रुटियों को रोकता है;

(vi) प्रवर्तन उपायों में दृश्यमान धुआँ उत्सर्जित करने वाले वाहनों की रीयल–टाइम जाँच, यादृच्छिक निरीक्षण, और Malfunction Indicator Lamp (MIL) सत्यापन का कड़ाई से पालन शामिल है; इसके साथ ही यह निर्देश भी है कि यदि MIL चालू (ON) रहता है, तो PCCs को PUCC जारी नहीं करना चाहिए; और

(vii) विभाग NIC/MoRTH के साथ मिलकर ऐसे तकनीकी सुरक्षा उपायों पर विचार कर रहा है, जिनके तहत यदि MIL को चालू (ON) पाया जाता है, तो PUC परीक्षण स्वचालित रूप से अक्षम हो जाए, जिससे सिस्टम की विश्वसनीयता बढ़ेगी। यह एकीकृत दृष्टिकोण दिल्ली में PCC संचालन की विश्वसनीयता, अनुपालन और जवाबदेही सुनिश्चित करता है।

6. पारंपरिक उत्सर्जन परीक्षण के तकनीकी विकल्प

परिवहन विभाग ने सूचित किया कि सड़कों पर प्रदूषण फैलाने वाले वाहनों की जाँच (स्क्रीनिंग) के लिए Remote Sensing Device (RSD) तकनीक पर विचार किया जा रहा है। इस संबंध में निम्नलिखित कदम उठाए जा रहे हैं:

(i) विभाग ने Automotive Research Association of India (ARAI)और International Centre for Automotive Technology (ICAT) से RSD के

मूल्यांकन पर आधारित अपनी परियोजना का एक कार्यकारी सारांश तैयार करने का अनुरोध किया है;

(ii) विभाग ने कहा कि दिल्ली में RSD तकनीक तब तक लागू नहीं की जा सकती, जब तक कि सड़क परिवहन और राजमार्ग मंत्रालय (MoRTH) द्वारा Remote Sensing Device (RSD) और Portable Emission Measurement System (PEMS) के डेटा के बीच सहसंबंध (correlation) के संबंध में आवश्यक दिशानिर्देश जारी नहीं कर दिए जाते; और

(iii) 2 जून 2025 को MoRTH, नई दिल्ली में एक बैठक हुई, जिसकी अध्यक्षता MoRTH के अतिरिक्त सचिव ने की। इस बैठक में दिल्ली के परिवहन विभाग के सचिव, और ICCT, ARAI तथा ICAT के प्रतिनिधियों ने भाग लिया। उम्मीद है कि जरूरी ढाँचा 2026 के आखिर तक तैयार हो जाएगा।

7. वाहनों की फिटनेस जाँच

विभाग ने बताया कि दिल्ली में बुराड़ी और झुलझुली में दो वाहन निरीक्षण इकाइयाँ (VIUs) काम कर रही हैं। ये इकाइयाँ परिवहन वाहनों का निरीक्षण करके उन्हें फिटनेस प्रमाणपत्र देती हैं। विभाग ने बताया किः

(i) अभी दिल्ली में कोई भी स्वचालित जाँच केंद्र (ATS) नहीं है;

(ii) वाहनों का निरीक्षण VIU बुराड़ी में आँखों से देखकर किया जाता है, जबकि VIUझुलझुली में आँखों से देखने के साथ–साथ उपकरणों की मदद से भी किया जाता है। VIUझुलझुली एक निरीक्षण और प्रमाणन (I&C) केंद्र के तौर पर काम करता है;

(iii) VIUझुलझुली का कम इस्तेमाल होने की वजहें ये थींः इसकी दूर की जगह (राजघाट से लगभग 50 km दूर), आस–पास सुविधाओं की कमी, पहले कानून–व्यवस्था से जुड़ी दिक्कतें, इंस्पेक्शन में लगने वाला ज्यादा समय और ट्रांसपोर्ट गाड़ियों के लिए "नो एंट्री" की पाबंदियाँ; और

(iv) बेहतर इस्तेमाल के लिए, डिपार्टमेंट ने VIU झुलझुली में फिटनेस इंस्पेक्शन के लिए ऑनलाइन पेमेंट की सुविधा, पहले से अपॉइंटमेंट लेने का सिस्टम और दो ऑपरेशनल शिफ्ट शुरू की हैं। इससे इंस्पेक्शन की क्षमता 180 गाड़ियों से बढ़कर 360 गाड़ियाँ रोजाना हो गई है, जबकि फिटनेस सर्टिफिकेट सेंट्रल मोटर व्हीकल्स रूल्स (CMVR), 1989 के नियम 62 के हिसाब से दिए गए।

डिपार्टमेंट ने आगे बताया कि CMVR, 1989 के नियम 62(1) में 02.11.2018 की नोटिफिकेशन GSR 1081(E) के जरिए बदलाव किया गया था। इसके तहत, आठ साल तक पुरानी गाड़ियों के लिए फिटनेस सर्टिफिकेट की वैलिडिटी एक साल से बढ़ाकर दो साल कर दी गई, जिससे टेस्टिंग के लिए आने वाली गाड़ियों की संख्या कम हो गई। जिन गाड़ियों के पास वैलिड फिटनेस सर्टिफिकेट नहीं होता, वे सड़कों पर नहीं चल सकतीं और उन पर कानूनी कार्रवाई हो सकती है। 01.07.2025 से 31.12.2025 के बीच, बिना फिटनेस सर्टिफिकेट के चलने वाली गाड़ियों के लिए 782 चालान काटे गए। साथ ही, CMVR, 1989 के नियम 81(11) के तहत, हर दिन की देरी के लिए ₹50 की एक्स्ट्रा फीस ली जाती है। डिपार्टमेंट ने यह भी बताया कि VIUझुलझुली में एमिशन टेस्ट के नतीजों में शुरू में जो गड़बड़ियाँ हुई थीं, वे VAHAN सॉफ्टवेयर में आई दिक्कतों और गाड़ियों का लोड ज़्यादा होने की वजह से हुई थीं। एक बीच के उपाय के तौर पर, जिन गाड़ियों के पास अधिकृत प्रदूषण जाँच केंद्रों से जारी किया गया वैलिड PUCC था, उन्हें एमिशन टेस्ट में पास माना गया; इसके अलावा, VIUझुलझुली में I&C सेंटर MoRTH द्वारा स्थापित किया गया था और MoRTH द्वारा चुने गए एक वेंडर द्वारा संचालित किया जाता था, और विभाग ने यह बनाए रखा कि वाहनों का फिटनेस सर्टिफिकेशन CMVR, 1989 के नियम 62 के प्रावधानों के अनुसार दिया गया था।

8. VIU बुराड़ी में फिटनेस टेस्टिंग

विभाग ने बताया कि फरवरी 2020 के दौरान VIU बुराड़ी में पर्याप्त कर्मचारी थे, जिसमें वाहनों के इंस्पेक्शन के लिए पाँच इंस्पेक्टर और एक फोरमैन (DTC) तैनात थे, और वाहनों का बढ़ा हुआ बोझ 2018 में फिटनेस सर्टिफिकेट की वैधता को एक साल से बढ़ाकर दो साल करने के कारण था; काम के बोझ को संभालने के लिए, इंस्पेक्टरों के काम के घंटे बढ़ा दिए गए थे और ऑटो रिक्शा/टैक्सी यूनिट बुराड़ी से अतिरिक्त इंस्पेक्टिंग स्टाफ को अस्थायी आधार पर तैनात किया गया था।

विभाग ने आगे बताया कि वाहन इंस्पेक्शन विजुअल चेक और उपकरण–आधारित टेस्टिंग का एक संयोजन है, जिसमें उत्सर्जन परीक्षण अधिकृत प्रदूषण जाँच केंद्रों पर PUCC जारी करके किए जाते हैं, जबकि विजुअल इंस्पेक्शन VIU बुराड़ी में इंस्पेक्टरों द्वारा किया जाता है, और एक वैध PUCC को उत्सर्जन परीक्षण के लिए अनुपालन माना जाता है; वर्तमान में VIU बुराड़ी में स्वचालित फिटनेस टेस्टिंग उपलब्ध नहीं है, हालाँकि विभाग VIU बुराड़ी में मौजूदा लेन को स्वचालित टेस्टिंग स्टेशनों (ATS) में अपग्रेड करने और दिल्ली में अन्य स्थानों पर ATS स्थापित करने की प्रक्रिया में है। यह भी बताया गया कि फिटनेस सर्टिफिकेट केंद्रीय मोटर वाहन नियम (CMVR), 1989 के नियम 62 के अनुसार दिए जाते हैं, और

CMVR, 1989 के नियम 115(7) के तहत आवश्यक वैध PUCC को फिटनेस सर्टिफिकेशन के दौरान ध्यान में रखा जाता है, जबकि वाहनों की कुछ श्रेणियों जैसे HTV, स्कूल बसों और अन्य HPV को इंस्पेक्शन के लिए VIUझुलझुली भेजा गया था, जहाँ उस केंद्र पर प्रतिदिन 180 वाहनों की सीमित क्षमता के कारण बड़े परीक्षण किए जा सकते थे।

9. BS–IV डीजल वाहनों का रेट्रोफिटमेंट

विभाग ने बताया कि उसने 04.01.2026 को एक ईमेल के जरिए CPCB, DPCC और IIT कानपुर से BS–IV डीजल वाहनों में डीजल पार्टिकुलेट फिल्टर (DPF) लगाने के रेट्रोफिटमेंट के संबंध में किसी भी अपडेटेड स्टडी, पायलट प्रोजेक्ट या संशोधित सिफारिश के बारे में जानकारी मांगी थी। इसके बाद 23.02.2026 को एक रिमाइंडर भी भेजा गया, लेकिन अब तक कोई जवाब नहीं मिला है। विभाग ने आगे कहा कि वह पुराने इंटरनल कंबशन इंजन (ICE) वाले वाहनों को इलेक्ट्रिक वाहनों में बदलने का समर्थन करता है, बशर्ते सेंट्रल मोटर व्हीकल्स रूल्स (CMVR), 1989 का पालन किया जाए – विशेष रूप से नियम 126 का, जिसके तहत अधिकृत टेस्टिंग एजेंसियों द्वारा रेट्रोफिट किट के सर्टिफिकेशन की आवश्यकता होती है। हालांकि, अनुमोदित रेट्रोफिट उत्पाद वर्तमान में उच्च लागत के कारण बाजार में व्यापक रूप से उपलब्ध नहीं हैं और ऐसे रूपांतरणों के लिए कोई आवेदन भी प्राप्त नहीं हो रहे हैं।

10. BS–III और BS–IV वाहनों का पंजीकरण

विभाग ने बताया कि निर्धारित समय सीमा के बाद BS–III और BS–IV वाहनों का पंजीकरण माननीय सर्वोच्च न्यायालय के निर्देशों के अनुपालन में किया गया था। 29.03.2017 के आदेश (M.C.Mehta बनाम UOI) के अनुसार, 01.04.2017 के बाद पंजीकरण केवल उन्हीं मामलों में अनुमत था, जहाँ 31.03.2017 को या उससे पहले बिक्री का प्रमाण मौजूद था। इसके अलावा, 27.03.2020 के आदेश ने उन वाहनों के पंजीकरण की अनुमति दी जो पहले ही बिक चुके थे, लेकिन 30.04.2020 तक पंजीकृत नहीं हुए थे, यह अनुमति खरीदार का विवरण जमा करने की शर्त पर दी गई थी। इसके बाद 08.07.2020 और 30.11.2021 को जारी आदेशों में लेन–देन की प्रामाणिकता के सत्यापन की आवश्यकता बताई गई और उन मामलों में पंजीकरण की अनुमति दी गई जहाँ बिक्री का विवरण 31.03.2020 से पहले 'ई–वाहन' (e–Vahan) पोर्टल पर अपलोड कर दिया गया था, तथा कट–ऑफ तिथि से

पहले अस्थायी/स्थायी पंजीकरण प्रदान कर दिया गया था। तदनुसार, विभाग ने बताया कि 2,054 BS–III और BS–IV वाहनों का पंजीकरण समय सीमा के बाद किया गया, क्योंकि उन्हें या तो 31.03.2017 को या उससे पहले बेच दिया गया था या 31.03.2020 से पहले e–Vahan पोर्टल पर अपलोड कर दिया गया था।

11. ELVs (पंजीकरण रद्द करना, स्क्रैप करना और निगरानी)

विभाग ने बताया कि 01.04.2018 से 31.03.2021 के दौरान 2,95,928 वाहनों का पंजीकरण रद्द किया गया, जैसा कि 30.12.2025 तक के VAHAN (NIC) डेटाबेस में दर्ज है। विभाग ने स्पष्ट किया कि 14.12.2021 से पहले, पेट्रोल वाहनों के 15 वर्ष पूरे होने के बाद उनका पंजीकरण रद्द करने के संबंध में कोई विशिष्ट आदेश नहीं थे, हालाँकि, ऐसे वाहनों को दिल्ली की सड़कों पर चलने से प्रतिबंधित किया गया था, फिर भी किसी वैधानिक प्रावधान या प्रणालीगत निर्देश के अभाव में, जो उन्हें 'पंजीकरण रद्द' के रूप में चिह्नित कर सके, वे VAHAN पोर्टल पर 'सक्रिय' स्थिति में बने रहे। इसके बाद, NGT के दिनांक 14.12.2021 के आदेश के अनुपालन में, 15 वर्ष से अधिक पुराने पेट्रोल वाहनों का पंजीकरण रद्द करने की प्रक्रिया शुरू की गई और संबंधित डेटा को VAHAN पोर्टल पर अद्यतन किया गया।

विभाग ने आगे बताया कि लेखा–परीक्षा अवधि के दौरान जब्त किए गए 347 ELVs को स्क्रैप नहीं किया जा सका, क्योंकि दिल्ली में एकमात्र RVSF (पंजीकृत वाहन स्क्रैपिंग सुविधा) MSTC Ltd. का लाइसेंस 2020 से 2022 तक निलंबित रहा, हालाँकि, मार्च 2022 के बाद लाइसेंस के नवीनीकरण के उपरांत, जब्त किए गए वाहनों को RVSF द्वारा बाद में स्क्रैप कर दिया गया। यह भी सूचित किया गया कि RVSFs का पंजीकरण RVSF नियम, 2021 के नियम 5 और 6 के तहत किया जाता है तथा संबंधित परिवहन प्राधिकरण द्वारा समय–समय पर उनका निरीक्षण और लेखा–परीक्षा की जाती है, हालाँकि, भूमि की कमी और प्रदूषण संबंधी कड़े मानदंडों के कारण वर्तमान में दिल्ली में कोई भी कार्यरत RVSF मौजूद नहीं है, यद्यपि एक RVSF लाइसेंस 01.04.2025 को जारी किया गया था और एक अन्य आवेदन प्रक्रियाधीन है।

विभाग ने बताया कि दिल्ली में जगह की कमी के कारण गाड़ियों को जब्त करने वाले गड्ढों (impounding pits) की क्षमता सीमित रही है और इसलिए ELVs (End–of–Life Vehicles) को जब्त करने और स्क्रैप करने के लिए पड़ोसी राज्यों में मौजूद रजिस्टर्ड वाहन स्क्रैपिंग सुविधाओं (RVSFs) को जोड़ा गया है। 20.02.2024 को 'दिल्ली के सार्वजनिक स्थानों

पर एंड ऑफ वाले वाहनों को संभालने के लिए दिशानिर्देश, 2024' जारी किए गए थे और 11.10.2024 से 22.02.2025 तक चले एक विशेष अभियान के दौरान, पड़ोसी राज्यों के 17 RVSFs स्वेच्छा से विभाग के साथ जुड़े, इस दौरान 17,118 ELVs को जब्त किया गया और इन RVSFs को सौंप दिया गया। विभाग ने 07.02.2025, 13.02.2025, 27.02.2025, 17.03.2025 और 26.03.2025 को भेजे गए ई–मेल और रिमाइंडर के जरिए स्क्रैप किए गए वाहनों के लेन–देन का विवरण भी मांगा, और उपलब्ध लेन–देन का विवरण तथा कारण बताओ नोटिस ऑडिट विभाग को सौंप दिए।

इसके अलावा, विभाग ने बताया कि पांच एजेंसियां—परिवहन विभाग, दिल्ली ट्रैफिक पुलिस, MCD, NDMC और दिल्ली छावनी बोर्ड, ELVs को जब्त करने के लिए अधिकृत हैं। इन एजेंसियों से अनुरोध किया गया है कि वे 2024 के दिशानिर्देशों के अनुसार और अधिक सख्ती से अभियान चलाएं। साथ ही यह भी बताया गया कि परिवहन विभाग की प्रवर्तन शाखा के पास कर्मचारियों की संख्या सीमित है और वह 24×7 सीमा निगरानी तथा मोटर वाहन अधिनियम, 1988 को लागू करने के काम में भी लगी हुई है।

12. प्रवर्तन शाखा (Enforcement Branch), DoT का कामकाज और चुनौतियां

प्रवर्तन शाखा मोटर वाहन अधिनियम का उल्लंघन करने वाले वाहनों पर कार्रवाई करती है, लेकिन उसके पास वाहनों की श्रेणियों और उत्सर्जन (emissions) से जुड़ा डेटा उपलब्ध नहीं है, इसमें दूसरे राज्यों के वाहनों द्वारा किए गए लगभग 47% PUC उल्लंघनों का डेटा भी शामिल है। नवंबर 2018 से अक्टूबर 2020 के बीच, दिखाई देने वाले धुएं के लिए 52,711 चालान और अमान्य PUCC (प्रदूषण नियंत्रण प्रमाण पत्र) के लिए 44,089 चालान जारी किए गए थे। इस ब्रांच में 819 मंजूर पदों के मुकाबले 292 कर्मचारी हैं, 56 टीमें तैनात हैं और यह 87 कारों, 36 बाइकों और 200 ई–चालान डिवाइस का इस्तेमाल करती है। छोटे एंट्री पॉइंट्स के लिए मोबाइल टीमें भी मदद करती हैं। खाली पदों को भरने और कवरेज को मजबूत करने के लिए भर्ती अभी बाकी है।

दिल्ली में 128 एंट्री पॉइंट्स हैं, जिनमें से 80% कमर्शियल गाड़ियां 13 पॉइंट्स से आती हैं, लेकिन शुरुआत में एनफोर्समेंट सिर्फ सात पॉइंट्स पर था। अब टीमें मोबाइल डिप्लॉयमेंट, PUC चेक और ANPR/ एडवांस टेक्नोलॉजी का इस्तेमाल करती हैं, रिमोट सेंसिंग पर स्टडी चल रही है। ऑडिट में पाया गया कि जगह के हिसाब से लोड मॉनिटरिंग की कमी है और सभी एंट्री पॉइंट्स को कवर करने के लिए कोई साफ टाइमलाइन नहीं है। इससे एनफोर्समेंट पारंपरिक इंटरसेप्शन पर ही निर्भर रहता है, जबकि दिल्ली में हर साल छह लाख से ज्यादा बाहरी राज्यों की गाड़ियां आती हैं।

13. रिपोर्ट के पैरा 4.9 के तहत C&AG की सिफारिशों के जवाब में, विभाग ने बताया है कि दिल्ली भर में उसके 953 चालू PUC सेंटर हैं। इनमें से 698 सेंटर फ्यूल/IGL स्टेशनों पर और 255 वर्कशॉप, बस डिपो और डीलर फैसिलिटीज में हैं, जिससे इनकी उपलब्धता हर जगह बनी रहती है। PUC सर्टिफिकेट सिर्फ सही ढंग से कैलिब्रेट किए गए उपकरणों से ही जारी किए जाते हैंय NIC सॉफ्टवेयर उन मशीनों को बंद कर देता है जिनका कैलिब्रेशन समय पूरा हो चुका होता है। 500 अहम जगहों पर ANPR कैमरों के जरिए ऑटोमेटेड एनफोर्समेंट को मजबूत किया गया है। इन कैमरों ने 2025 में बिना वैध PUC वाली गाड़ियों के लिए 2,88,864 चालान जारी किए। रिमोट सेंसिंग डिवाइस (RSD) टेक्नोलॉजी अभी MoRTH की समीक्षा के तहत है, और इसके 2026 के आखिर तक लागू होने की उम्मीद है। VIU, झुलझुली में इंस्पेक्शन लेन को ऑटोमेटेड टेस्टिंग स्टेशन (ATS) में अपग्रेड करने का टेंडर एक अदालती याचिका के कारण अभी विचाराधीन है। डीजल रेट्रोफिटिंग के मामले में, विभाग ने BS–IV गाड़ियों के लिए डीजल पार्टिकुलेट फिल्टर (DPF) पर IIT कानपुर, CPCB और DPCC से मार्गदर्शन मांगा है। PUC सेंटरों के इंस्पेक्शन (2025 में 1,288) के दौरान 74 एडवाइजरी, 283 चेतावनी, 69 कारण बताओ नोटिस, 39 सस्पेंशन और 13 कैंसलेशन जारी किए गए, वहीं, साफ तौर पर धुआं छोड़ती गाड़ियों के मामलों में 1,058 चालान काटे गए।

विस्तृत ऑडिट रिपोर्ट और विभाग का पैरा–वार 'की गई कार्रवाई का ActionTaken Noteवॉल्यूम **II (अनुलग्नक–III)** में रखा गया है।

समिति की टिप्पणियाँ और सिफारिशें

1. प्रदूषण जाँच केंद्रों (PCCs) का वितरण और पहुँच

समिति ने पाया कि ऑडिट में दिल्ली भर में प्रदूषण जाँच केंद्रों का वितरण असमान पाया गया, जिसके कारण विभिन्न जोनों में 'वाहन–PCC अनुपात' में काफी अंतर देखने को मिला। हालाँकि विभाग ने बताया है कि 953 PCCs चालू हालत में हैं, फिर भी समिति का मानना है कि इनकी पहुँच और न्यायसंगत वितरण की लगातार समीक्षा की जानी चाहिए।

समिति सिफारिश करती है कि विभाग 'वाहन–PCC अनुपात' का वैज्ञानिक मूल्यांकन करे और दिल्ली के सभी जोनों में PCCs का न्यायसंगत वितरण और उनकी पहुँच सुनिश्चित करे।

2. उत्सर्जन जाँच (Emission Testing) से गुजरने वाले वाहनों की संख्या में कमी

समिति ने चिंता के साथ यह पाया कि ऑडिट अवधि के दौरान, जिन वाहनों की उत्सर्जन जाँच (Emission Testing) होनी थी, उनमें से एक बड़ी संख्या में वाहनों की PUC जाँच नहीं की गई। हालाँकि विभाग ने ANPR तकनीक और SMS अलर्ट की सुविधा शुरू की है, फिर भी समिति का मानना है कि नियमों को सख्ती से लागू करने के लिए और अधिक कड़े उपायों की आवश्यकता है।

समिति सिफारिश करती है कि विभाग उन वाहनों की निगरानी, उन्हें रिमाइंडर भेजने और उन पर कार्रवाई करने के लिए एकप्रभावी स्वचालित तंत्र स्थापित करे, जो बिना वैध PUCC के चल रहे हैं, ताकि उत्सर्जन जाँच संबंधी सभी आवश्यकताओं का पूरी तरह से पालन सुनिश्चित किया जा सके।

3. सार्वजनिक परिवहन और 'ग्रामीण सेवा' वाहनों की उत्सर्जन जाँच

समिति ने पाया कि ऑडिट अवधि के दौरान, 'राष्ट्रीय हरित अधिकरण' (NGT) के निर्देशों के बावजूद, सार्वजनिक परिवहन और 'ग्रामीण सेवा' वाहनों की उत्सर्जन जाँच में गंभीर कमियाँ पाई गईं। ऐसे मामलों में की गई सीमित कार्रवाई से यह संकेत मिलता है कि निगरानी व्यवस्था कमजोर है।

समिति सिफारिश करती है कि विभाग सार्वजनिक परिवहन वाहनों की सभी श्रेणियों के लिए निर्धारित उत्सर्जन जाँच समय–सारिणी का सख्ती से पालन सुनिश्चित करे और नियमों का पालन न करने वालों के लिए जवाबदेही तय करे।

4. PUCC जारी करने में अनियमितताएँ

समिति ने गंभीर चिंता के साथ यह पाया कि कई वाहनों को बिना किसी जाँच–मूल्य (Test Values) को दर्ज किए या फिर निर्धारित उत्सर्जन सीमा से अधिक प्रदूषण होने के बावजूद, 'प्रदूषण नियंत्रण प्रमाण पत्र' (PUCC) जारी कर दिए गए। हालाँकि विभाग ने NIC के माध्यम से 'PUCC 2.0 प्रणाली' लागू की है, फिर भी सुरक्षा उपायों को सुनिश्चित किया जाना अत्यंत आवश्यक है।

समिति सिफारिश करती है कि विभाग अपनी प्रणालीगत नियंत्रण व्यवस्था को और अधिक सुदृढ़ करे, ताकि PUCC जारी करने की प्रक्रिया में पूर्ण निष्ठा और पारदर्शिता सुनिश्चित की जा सके और साथ ही, किसी भी प्रकार के मानवीय हस्तक्षेपया अनियमित प्रमाणन की गुंजाइश को पूरी तरह से समाप्त किया जा सके।

5. प्रदूषण जाँच केंद्रों की निगरानी और निरीक्षण

समिति का मानना है कि ऑडिट अवधि के दौरान PCCs(प्रदूषण जाँच केंद्रों) की निगरानी अपर्याप्त थी, इसका प्रमाण उन मामलों से मिलता है जहाँ वैध PUCCs वाले वाहनों से भी स्पष्ट रूप से धुआँ निकलता पाया गया। हालाँकि हाल ही में निरीक्षण शुरू किए गए हैं, फिर भी लगातार निगरानी बहुत जरूरी है।

समिति सिफारिश करती है कि विभाग PCCs के नियमित निरीक्षण और स्वतंत्र तृतीय–पक्ष ऑडिट को संस्थागत रूप दे, ताकि उत्सर्जन जाँच उपकरणों की विश्वसनीयता और ऑपरेटरों की जवाबदेही सुनिश्चित की जा सके।

6. उत्सर्जन निगरानी के लिए प्रौद्योगिकी का उपयोग

समिति ने पाया है कि वाहनों से होने वाले उत्सर्जन की निगरानी के लिए 'रिमोट सेंसिंग डिवाइस' (RSD) तकनीक पर कई वर्षों से विचार किया जा रहा है, लेकिन इसे अभी तक लागू नहीं किया गया है। वाहनों से होने वाले प्रदूषण के व्यापक स्तर और प्रवर्तन के लिए उपलब्ध सीमित कर्मचारियों को देखते हुए, ऐसी तकनीक का महत्व और भी बढ़ जाता है।

समिति सिफारिश करती है कि विभाग, सड़क परिवहन और राजमार्ग मंत्रालय के समन्वय से, रिमोट सेंसिंग तकनीक को प्राथमिकता के आधार पर लागू करने की दिशा में काम करे, ताकि सड़कों पर वाहनों से होने वाले उत्सर्जन की प्रभावी निगरानी सुनिश्चित की जा सके।

7. वाहन फिटनेस जाँच प्रणाली

समिति का मानना है कि दिल्ली में वाहनों की फिटनेस जाँच मुख्य रूप से मैनुअल निरीक्षण पर निर्भर है, और स्वचालित जाँच सुविधाओं की उपलब्धता अभी भी सीमित है। VIUझुलझुली का कम उपयोग और VIU बुराड़ी में परिचालन संबंधी बाधाएँ भी फिटनेस प्रमाणन प्रक्रिया की मजबूती को लेकर चिंताएँ पैदा करती हैं।

समिति सिफारिश करती है कि विभाग स्वचालित जाँच केंद्रों (AutomatedTesting Stations) की स्थापना और उन्हें चालू करने की प्रक्रिया में तेजी लाए और विश्वसनीय फिटनेस प्रमाणन सुनिश्चित करने के लिए निर्धारित जाँच प्रक्रियाओं का कड़ाई से पालन सुनिश्चित करे।

8. उत्सर्जन कम करने के लिए डीजल वाहनों में रेट्रोफिटिंग

समिति ने पाया है कि विशेषज्ञ निकायों द्वारा डीजल वाहनों में 'डीजल पार्टिकुलेट फिल्टर' (DPF) लगाने की रेट्रोफिटिंग संबंधी सिफारिशों के बावजूद, अब तक इस दिशा में कोई ठोस प्रगति नहीं हुई है। समिति इसे वाहनों से होने वाले उत्सर्जन को कम करने के लिए एक महत्वपूर्ण उपाय मानती है।

समिति सिफारिश करती है कि विभाग संबंधित अधिकारियों के साथ इस मामले को सक्रिय रूप से आगे बढ़ाए, और पुराने डीजल वाहनों में अनुमोदित उत्सर्जन नियंत्रण तकनीकों के माध्यम से रेट्रोफिटिंग की सुविधा प्रदान करने के लिए उचित कदम उठाए।

9. BS–III और BS–IV वाहनों का पंजीकरण

समिति ने पाया है कि कुछ BS–III और BS–IV वाहनों का पंजीकरण निर्धारित समय सीमा समाप्त होने के बाद भी किया गया। हालाँकि विभाग ने इन पंजीकरणों का कारण न्यायालय के निर्देशों का पालन बताया है, फिर भी इस मामले की कड़ाई से जाँच–पड़ताल करना आवश्यक है, ताकि यह सुनिश्चित किया जा सके कि ऐसी घटनाओं से उत्सर्जन नियंत्रण के प्रयासों को कोई नुकसान न पहुँचे।

समिति सिफारिश करती है कि विभाग न्यायालय के निर्देशों का कड़ाई से पालन सुनिश्चित करे और एक पारदर्शी सत्यापन तंत्र स्थापित करे ताकि निर्धारित उत्सर्जन मानदंडों का उल्लंघन करते हुए वाहनों के पंजीकरण को रोका जा सके।

10. जीवन–अवधि पूरी कर चुके वाहनों (ELVs) का प्रबंधन

समिति का यह अवलोकन है कि जीवन–अवधि पूरी कर चुके (End–of–Life) वाहनों की एक बहुत बड़ी संख्या अभी भी प्रणाली में सक्रिय है, और उनके पंजीकरण रद्द करने तथा उन्हें स्क्रैप करने की प्रक्रिया में प्रगति धीमी रही है। स्क्रैपिंग के लिए सीमित बुनियादी ढांचा और प्रवर्तन एजेंसियों के बीच कमजोर समन्वय ने प्रभावी कार्यान्वयन को और भी बाधित किया है।

समिति सिफारिश करती है कि विभाग सभी संबंधित एजेंसियों के साथ तालमेल मजबूत करे, स्क्रैपिंग इंफ्रास्ट्रक्चर का विस्तार करे और निर्धारित मानदंडों के अनुसार 'एंड–ऑफ–लाइफ' वाहनों का व्यवस्थित रूप से पंजीकरण रद्द करना और उनका निपटान सुनिश्चित करे।

11. प्रवर्तन तंत्र को मजबूत करना

समिति ने पाया है कि परिवहन विभाग की प्रवर्तन शाखा को अभी भी कर्मचारियों की भारी कमी का सामना करना पड़ रहा है और वाहनों से होने वाले उत्सर्जन की प्रभावी निगरानी के लिए उसके पास व्यापक डेटा की कमी है, विशेष रूप से उन वाहनों के संबंध में जो पड़ोसी राज्यों से दिल्ली में प्रवेश करते हैं।

समिति सिफारिश करती है कि विभाग पर्याप्त कर्मचारियों की नियुक्ति, बेहतर डेटा प्रणालियों और प्रौद्योगिकी के व्यापक उपयोग के माध्यम से प्रवर्तन तंत्र को मजबूत करे, ताकि

राष्ट्रीय राजधानी क्षेत्र (NCT) भर में वाहनों से होने वाले उत्सर्जन संबंधी मानदंडों को प्रभावी ढंग से लागू किया जा सके।

अध्याय V– स्वच्छ परिवहन – शमन और संवर्धन रणनीतियाँ

(CAG रिपोर्ट के पैरा 5.1 से 5.9 तक)

ऑडिट रिपोर्ट का सारांश, विभाग द्वारा की गई कार्रवाई और समिति की टिप्पणियाँ/सिफारिशें निम्नलिखित हैं:

स्वच्छ परिवहन पर ऑडिट की टिप्पणियाँ – शमन और संवर्धन रणनीतियाँ

1. इलेक्ट्रिक वाहन (EV) – पंजीकरण, चार्जिंग और EV बोर्ड, EV सेल तथा EV कोष का गठन

ऑडिट में यह पाया गया कि 'दिल्ली इलेक्ट्रिक वाहन (EV) नीति 2020' का कार्यान्वयन काफी हद तक अप्रभावी रहा है। 2024 तक नए वाहन पंजीकरणों में BEV (बैटरी इलेक्ट्रिक वाहनों) का हिस्सा 25% तक पहुँचाने का लक्ष्य होने के बावजूद, दिसंबर 2019 में EV का हिस्सा केवल 5.87% (बहुत कम) रहा, अगस्त 2021 तक इसमें केवल मामूली वृद्धि देखने को मिली और सितंबर 2021 तक दिल्ली में कुल मिलाकर केवल 1.17 लाख EV ही पंजीकृत हो पाए थे। DoT का EV पोर्टल – जिसका उद्देश्य अनुमोदित मॉडलों, डीलरों और चार्जिंग स्टेशनों के बारे में अद्यतन (अपडेटेड) जानकारी उपलब्ध कराना था – मॉडलों और डीलरों के संबंध में अंतिम बार मार्च 2021 में, और चार्जिंग स्टेशनों के संबंध में अक्टूबर 2020 में अपडेट किया गया था। यह स्थिति या तो नए इंफ्रास्ट्रक्चर की कमी को दर्शाती है, या फिर पोर्टल को अपडेट करने में हुई विफलता की ओर संकेत करती है।

चार्जिंग इंफ्रास्ट्रक्चर का वितरण भी असमान रहा, कुल 72 सार्वजनिक चार्जिंग स्टेशनों में से 61% नई दिल्ली और मध्य (Central) क्षेत्रों में स्थित थे, 24% दक्षिण–पश्चिम क्षेत्र में, 10% दक्षिण क्षेत्र में, 4% पूर्वी क्षेत्र में और केवल 1% पश्चिमी क्षेत्र में स्थित थे। वहीं, उत्तर, उत्तर–पश्चिम और उत्तर–पूर्व क्षेत्रों में – जहाँ पंजीकृत EV का 52% हिस्सा मौजूद है – एक भी चार्जिंग स्टेशन उपलब्ध नहीं था। प्रभावी नीति कार्यान्वयन के लिए अत्यंत महत्वपूर्ण EV बोर्ड और EV सेल का गठन नहीं किया गयाय साथ ही, 2020–21 के लिए निर्धारित ₹50 करोड़ के 'राज्य EV कोष' (StateEVFund) के आवंटन को संशोधित अनुमानों में घटाकर

₹3.74 करोड़ कर दिया गया, और यह राशि भी अप्रयुक्त ही रही। यह स्थिति दिल्ली में EV को अपनाने से संबंधित शासन, संवर्धन और सुविधा प्रदान करने के कार्यों में गंभीर कमियों को दर्शाती है।

2. गैर–मोटर चालित परिवहन

ऑडिट में पाया गया कि दिल्ली में गैर–मोटर चालित परिवहन (NMT) के लिए किए गए प्रावधान बहुत ही अपर्याप्त थे। दिल्ली मास्टर प्लान 2021 में अलग से NMV/साइकिल ट्रैक और साइकिल–शेयरिंग सिस्टम बनाने को अनिवार्य किए जाने के बावजूद, ऐसा इंफ्रास्ट्रक्चर केवल NDMC क्षेत्र और महरौली–गुड़गांव रोड पर ही मौजूद था, और इनमें से भी कई ट्रैक पर अतिक्रमण हो चुका था या उनमें रुकावटें थीं। NDMC दिल्ली के कुल क्षेत्रफल के 3% से भी कम हिस्से को कवर करता है, जिससे यह साफ पता चलता है कि सड़कों की देखरेख करने वाली एजेंसियों ने इस दिशा में बहुत ही कम काम किया है।

इसके अलावा, हालांकि DoT ने पैदल चलने वालों और गैर–मोटर चालित वाहनों को बढ़ावा देने के लिए हर साल (2014–2021) फंड आवंटित किया, लेकिन इस बजट का कभी भी इस्तेमाल नहीं किया गया। कुल मिलाकर, दिल्ली में गैर–मोटर चालित परिवहन को सुविधाजनक बनाने और उसे प्रोत्साहित करने के लिए सरकार की ओर से लगातार किए जाने वाले प्रयासों में साफ तौर पर कमी दिखाई दी।

3. GRAP का पालन न करना और प्रवेश बिंदुओं पर ISBTs का विकास

ऑडिट में दिल्ली में वाहनों से होने वाले प्रदूषण को कम करने के उपायों को लागू करने में कई बड़ी कमियां पाई गईं। सुप्रीम कोर्ट द्वारा अनिवार्य किए गए 'ग्रेडेड रिस्पॉन्स एक्शन प्लान' (GRAP, जनवरी 2017) के तहत यह जरूरी था कि जब भी PM2.5 या PM10 का स्तर तय सीमा से ज्यादा हो, तो वाहनों पर प्रतिबंध लगाए जाएं—जिसमें 'ऑड–ईवन योजना' और ट्रकों के प्रवेश पर रोक शामिल है—लेकिन DoT ने जनवरी 2017 से मार्च 2020 के बीच इन उपायों को केवल कुछ ही मौकों पर लागू किया। दोपहिया वाहनों को—जो कि पंजीकृत वाहनों का 66% हिस्सा थे—'ऑड–ईवन' योजना के हर चरण में छूट दी गई, ऐसा किसी विशेषज्ञ द्वारा इसके प्रभाव का आकलन किए बिना ही किया गया। इस कदम से GRAP के उद्देश्यों को ही कमजोर कर दिया गया और प्रदूषण के उन गंभीर दौरों से निपटने के लिए कोई खास कदम नहीं उठाए गए।

इसके अलावा, ऑडिट में यह भी पाया गया कि सुप्रीम कोर्ट के उन पुराने निर्देशों (1998) का पालन नहीं किया गया, जिनमें दिल्ली के दक्षिण–पश्चिम और उत्तरी प्रवेश बिंदुओं पर दो 'इंटर–स्टेट बस टर्मिनल' (ISBTs) स्थापित करने को कहा गया था। इन ISBTs का उद्देश्य शहर के अंदर डीजल से चलने वाली अंतर–राज्यीय बसों के प्रवेश को रोकना था, लेकिन दो दशकों से भी ज्यादा समय बीत जाने के बाद भी इन्हें स्थापित नहीं किया गया। नतीजतन, डीजल बसें शहर के अंदर से ही गुजरती रहीं ताकि वे सराय काले खां और कश्मीरी गेट पर स्थित मौजूदा ISBTs तक पहुंच सकें, जिससे शहरी प्रदूषण में और भी बढ़ोतरी हुई। DoT ने बताया कि द्वारका और नरेला में ISBTs के विकास से जुड़े प्रस्ताव अभी प्रक्रिया में हैं और द्वारका स्थित ISBT का निर्माण PWD द्वारा किया जाएगा।

4. दिल्ली को ट्रांस–शिपमेंट जोन बनने से रोकना – ट्रांसपोर्ट नगरों का विकास और इनलैंड कंटेनर डिपो को दूसरी जगह ले जाना

ऑडिट में पाया गया कि दिल्ली का परिवहन विभाग (DoT) और अन्य अधिकारी, 2014 में HPC की ट्रांसपोर्ट नगर बनाने और माल ढुलाई प्रबंधन नीति लागू करने की सिफारिशों के बावजूद, शहर को मालवाहक वाहनों के लिए ट्रांस–शिपमेंट हब बनने से रोकने में नाकाम रहे। DoT ने अधिकार क्षेत्र से जुड़े मुद्दों का हवाला दिया और कोई कार्रवाई नहीं की, न ही उसने EPCA के CAP के तहत रेल–आधारित माल ढुलाई को बढ़ावा देने और ट्रकों पर निर्भरता कम करने के लिए कोई तालमेल बिठाया।

इसी तरह, तुगलकाबाद और पटपड़गंज में स्थित इनलैंड कंटेनर डिपो (ICD) से दिल्ली के बाहर का ट्रैफिक लगातार आता रहा, क्योंकि 2014–15 में ICD, DoE और दिल्ली ट्रैफिक पुलिस के साथ हुए संवाद के बाद कोई फॉलो–अप नहीं किया गया। ट्रैफिक जाम और प्रदूषण बढ़ाने वाले ट्रकों की आवाजाही जारी रही। हालांकि विभागों ने अक्टूबर 2021 में कार्रवाई का आश्वासन दिया था, लेकिन ऑडिट ने HPC के निर्देशों को लागू करने में लंबे समय से चली आ रही सक्रियता की कमी को उजागर किया।

5. पार्किंग प्रबंधन और पार्किंग नियमों का कार्यान्वयन

ऑडिट में यह देखा गया कि मार्च 2021 तक दिल्ली में 1.30 करोड़ से ज्यादा वाहन रजिस्टर्ड होने के बावजूद, सरकार ने ट्रैफिक जाम को नियंत्रित करने और वाहनों से होने वाले उत्सर्जन को कम करने के लिए कोई व्यापक पार्किंग नीति प्रभावी ढंग से लागू नहीं की थी। हालांकि अप्रैल 2017 की व्यापक कार्य योजना (CAP) ने GNCTD, स्थानीय निकायों और दिल्ली ट्रैफिक पुलिस को तीन महीने के भीतर इस नीति को तैयार करने और लागू करने की जिम्मेदारी सौंपी थी, लेकिन 'दिल्ली प्रबंधन और पार्किंग स्थल नियम, 2019' को सितंबर 2019 में ही अधिसूचित किया गया और उसके बाद कोई ठोस कार्रवाई नहीं हुई। शीर्ष

निगरानी समिति, जिसे हर तीन महीने में नीति के कार्यान्वयन की समीक्षा करने का काम सौंपा गया था, ने जून 2021 तक कोई बैठक नहीं की। इसी तरह, अक्टूबर 2019 में आधार पार्किंग शुल्क समिति द्वारा अनुशंसित आधार पार्किंग शुल्क पर कोई कार्रवाई नहीं की गई, पार्किंग योजनाएं तैयार नहीं की गईं, और परिवहन परमिट को पार्किंग की जगह के प्रमाण से नहीं जोड़ा गया, जिससे विनियामक उपाय अप्रभावी रह गए।

ऑडिट में पार्किंग फंड के इस्तेमाल में गंभीर कमियां भी पाई गईं। ट्रांसपोर्ट डिपार्टमेंट (DoT) ने 2014–15 से 2020–21 के बीच गाड़ियों के रजिस्ट्रेशन और कमर्शियल गाड़ियों की फिटनेस फीस से ₹673.60 करोड़ जमा किए, जिसमें से ₹639.92 करोड़ म्युनिसिपल कॉर्पोरेशन्स (SDMC, EDMC, NorthDMC) को भेज दिए, जबकि ₹33.68 करोड़ अपने पास रख लिए। हालांकि, DoT ने पार्किंग सुविधाएं बनाने के लिए फंड के इस्तेमाल का कोई रिकॉर्ड नहीं रखा, और न ही म्युनिसिपल निकायों के साथ फॉलो–अप करने का कोई सबूत मिला। उदाहरण के लिए, EDMC ने मिले फंड का सिर्फ 23% हिस्सा ही मल्टीलेवल कार पार्किंग या आधुनिक पार्किंग सुविधाओं पर खर्च किया, और SDMC तथा North DMC ने फंड के इस्तेमाल का कोई ब्योरा नहीं दिया। नतीजतन, पार्किंग नियमों की अधिसूचना जारी होने के बावजूद, फीस तय करने, पार्किंग योजनाओं, परमिट को जोड़ने और फंड के इस्तेमाल पर फॉलो–अप की कमी के कारण ये नियम ज्यादातर बेअसर साबित हुए, जिससे दिल्ली की सड़कों पर भीड़भाड़ और ट्रैफिक जाम की समस्या बढ़ गई।

6. खराब हुई DTC और क्लस्टर बसों को हटाना

ऑडिट में पाया गया कि खराब हुई बसें सड़कों से देर से हटाए जाने के कारण दिल्ली में भीड़भाड़ और गाड़ियों से होने वाले प्रदूषण को काफी हद तक बढ़ाती हैं। दिल्ली ट्रांसपोर्ट कॉर्पोरेशन (DTC) की बसों के मामले में, हालांकि सितंबर 2017 से एक व्यवस्था लागू थी जिसके तहत डिपो को खराब हुई बसों को 30 मिनट के भीतर हटाना जरूरी था, लेकिन 2014–2021 के बीच खराब होने की 3.57 लाख घटनाओं के विश्लेषण से पता चला कि 70% मामलों में बसों को हटाने में 30 मिनट से ज्यादा का समय लगा। इनमें से 54% मामलों में 31 मिनट से 2 घंटे तक का समय लगा, 29% मामलों में 2 से 4 घंटे तक का समय लगा और 17% मामलों में 4 घंटे से भी ज्यादा का समय लगा। जुर्माने के नियम सिर्फ चार घंटे से ज्यादा की देरी पर ही लागू होते थे, जिससे ज्यादातर मामले बिना किसी कार्रवाई के रह जाते थे।

क्लस्टर बसों के मामले में, मई 2017 से पहले, 71% मामलों में बसों को हटाने में 30 मिनट से ज्यादा का समय लगता था। जून 2017 में DIMTS द्वारा 'यूनिफाइड इमरजेंसी

रिस्पॉन्स मैकेनिज्म' लागू किए जाने के बावजूद, अप्रैल 2017 से दिसंबर 2020 के बीच खराब होने की 774 घटनाओं में से 79% मामलों में बसों को हटाने में 30 मिनट से ज्यादा का समय लगा। कुल मिलाकर, 2014–2021 के बीच 1,189 मामलों में से 97% मामलों में गाड़ियों को हटाने में 31 मिनट से लेकर 2 घंटे तक का समय लगा। इस देरी से भीड़भाड़, गाड़ियों के बेवजह चालू रहने (idling) और उत्सर्जन की समस्या और बढ़ गई, जिससे क्ज्ब और क्लस्टर बस रिकवरी सिस्टम दोनों की कमियों का पता चलता है।

7. एक ही नाम पर गाड़ियों के रजिस्ट्रेशन की संख्या पर रोक

ऑडिट में पाया गया कि GNCTD ने NGT के दिसंबर 2017 के उस निर्देश को लागू नहीं किया, जिसमें गाड़ियों से होने वाले उत्सर्जन को कंट्रोल करने के लिए एक ही नाम पर रजिस्टर्ड गाड़ियों की संख्या की सीमा तय करने को कहा गया था। जिन लोगों, संस्थाओं, कंपनियों, सोसाइटियों या ट्रस्टों के पास एक से ज्यादा गाड़ियां थीं, उनसे जुड़ा जरूरी डेटा भी नहीं रखा गया था। DoT ने (सितंबर 2021 में) बताया कि मोटर वाहन अधिनियम, 1988 के तहत उसके पास ऐसी सीमाएं लगाने का कोई अधिकार नहीं है। ऑडिट में यह भी पाया गया कि DoT ने इस मामले को पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय या सड़क परिवहन और राजमार्ग मंत्रालय के पास भी नहीं भेजा और न ही कोई स्टडी या आकलन किया, इससे पता चलता है कि NGT के निर्देश का पालन करने में कोई कार्रवाई नहीं की गई।

8. जन जागरूकता – अभियान, कार–मुक्त दिवस और ट्रैफिक सिग्नल पर काउंटडाउन टाइमर

ऑडिट में पाया गया कि गाड़ियों से होने वाले प्रदूषण को कम करने के लिए DoT द्वारा शुरू की गई जन जागरूकता पहलें नाकाफी थीं। हाई–पावर कमेटी (2014), पर्यावरण, वन और जलवायु परिवर्तन मंत्रालय (2015) और DPCC (2016) के निर्देशों के बावजूद, DoT ने 2015–16 और 2019–20 के बीच प्रिंट मीडिया में विज्ञापन या सार्वजनिक सूचनाएं सिर्फ 11 दिनों के लिए ही जारी कीं। इसी तरह, अक्टूबर और नवंबर 2015 में आयोजित किए गए कार–मुक्त दिवसों को मार्च 2016 के बाद बंद कर दिया गया, जबकि इनका कोई असर आकलन भी नहीं किया गया थाय जबकि शुरुआती डेटा से पता चला था कि इन आयोजनों के दौरान PM 2.5 के स्तर में 60 प्रतिशत की गिरावट आई थी।

ऑडिट में ट्रैफिक सिग्नल पर लगे काउंटडाउन टाइमर में भी कमियां पाई गईं, जो इंजन को बेवजह चालू रखने और उत्सर्जन को कम करने में मदद करते हैं। 1,029 ट्रैफिक सिग्नल पर लगाए गए 1,018 टाइमरों में से, 115 सिग्नल के भौतिक निरीक्षण के दौरान 40 प्रतिशत टाइमर काम नहीं कर रहे थे। इसके अलावा, ड्राइवरों के लिए इंतजार करते समय

इंजन बंद करने के संबंध में कोई एडवाइजरी भी जारी नहीं की गई है, जिससे काउंटडाउन टाइमरों की प्रभावशीलता कम हो जाती है। DoT ने लगातार जागरूकता अभियानों और एक इंटेलिजेंट ट्रैफिक सिस्टम की जरूरत को स्वीकार किया, लेकिन दिसंबर 2021 तक कोई भी सुधारात्मक उपाय लागू नहीं किया गया।

C&AGकी सिफारिशें:

1. सरकार को इलेक्ट्रिक वाहनों को अपनाने को बढ़ावा देने के लिए लगातार और पूरी ईमानदारी से पहल करने की जरूरत है, खासकर ज्यादा और तेजी से पब्लिक चार्जिंग स्टेशन बनाने और EV पोर्टल को नियमित रूप से अपडेट करने के मामले में।

2. द्वारका और नरेला में ISBTs को प्राथमिकता के आधार पर बनाया जाना चाहिए, ताकि इंटर–स्टेट बसों को दिल्ली से होकर गुजरने की जरूरत न पड़े। इनलैंड कंटेनर डिपो को दिल्ली से बाहर शिफ्ट करने के काम में तेजी लाने की जरूरत है।

3. 'कार–फ्री डे', 'वाहन–मुक्त ग्रीन जोन', पार्किंग फीस में बढ़ोतरी, पैदल यात्री और साइकिल लेन आदि के लिए सुलभ और प्रदूषण–मुक्त पब्लिक ट्रांसपोर्ट के साथ– साथ बार–बार नियम लागू करने और उन्हें कार्यान्वित करने की आवश्यकता है। साथ ही स्वच्छ ऊर्जा योजना को बढ़ावा दिया जाना चाहिए, ताकि लोग इसे आसानी से अपना सकें।

विभाग द्वारा की गई कार्रवाई

1. ज्यादा साफ और कम उत्सर्जन वाला ट्रांसपोर्ट

परिवहन विभाग (DoT) और NDMC ने 'दिल्ली इलेक्ट्रिक वाहन (EV) नीति 2020' और उससे जुड़ी कम उत्सर्जन वाली रणनीतियों के तहत कई कदम उठाए हैं। NDMC ने CNG और EV से चलने वाले सरकारी वाहनों की संख्या बढ़ाई है, 108 चार्जिंग स्टेशन लगाए हैं (जिनका लक्ष्य 450 है) और नेहरू पार्क, चाणक्यपुरी में 3 km लंबा साइकिल ट्रैक बनाया है, ताकि बिना मोटर वाले ट्रांसपोर्ट को बढ़ावा दिया जा सके। MCD की ई–चार्जिंग नीति के तहत, पब्लिक चार्जिंग और बैटरी–स्वैपिंग स्टेशनों के लिए 726 अनुमतियाँ दी गईं; इनमें से 349 साइटें चालू हो चुकी हैं और बाकी का काम लगभग पूरा होने वाला है। EV पोर्टल को अपडेट करने में शुरुआती देरी और पब्लिक चार्जिंग स्टेशनों के असमान वितरण की

वजह प्रशासनिक, तकनीकी और प्रक्रिया से जुड़ी बाधाएँ थीं; इंफ्रास्ट्रक्चर के विकास के लिए 'दिल्ली ट्रांसको लिमिटेड' (DTL) को नोडल एजेंसी बनाया गया था।

DoT ने बताया कि अपनी शुरुआत के बाद से 'दिल्ली EV नीति' ने काफी प्रगति की है; दिसंबर 2025 तक 4.5 लाख से ज्यादा EV रजिस्टर्ड हो चुके थे, जिनमें से 2025 में हुए नए रजिस्ट्रेशन का हिस्सा 14% था। चार्जिंग इंफ्रास्ट्रक्चर को चरणबद्ध तरीके से लागू करने से—जिसमें पब्लिक, सेमी–पब्लिक और प्राइवेट जगहों पर 8,000 से ज्यादा चार्जिंग पॉइंट शामिल हैं—इसकी पहुँच शुरुआती केंद्रीकृत व्यवस्था से कहीं ज्यादा बढ़ गई है। इसके अलावा, परिवहन विभाग ने 2021 में 'राज्य इलेक्ट्रिक वाहन बोर्ड' बनाने का प्रस्ताव रखा था, और DTIDC के जरिए 'राज्य EV कोष' को चालू किया था;EV प्रोत्साहन राशि के वितरण के लिए ICICI बैंक के पेमेंट गेटवे को मंजूरी दी गई थी। DoT ने कई बड़ी पहलों पर जोर दिया, जिनमें दिल्ली मेट्रो नेटवर्क का विस्तार, नमो भारत RRTS कॉरिडोर को चालू करना, पर्यावरण मुआवजा शुल्क जैसे रेगुलेटरी उपाय, और प्रदूषण फैलाने वाले कमर्शियल वाहनों पर रोक शामिल हैं। ये सभी मिलकर एक व्यापक कार्य योजना बनाते हैं, जिसका मकसद दिल्ली में कम उत्सर्जन वाले परिवहन को बढ़ावा देना, वाहनों की भीड़ कम करना और टिकाऊ शहरी गतिशीलता को आगे बढ़ाना है।

2. कॉमन मोबिलिटी प्लान

विभाग ने बताया कि कॉमन मोबिलिटी प्लान (CMP) को अभी UTTIPEC और आने वाले DUMTA द्वारा तैयार किया जा रहा है, जिस पर दिल्ली विकास प्राधिकरण (DDA) की निगरानी है। एक बार CMP रिपोर्ट को अंतिम रूप देकर साझा कर दिया जाएगा, तो विभाग ऑडिट द्वारा उठाए गए बिंदुओं को हल करने के लिए जरूरी कदम उठाएगा।

3. GRAP का कार्यान्वयन और ISBT का विकास

परिवहन विभाग ने बताया कि GRAP को वायु गुणवत्ता प्रबंधन आयोग (CAQM) द्वारा तैयार और लागू किया जाता है, और विभाग GRAP के तहत जारी सभी निर्देशों का सख्ती से और समय पर पालन सुनिश्चित करता है। CAQM के निर्देश जारी होने या उनमें बदलाव होने पर, प्रवर्तन विंग उन्हें लागू करने के लिए अपनी फील्ड मशीनरी को सक्रिय कर देता है, ऑपरेशनल निर्देश जारी करता है, और संबंधित एजेंसियों के साथ तालमेल बिठाता है। रोजाना की अनुपालन रिपोर्ट पर्यावरण विभाग को सौंपी जाती हैं, ताकि उन्हें आगे CAQM को भेजा जा सके। विभाग ने जोर देकर कहा कि GRAP की पाबंदियों को लागू करने में कोई चूक नहीं हुई है।

प्रवेश द्वारों पर नए ISBTs के विकास के संबंध में, विभाग ने नीचे दी गई जानकारी दीः

1. ISBT द्वारका – DMRC को सलाहकार नियुक्त किया गया है और संबंधित एजेंसियों से मंजूरी मिलने के बाद काम शुरू होगा; निर्माण का काम DTIDC द्वारा किया जाएगा।

2. ISBT नरेला – जमीन के आवंटन की प्रक्रिया चल रही है, जिसके बाद निर्माण कार्य शुरू होगा।

सराय काले खां, द्वारका और भसवाला सहित पूरे ISBT के विकास के लिए, विभाग को उम्मीद है कि यह काम 2029 तक पूरा हो जाएगा। ऑडिट में यह बात सामने आई कि विभाग के जवाब में सुप्रीम कोर्ट के निर्देशों का पालन करने में हुई लंबी देरी का कोई जिक्र नहीं है, और न ही इसमें कोई विस्तृत समय–सीमा दी गई है।

4. दिल्ली को ट्रांस–शिपमेंट जोन बनने से रोकना

प्रवेश द्वारों पर ट्रांसपोर्ट नगरों का विकासः विभाग ने बताया कि दिल्ली के प्रवेश द्वारों पर ट्रांसपोर्ट नगर बनाने की संभावना की अभी जांच की जा रही है।

इनलैंड कंटेनर डिपो (ICDs) को दिल्ली से बाहर ले जानाः विभाग ने वाणिज्य और उद्योग मंत्रालय को 09.01.2026 को भेजे गए अपने पत्र का हवाला दिया, जिसमें तुगलकाबाद और पटपड़गंज में स्थित ICDs को दूसरी जगह ले जाने की बात कही गई थी।

5. पार्किंग प्रबंधन

NDMC क्षेत्र में, 11,949 वाहनों की कुल क्षमता वाले 136 पार्किंग स्थल चालू हैं। NDMC 155 जगहों के लिए एक स्मार्ट और एकीकृत पार्किंग प्रणाली लागू करने हेतु एक एजेंसी चुनने के लिए RFP की समीक्षा कर रहा है। इस समीक्षा प्रक्रिया का काम M/s KPMG संभाल रहा है, और आगे की री–टेंडरिंग प्रक्रिया चल रही है।

MCD के लिए, 2020 में 17 पार्किंग प्रबंधन क्षेत्र योजनाएं (PMAPs) जमा की गई थीं, जिनमें से चार को मंजूरी मिल चुकी है और दो को लागू भी कर दिया गया है। बाकी योजनाएं अभी GNCTD और स्कूल ऑफ प्लानिंग एंड आर्किटेक्चर (SPA) के पास समीक्षा के लिए हैं, और उन पर टिप्पणियां मांगने के लिए रिमाइंडर भी भेजे गए हैं। इस काम में हुई प्रगति पर Apex और उप–समिति की बैठकों के जरिए नजर रखी जा रही है; पिछली Apex बैठक अक्टूबर 2021 में हुई थी और उसके बाद 2022 से 2025 के बीच उप–समिति की कई बैठकें हुईं।

परिवहन विभाग नगर निगमों की ओर से पार्किंग शुल्क इकट्ठा करता है और 5% संग्रह शुल्क काटने के बाद बाकी रकम उन्हें भेज देता है। वहीं, SPA 'क्षेत्रीय पार्किंग प्रबंधन योजनाओं' को अंतिम रूप देने में मदद करता है। लावारिस वाहनों की नीलामी के नोटिस की अवधि को कम करने के लिए नियमों में संशोधन पर विचार किया जा रहा है, लेकिन परिवहन परमिट को पार्किंग की उपलब्धता से जोड़ने और पार्किंग नीति को पूरी तरह से लागू करने का काम अभी भी बाकी है। कुल मिलाकर, विभाग ने 'दिल्ली प्रबंधन और पार्किंग स्थल नियम, 2019' को लागू करने की दिशा में कई कदम उठाए हैं, हालांकि कुछ अहम मंजूरियां मिलना और बुनियादी ढांचे को तैयार करना अभी भी जारी है।

6. सड़कों पर खराब हुई बसें

दिल्ली परिवहन निगम (DTC) ने 2017 में बसों के खराब होने की घटनाओं को संभालने के लिए एक स्टैंडर्ड ऑपरेटिंग प्रोसीजर (SOP) लागू किया। इसके तहत घटनाओं को दो कैटेगरी में बांटा गया हैः कैटेगरी–A (जैसे टायर पंक्चर, स्टार्ट होने में दिक्कत), जिसमें 30 मिनट के अंदर मौके पर ही मरम्मत की जरूरत होती है और कैटेगरी–B (जैसे इंजन में खराबी, AC में दिक्कत), जिसे मरम्मत से पहले किसी सुरक्षित जगह पर ले जाया जा सकता है। डिपो मैनेजरों की जिम्मेदारी है कि वे तुरंत कार्रवाई सुनिश्चित करें, और Tata Motors व AshokLeyland जैसे सर्विस प्रोवाइडरों को निर्देश दिए गए हैं कि वे बसों के खराब होने पर तुरंत मौके पर पहुंचें। देरी होने पर सर्विस प्रोवाइडरों पर जुर्माना लगाया जाता है; नई ई–बसों के लिए खास नियम बनाए गए हैं ताकि उन्हें दो घंटे के अंदर वहां से हटा दिया जाए। ड्राइवरों को इस बात की ट्रेनिंग दी गई है कि वे ट्रैफिक जाम से बचने के लिए बसों को सुरक्षित रूप से सड़क के किनारे ले जाएं।

DTC ने रियल–टाइम रिपोर्टिंग, GPS ट्रैकिंग और टेक्निकल टीमों को जानकारी देने के लिए एक ब्रेकडाउन मैनेजमेंट सिस्टम (BDMS) एप्लीकेशन शुरू किया है। ब्रेकडाउन की समस्या को तुरंत हल करने के लिए डिपो, क्षेत्रीय और केंद्रीय स्तरों पर क्विक रिस्पॉन्स टीमें (QRTs) तैनात की गई हैं। रुकी हुई बसों को तेजी से हटाने में बेहतर तालमेल के लिए ट्रैफिक अधिकारियों और क्रेन ऑपरेटरों के साथ मिलकर ट्रेनिंग सेशन आयोजित किए गए हैं।

2024–25 के दौरान, क्लस्टर बसों में कुल 1,14,516 ब्रेकडाउन दर्ज किए गए, जिनमें हर महीने 4,582 से लेकर 14,072 तक ब्रेकडाउन हुए। विभाग ने हर महीने चलाई गई ट्रिप और ब्रेकडाउन का रिकॉर्ड रखा है, जिससे SOPs, BDMS और तैनात रिस्पॉन्स टीमों के अनुसार निगरानी और समस्या–समाधान के प्रयासों का पता चलता है।

7. एक ही नाम पर वाहनों के रजिस्ट्रेशन की संख्या पर रोक

परिवहन विभाग ने बताया कि दिल्ली में एक ही नाम पर वाहनों की संख्या पर कोई सीमा लगाना संभव नहीं है, क्योंकि इससे दूसरे लोगों के नाम पर रजिस्ट्रेशन, पड़ोसी राज्यों में रजिस्ट्रेशन और संभावित सुरक्षा समस्याएं पैदा हो सकती हैं।

माननीय NGT के निर्देशों का पालन करते हुए, विभाग 10 साल पुराने डीजल वाहनों और 15 साल पुराने पेट्रोल वाहनों को 'एंड–ऑफ–लाइफ' (EOL) वाहन मानता है। इसी के अनुसार दूसरे राज्यों के लिए NOC जारी की जाती हैं और अधिकृत रीसाइक्लिंग केंद्रों (RVSF) के जरिए BS–III और उससे कम उत्सर्जन मानक वाले वाहनों को जब्त करने और स्क्रैप करने के लिए अभियान चलाए जाते हैं।

8. जन जागरूकता – अभियान, कार–मुक्त दिवस और ट्रैफिक सिग्नलों पर काउंटडाउन टाइमर

परिवहन विभाग ने वाहन मालिकों के लिए ऑटोमेटेड SMS अलर्ट लागू किए हैं, जो उन्हें PUC की समय–सीमा खत्म होने से एक महीना पहले, 15 दिन पहले, सात दिन पहले और समय–सीमा खत्म होने की तारीख पर PUC रिन्यू करवाने की याद दिलाते हैं। एक जन जागरूकता अभियान के तहत, सिविल डिफेंस के स्वयंसेवकों को मुख्य ट्रैफिक चौराहों पर तैनात किया गया, ताकि वे ''लाल बत्ती पर इंजन बंद करें – ईंधन बचाएं, हवा बचाएं'' जैसे संदेश प्रदर्शित करके, इंजन चालू रखने और उत्सर्जन के बारे में जागरूकता फैला सकें। GRAP IV की शर्तों के तहत, बिना वैध PUC के ईंधन नहीं दिया जा सकता; इस बारे में जन जागरूकता फैलाने के लिए एक अभियान शुरू किया गया और ईंधन स्टेशनों पर DTC के कर्मचारियों को नियमों को लागू करने और लोगों को शिक्षित करने, दोनों कामों के लिए तैनात किया गया। दिल्ली में 'कार–मुक्त दिवस' आयोजित करने की संभावना की जाँच की जा रही है और दिल्ली ट्रैफिक पुलिस के समन्वय से ट्रैफिक सिग्नलों पर काउंटडाउन टाइमर लगाए जा रहे हैं, इस संबंध में औपचारिक सूचना 05.01.2026 को भेजी गई थी।

9. रिपोर्ट के पैरा 5.9 के तहत C&AG की सिफारिशों के जवाब में, विभाग ने सूचित किया है कि वह 'दिल्ली EV नीति 2.0' का मसौदा तैयार कर रहा है। इस नीति में EVs की खरीद पर प्रोत्साहन, पुराने ICE वाहनों को स्क्रैप करने पर प्रोत्साहन और इलेक्ट्रिक मोबिलिटी की ओर बदलाव को समर्थन देने के लिए चार्जिंग इंफ्रास्ट्रक्चर के विकास का प्रस्ताव है। दिल्ली के भीतर अंतर–राज्यीय बस ट्रैफिक को कम करने के उद्देश्य से, द्वारका और नरेला में ISBTs (अंतर–राज्यीय बस टर्मिनल) स्थापित करने के प्रयास भी चल रहे हैं; इसके लिए नरेला में भूमि आवंटन हेतु DDA के साथ और द्वारका के लिए सलाहकार के रूप में DMRC के साथ समन्वय जारी है।

विस्तृत ऑडिट रिपोर्ट और विभाग की पैरा–वार 'की गई कार्रवाई का विवरण' ActionTaken Note खंड II (परिशिष्ट–IV) में प्रस्तुत है।

समिति की टिप्पणियाँ और सिफारिशें

1. इलेक्ट्रिक वाहनों और चार्जिंग इंफ्रास्ट्रक्चर को बढ़ावा देना

समिति का मानना है कि दिल्ली इलेक्ट्रिक वाहन नीति के शुरुआती कार्यान्वयन में संस्थागत व्यवस्थाओं की कमजोरी, अपर्याप्त चार्जिंग इंफ्रास्ट्रक्चर और EV बोर्ड, EV सेल और EV फंड जैसे प्रमुख तंत्रों को चालू करने में देरी जैसी समस्याओं का सामना करना पड़ा। हालाँकि विभाग ने EV पंजीकरण और चार्जिंग पॉइंट्स में सुधार की जानकारी दी है, फिर भी समिति का विचार है कि नीति के अपेक्षित परिणामों को प्राप्त करने के लिए निरंतर और समन्वित प्रयासों की आवश्यकता है।

समिति सिफारिश करती है कि विभाग इलेक्ट्रिक वाहनों को बढ़ावा देने के प्रयासों को तेज करे, दिल्ली के सभी जोनों में चार्जिंग इंफ्रास्ट्रक्चर का समान विस्तार सुनिश्चित करे और इलेक्ट्रिक मोबिलिटी को व्यापक रूप से अपनाने की सुविधा के लिए एक अद्यतन EV पोर्टल बनाए रखे।

2. गैर–मोटर चालित परिवहन को बढ़ावा देना

समिति का अवलोकन है कि नीतिगत प्रावधानों और बजट आवंटन के बावजूद, पैदल चलने वालों के रास्ते और साइकिल ट्रैक जैसे गैर–मोटर चालित परिवहन के लिए इंफ्रास्ट्रक्चर अत्यंत सीमित बना हुआ है। इस प्रकार के बुनियादी ढांचे के अपर्याप्त विकास ने पर्यावरण की दृष्टि से टिकाऊ परिवहन साधनों को बढ़ावा देने में बाधा उत्पन्न की है।

समिति सिफारिश करती है कि विभाग, संबंधित सड़क–स्वामित्व वाली एजेंसियों के समन्वय से, पूरे शहर में सुरक्षित पैदल यात्री सुविधाओं और साइकिलिंग इंफ्रास्ट्रक्चर के विकास और रखरखाव के लिए ठोस कदम उठाए।

3. GRAP का कार्यान्वयन और ISBTs का विकास

समिति का मानना है कि ग्रेडेड रिस्पॉन्स एक्शन प्लान (GRAP) के तहत उपाय ऑडिट अवधि के दौरान केवल सीमित अवसरों पर ही लागू किए गए थे और द्वारका तथा नरेला में इंटरस्टेट बस टर्मिनलों (ISBTs) का विकास, न्यायिक निर्देशों के बावजूद, लंबे समय से लंबित पड़ा है।

समिति सिफारिश करती है कि विभाग GRAP उपायों के सख्त और समय पर कार्यान्वयन को सुनिश्चित करे और दिल्ली के प्रवेश द्वारों पर प्रस्तावित ISBTs के विकास में तेजी लाए, ताकि शहर के भीतर अंतर–राज्यीय बस आवाजाही को कम किया जा सके।

4. मालढुलाई और ट्रांसपोर्ट नगरों का विकास

समिति का अवलोकन है कि विशेषज्ञ निकायों द्वारा अनुशंसित ट्रांसपोर्ट नगरों का विकास और इनलैंड कंटेनर डिपो को दिल्ली के बाहर स्थानांतरित करने का कार्य संतोषजनक ढंग से आगे नहीं बढ़ा है। शहर के भीतर से भारी मालवाहक वाहनों की निरंतर आवाजाही भीड़भाड़ और प्रदूषण में महत्वपूर्ण योगदान देती है।

समिति सिफारिश करती है कि विभाग, संबंधित अधिकारियों के समन्वय से, ट्रांसपोर्ट नगरों के विकास और इनलैंड कंटेनर डिपो को दिल्ली के बाहर स्थानांतरित करने के कार्य को आगे बढ़ाए, ताकि शहर के भीतर माल ढुलाई से संबंधित वाहनों की आवाजाही को कम किया जा सके।

5. पार्किंग प्रबंधन और ट्रैफिक जाम

समिति का मानना है कि 'दिल्ली पार्किंग स्थलों का रखरखाव और प्रबंधन नियम, 2019' की अधिसूचना के बावजूद, पार्किंग प्रबंधन उपायों का प्रभावी कार्यान्वयन और पार्किंग फंड का उपयोग अपर्याप्त रहा है। व्यापक पार्किंग प्रबंधन योजनाओं की कमी के कारण ट्रैफिक जाम और ट्रैफिक में रुकावट की समस्या बनी हुई है।

समिति सिफारिश करती है कि विभाग पार्किंग नीति का प्रभावी कार्यान्वयन सुनिश्चित करे, पार्किंग प्रबंधन योजनाएँ तैयार करे और आधुनिक पार्किंग इंफ्रास्ट्रक्चर के विकास के लिए पार्किंग फंड का उचित उपयोग करे।

6. ट्रैफिक प्रबंधन, जन जागरूकता और परिचालन उपाय

समिति का मानना है कि खराब हुई बसों को हटाने में देरी, सीमित जन जागरूकता पहल और व्यवहार परिवर्तन के लिए अपर्याप्त अभियानों ने वाहनों से होने वाले उत्सर्जन और ट्रैफिक जाम को कम करने के प्रयासों पर प्रतिकूल प्रभाव डाला है।

समिति सिफारिश करती है कि विभाग खराब हुए वाहनों को तुरंत हटाने के लिए परिचालन तंत्र को मजबूत करे, और स्वच्छ परिवहन प्रथाओं को बढ़ावा देने के लिए निरंतर जन जागरूकता अभियान और व्यवहार परिवर्तन की पहल करे।

कुल मिलाकर सारांश / निष्कर्ष

समिति का मानना है कि ऑडिट में दिल्ली के राष्ट्रीय राजधानी क्षेत्र में वायु गुणवत्ता प्रबंधन और वाहनों से होने वाले प्रदूषण नियंत्रण से संबंधित योजना, निगरानी और प्रवर्तन तंत्र में कई प्रणालीगत कमियाँ सामने आई हैं। जिन मुद्दों पर प्रकाश डाला गया है, उनमें वायु गुणवत्ता निगरानी केंद्रों के स्थान और कामकाज में कमियाँ, निर्धारित प्रदूषकों की अधूरी निगरानी, उत्सर्जन स्रोतों पर विश्वसनीय डेटा की कमी और नीति निर्माण के लिए अपर्याप्त वैज्ञानिक इनपुट शामिल हैं।

समिति आगे यह भी मानती है कि दिल्ली में सार्वजनिक परिवहन प्रणाली को गंभीर चुनौतियों का सामना करना पड़ रहा है, विशेष रूप से बसों की कमी, सीमित मार्ग कवरेज, अंतिम–मील कनेक्टिविटी की कमी, और मार्गों के युक्तिकरण तथा वैकल्पिक परिवहन प्रणालियों को लागू करने में देरी के मामले में। ऐसी कमियों ने सार्वजनिक परिवहन सेवाओं की पहुँच और विश्वसनीयता पर प्रतिकूल प्रभाव डाला है, और संभवतः निजी वाहनों पर बढ़ती निर्भरता में भी योगदान दिया है।

समिति वाहनों के उत्सर्जन मानदंडों के प्रवर्तन में भी महत्वपूर्ण कमियों को नोट करती है, जिसमें प्रदूषण जाँच केंद्रों का अपर्याप्त कवरेज, 'प्रदूषण नियंत्रण में है' (PUC) प्रमाण पत्र जारी करने में अनियमितताएँ, उत्सर्जन परीक्षण की कमजोर निगरानी, और आधुनिक उत्सर्जन निगरानी तकनीकों को लागू करने में धीमी प्रगति शामिल है। बड़ी संख्या में 'जीवन–चक्र पूरा कर चुके वाहनों' (End–of–LifeVehicles) का बने रहना और उन्हें कबाड़ में बदलने तथा उनका पंजीकरण रद्द करने की प्रक्रिया में सीमित प्रगति, वाहनों से होने वाले प्रदूषण की समस्या को और भी गंभीर बना देती है।

हालाँकि सरकार ने कई नीतिगत उपाय शुरू किए हैं—जैसे इलेक्ट्रिक वाहनों को बढ़ावा देना, चार्जिंग इंफ्रास्ट्रक्चर का विकास करना, उत्सर्जन परीक्षण प्रणालियों को मजबूत

करना और ट्रैफिक प्रबंधन उपायों को अपनाना—फिर भी समिति का मानना है कि इन पहलों का कार्यान्वयन अक्सर धीमा और बिखरा हुआ रहा है। विभिन्न कार्यान्वयन एजेंसियों के बीच अपर्याप्त समन्वय ने भी इन उपायों की प्रभावशीलता को सीमित किया है। समिति का सुविचारित मत है कि दिल्ली में वायु प्रदूषण और वाहनों से होने वाले उत्सर्जन की समस्या से निपटने के लिए एक व्यापक और समन्वित दृष्टिकोण की आवश्यकता है, जिसमें निगरानी प्रणालियों को सुदृढ़ बनाना, प्रवर्तन तंत्र को मजबूत करना, सतत सार्वजनिक परिवहन का विस्तार करना, स्वच्छ गतिशीलता समाधानों को बढ़ावा देना और शहरी यातायात प्रबंधन में सुधार करना शामिल है।

इसलिए, समिति इस बात पर जोर देती है कि संबंधित विभागों और एजेंसियों को इस रिपोर्ट में दी गई सिफारिशों को समय–सीमा के भीतर लागू करने के लिए तेजी से और मिलकर कार्रवाई करनी चाहिए। समिति को उम्मीद है कि सरकार ऑडिट में बताई गई कमियों को दूर करेगी और नीतियों को प्रभावी ढंग से लागू करना सुनिश्चित करेगी, ताकि दिल्ली राष्ट्रीय राजधानी क्षेत्र में हवा की गुणवत्ता और शहरी आवागमन में लगातार सुधार हो सके।

विभाग को समिति की सिफारिशों पर की गई कार्रवाई की रिपोर्ट की समीक्षा करनी चाहिए और उसे 31.12.2026 तक की स्थिति के साथ जमा करना चाहिए। की गई कार्रवाई की रिपोर्ट 31.01.2027 तक जमा कर दी जानी चाहिए।

दिल्ली **(अजय महावर)**
दिनांक:19.03.2026 **अध्यक्ष**
लोक लेखा समिति

विधान सभा
राष्ट्रीय राजधानी क्षेत्र दिल्ली
LEGISLATIVE ASSEMBLY
NATIONAL CAPITAL TERRITORY OF DELHI

लोकलेखा समिति
COMMITTEE ON PUBLIC ACCOUNTS

आठवी ंविधान सभा का तृतीय प्रतिवेदन
THIRD REPORT OF THE EIGHTH ASSEMBLY

23.03.2026 को प्रस्तुत
PRESENTED ON 23.03.2026

27.03.2026 को स्वीकृत
ADOPTED ON 27.03.2026

वॉल्यूम– **II**
(अनुलग्नक)

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ANNEXURE-I

CHAPTER II - AIR QUALITIFY MONITORING SYSTEM

Para -2.1 **Inappropriate location of Air Quality Monitoring Stations**

The CPCB Guidelines for Air Quality Monitoring Stations specified *inter alia*, the following requirements regarding location of CAAQMSs:

- All sides should be open, i.e., the intake should not be in a confined space
- Height of the inlet must be 3-10 meters above the ground
- More than 20 meters away from nearby trees
- More than 200 meters from unpaved roads/ streets
- No nearby furnace or incinerator fumes

The location of CAAQMS should be representative of average exposure over a geographic area. If the location of the instrument is such that it does not satisfy the physical requirements of monitoring stations, the data generated may be incorrect and thus, not be of much use in determining status and trends of level of pollutants.

Audit conducted (September 2020) joint physical verification of 13 CAAQMSs (out of total 24 CAAQMSs of DPCC) and observed that though the height of the inlet was approximately four meter in all these stations, there were issues relating to parameters such as proximity to trees, major roads, obstacles, high rise buildings, unpaved roads, etc.

Incorrect location might result in incorrect observations by these monitoring stations and generation of unreliable data.

Thus, Audit observed that the location of CAAQMSs did not fulfill the requirements laid down by the CPCB, indicating possible inaccuracies in the data generated by these CAAQMSs, rendering the AQI values unreliable.

DoE stated (October 2021) that necessary action shall be taken to comply with the CPCB norms.

Action Taken by the Department

DPCC:

A team of DPCC and CPCB was constituted in 2022 for assessment and identification of CAAQMS as per CPCB guidelines.

Committee observed that all the CAAQMS are meeting the citing criteria as per CPCB guidelines except Anand Vihar, R.K Puram and Jahangir Puri.

The issue was taken up by Commission for Air Quality Management in NCR and Adjoining Areas (CAQM) and it was decided not to shift Anand Vihar, R.K. Puram, and Jahangir Puri because of factors such as dense population and high pollution levels, which are important for maintaining data continuity and capturing outlier readings.

CPCB monitored the ambient air quality parameters at the alternate site at Anand Vihar and no significant change was found in air quality parameters.

The subcommittee acknowledged the decision of DPCC.

On the further observations of the Audit that the Government may provide report of the Committee constituted for assessment and identification of CAAQMS. Minutes of the meeting containing the decision to not shift CAAQMS at Anand Vihar, R.K.Puram and Jahangir Puri may be provided. The Transport Department provided the same the Audit.

Para -2.2 **Calculation of AQI on the basis of inadequate data**

CPCB had notified (November 2009) National Ambient Air Quality Standards (NAAQS) for 12 identified pollutants. Subsequently, a national AQI was launched (April 2015) based on eight pollutants to monitor air quality in major urban cities on a real time basis and to enhance public awareness by disseminating air quality information in simple terms easily understood by common person. A minimum of 16 hours (sixty-four observations as CAAQM stations are required to generate 15-minute average values on real time basis) data in a day should be available for minimum three pollutants, out of which one should necessarily be either PM2.5 or PM10 for generating daily AQI. Audit observed that despite having the capacity to generate 16 hours' data, these were not available on all the days during 2019-20 for all the seven pollutants (except Pb which was not measured at all). Thus, AQI was calculated without considering adequate data for all the seven pollutants. Further, CPCB had categorized the station-wise availability of monthly air quality data into three categories. Audit noted that in respect of 24 DPCC stations the monthly AQI data for less than 21 days was available for 12 per cent months during the period April 2014 to January 2021. Lead (Pb) is a toxic metal and its exposure

results in increased Lead levels in blood. Depending on the level of exposure, Pb may adversely affect the central nervous system, kidney function, immunity, reproductive, cardiovascular and respiratory systems. Audit observed that none of the 24 air quality monitoring stations of DPCC were measuring Pb levels. DoE replied (October 2021) that requisite mechanism to measure Lead (Pb) at all monitoring stations shall be considered. As regards lack of sufficient data, DoE stated that 20 new stations installed in October 2017 started functioning between February 2018 and November 2018 onwards and since stations were under calibration and stabilization, stations were not connected for generation of AQI. The fact remains that lack of adequate data resulted in deficient air quality monitoring by DPCC.

Action Taken by the Department

DPCC:

Audit observed that despite having the capacity to generate 16 hours' data, these were not available on all the days during 2019-20 for all the seven pollutants (except Pb which was not measured at all). Thus, AQI was calculated without considering adequate data for all the seven pollutants. DPCC is directly transferring air data from all 24 CAAQMS to CPCB server continuously and AQI is being generated by CPCB on continuous basis The Air Quality Index (AQI) calculation in India considers eight key pollutants : PM 10, PM 2.5, NO2, CO ,SO2, NH3 and Lead (Pb) with minimum three pollutants including either PM 10 or PM 2.5 needed for the calculation. Lead was monitored in 5 locations in 2022 (April to September) on continuous basis and it was observed that no significant lead content was found in ambient air at any measured locations. (Anand Vihar, Mandir Marg, Punjabi Bagh, Mundka and Dwarka). However, Lead monitoring in ambient air is under process.

On the observations of the Audit that Audit has detailed number of days in a given period when the 16 hour data was not available as required. Reasons for the same maybe furnished. Further, Government may provide an expected timeline for measurement of Lead (Pb) at all CAAQMSs.

The department further replies that In Anand Vihar (April - May 2020), Narela (April 2020) & Pusa (April 2020), data could not be generated due to main power supply disruption (transformer / substation change). Rest of the CAAQMS were operational and transferring data to CPCB. Lead Concentration was monitored in 5 locations in 2022 (April to September) on continuous basis and it was found that no significant lead content was found in ambient air at

any measured locations. (Anand Vihar, Mandir Marg, Punjabi Bagh, Mundka and Dwarka). No further action is required.

The Audit further observed that the reply does not fully address the audit observation, as AQI was generated despite non availability of the prescribed minimum data for several pollutants and without a defined timeline for Lead monitoring at all stations.

Further, with reference to the query of the Committee that Whether the Department has ensured the generation of data by all Stations on all days for requisite number of hours? What is the expected timeline for measurement of Lead at all CAAQMSS?

The Environment Department vide reply dated 26.02.2026 informed that DPCC ensures generation of data by its CAAQMS as per CPCB guidelines. The 24 CAAQMS of DPCC have no provision for Lead monitoring. However, it is again submitted that Lead concentration was monitored in 5 locations in 2022 (April – September) on continuous basis and it was found that no significant Lead contents was found in Ambient Air at any measured locations. (Anand Vihar, Mandir Marg, Punjabi Bagh, Mundka and Dwarka)

Para -2.3 **Lack of real-time information regarding sources of pollutants**

AQI values only indicate the total concentration of pollutants in an area. The source of each pollutant is measured by source apportionment/emission inventory study. Emission inventory is a comprehensive listing by sources of air pollutants and amount of air pollutants released into air because of a specific anthropogenic process in a particular geographic region during a specific time period. Thus, a real-time emission inventory helps to effectively plan appropriate mitigation strategies to minimize emission and improve the air quality. GNCTD considered (July 2018) to carry out a real-time emission inventory study essential for effective planning to improve the air quality. Audit noted that GNCTD had not taken-up/finalised any study till March 2021. An agreement was however, signed in December 2018 with a foreign university which was terminated in December 2020 on technical ground by DPCC as the report had not addressed/fulfilled the overall requirements. However, the payment of ₹ 87.60 lakh was made to the university for the project, which remained unfruitful. DoE while admitting (September 2021) the fact stated that real time source study is a new field for dynamic systems like Ambient Air and

it is in the process to awarding real time source apportionment study for Delhi through IIT Kanpur led team. In absence of real-time emission inventory study, strategies adopted to minimize emission are not based on scientific analysis of real-time data.

Action Taken by the Department

DPCC:

Audit noted that GNCTD had not taken-up/finalised any study till March 2021. An agreement was however, signed in December 2018 with a foreign university which was terminated in December 2020 on technical ground by DPCC as the report had not addressed/fulfilled the overall requirements A study was undertaken by DPCC through IIT-Kanpur titled "Real –Time Source Apportionment and Forecasting for Advance Air Pollution Management in Delhi" for the identification of sources of the pollution on real time basis with the objective of monitoring of particulate matter, gaseous pollutants, source apportionment on real time basis and Forecasting. The study was conducted from November 2022 till February 2024 by IIT Kanpur. Presently the operation and maintenance of Supersite is being taken up by IITM.

On the observations of the Audit that outcome of the study undertaken by DPCC through IIT Kanpur may be furnished by the Government.

The Department further replied that report submitted by IIT Kanpur but has not been accepted by DPCC.

Further, with reference to the query of the Committee that What are the reasons for non acceptance of report submitted by IIT Kanpur by DPCC?

The Environment Department vide reply dated 26.02.2026 informed that reasons for non acceptance of IIT Kanpur report are following:

1. There were large discrepancies between the observed and forecasted values in many cases. It has also been speculated by IITK in the report itself that this may be due to incomplete information of chemical species used in the model.
2. IITK also acknowledged that result from the WRF-Chem model are not always in line with the real time Source Apportionment at the Super sites

and this discrepancy may be the result of the inaccurate emissions inventory which employed in the study.

3. IITK failed to provide any credible data/analysis and validation.

4. Since the IITK report was found unsatisfactory, the DPCC did not accept the report.

Para -2.4 **Lack of information on vehicular emission load**

The last two emission source apportionment studies conducted (2018) for NCT of Delhi revealed that vehicles are one of the major local contributors (PM2.5 – 39 per cent, PM10 – 19 per cent, NOx – 81 per cent, CO – 84 per cent and NMVOC80 per cent) to Delhi's poor air quality. This necessitates that GNCTD should maintain information regarding vehicular traffic and vehicular emission17 load in Delhi, in order to devise appropriate strategies to control vehicular traffic and/or emission from these vehicles plying in Delhi. Guidelines for Ambient Air Quality Monitoring, issued by CPCB in 2003, also prescribed obtaining of information on type and number of vehicles and estimation of emission load. Audit observed that information regarding type and number of vehicles plying on Delhi roads and assessment of their emission load was not available with DoE/ DoT. As a result, the GNCTD was not in a position to identify the emission from different types of vehicles that are generating significant concentration of pollutants for framing source-wise strategies for specific type of vehicle or particular area, to mitigate vehicular air pollution in Delhi. DoE stated (October 2021) that quantification of emission load on normative basis shall be explored. DoT stated (November 2021) that a MoU has been signed with IIT Delhi for assessment of vehicular emission load in Delhi, report of which is expected in January 2022.

Action Taken by the Department

DPCC:

Audit observed that information regarding type and number of vehicles plying on Delhi roads and assessment of their emission load was not available with DoE/ DoT. Emission Inventory was prepared by TERI in 2022 to identify

the emission load in different sectors. As per Emission inventory, contribution of Transport Sector in different pollutants is as below :-

PM- 10 - 25%
PM2.5 - 47%
SO2 - 7%
NOx - 78%
NMVOCs -48 %

The tailpipe emissions from the transport sector in Kt/year for Delhi is mentioned in the table below:-

Pollutant	**Truck**	**Tractor/ trailer**	**Bus**	**Cars**	**MUVs**	**2W**	**3W**	**LCVs**	**Totals**
PM 10	1.78	0.93	0.72	0.32	0.32	3.05	2.73	0.04	9.89
PM 25	1.73	0.90	0.70	0.31	0.31	2.97	2.65	0.04	9.62
SO2	0.10	0.00	0.00	0.00	0.00	0.20	0.00	0.00	0.30
NOx	11.6	5.6	40.7	7.9	1.3	23.5	12.2	16.9	119.6
CO	915	222	1716	1812	51	9923	2447	2287	19373
VOCs	6.3	0.9	9.5	2.6	0.2	28.8	37.4	2.4	88.0

Further, with reference to the query of the Committee that What source-wise strategies have been framed based on studies conducted for specific types of vehicles or a particular area to mitigate vehicular air pollution in Delhi?

The Transport Department vide reply dated 02.03.2026 informed that Study of source wise pollution has been conducted by CAQM . Further report of study is submitted recently. Therefore, the strategies will be worked out by Department in consultation with CAQM .

Currently Transport department and Delhi traffic police started impounding and scrapping of most polluting vehicles i.e BS III AND below norms complaint End Of Life vehicles and taking enforcement measures during GRAP imposition

Para -2.5 **Benzene emission not measured at source**

Benzene, which is one of the pollutants, emanates mainly from evaporation at fuel stations during loading and dispensation, making fuel stations high emission areas. As per the World Health Organization, acute (short term) occupational exposure to benzene may cause narcosis, headache, dizziness, drowsiness, confusion, tremors and loss of consciousness. Escape of benzene can be controlled through Vapour Recovery Systems (VRS) which sucks back the fumes that escapes from a pipe when fuel is being pumped into a vehicle or an outlet. The National Ambient Air Quality Standards (NAAQS) specified the permissible levels for Benzene as 5µg/m3. In order to reduce Benzene emission, Comprehensive Action Plan (CAP) stipulated (April 2017) installation of Vapour Recovery System (VRS) at all the fuel outlets18 in Delhi by May 2018. DoT, DoE and DPCC were also responsible for its implementation, apart from Union Ministry of Petroleum and Natural Gas (MoPNG). Analysis of monthly average data of Benzene levels monitored at DPCC's 24 CAAQMSs revealed that the Benzene levels were in excess of permissible limits during 26.94 per cent for the period from January 2018 to March 2021.

Despite the overall high Benzene levels, GNCTD was not monitoring benzene level at fuel stations/petrol pumps, i.e., the key source of benzene emission. Further, it was observed that DoT, DoE, and DPCC were not aware of the status of installation of VRS in fuel stations in Delhi. Thus, the GNCTD neither monitored Benzene levels at the fuel stations (major source), nor followed-up on the installation of VRS at fuel stations to reduce Benzene emission. Meanwhile, benzene levels remained higher than permissible limits at ten out of 24 CAAQMSs. DoE stated (October 2021) that the possibility of installation of monitoring sensors at fuel stations shall be deliberated upon.

Action Taken by the Department

DPCC:

GNCTD was not monitoring benzene level at fuel stations/petrol pumps, i.e., the key source of benzene emission. Further, it was observed that DoT, DoE, and DPCC were not aware of the status of installation of VRS in fuel stations in Delhi. Benzene is being monitored by 24 nos. of Continuous Ambient Air Quality Monitoring Stations (CAAQMS) on real time basis. However, Benzene level monitoring at fuel stations is presently under process. VRS is being installed by Oil Marketing Companies at fuel stations to reduce benzene emissions.

On the observations of the Audit that Government may intimate about the timelines within which VRS is likely to be installed and Benzene monitored at all fuel stations to keep it within permissible level.

The Department further replied that Bharat Corporation Limited (BPCL) has installed VRS at all Delhi ROS and regular VOC/Benzene monitoring is being carried out in accordance with prevailing CPCB guidelines (BPCL letter dated 13.06.2025 and 24.09.2025).

ANNEXURE-II

CHAPTER III - PUBLIC TRANSPORT SYSTEM

Para -3.1.1 Shortage of Buses

As per the GNCTD's assessment (July 2012) 11,000 buses were required for NCT of Delhi and 50 per cent each were to be run by DTC and private entities under cluster scheme. Actual present requirement may be different, considering this assessment was done in 2012 and considering floating daily population entering Delhi.

As of April 2014, DTC was operating 5,223 buses which was reduced to 3,760 buses in March 2021. Meanwhile, the availability of buses run by private entities under cluster scheme increased from 1,292 (March 2015) to 2,990 (March 2021). Thus, only 6,750 buses were available vis-à-vis the estimated requirement of 11,000 buses for public in Delhi.

Despite the issue of delay in procurement of buses due to frequent changes in the proposal and cancellation of tender by DTC being pointed out in CAG report of 2016, no follow up action was taken by GNCTD/DTC to conclude the procurement process. Audit noted that no new buses were procured by DTC in last ten years (2011-12 to 2020-21), while some of the existing buses went off-road due to ageing/accidents/fires. It is noteworthy to mention that number of two wheelers increased from 43 lakh (March 2011) to 81 lakh (March 2021) and total number of registered vehicles increased from 69 lakh to 1.30 crore during the same period.

Action taken by the Department:

DTC:

DTC purchases new buses in accordance with the policy decision and funds provided by Govt. of NCT of Delhi. As per the direction of Govt. of NCT of Delhi conveyed to DTC, the proposal for new buses to be inducted is initiated and placed before the Competent Authority for further decision/approval.

Procurement of 1000 CNG buses:

Regarding procurement of 1000 AC Low Floor CNG Buses, the order for supply of buses has been issued to M/s JBM Auto Ltd. and M/s Tata Motors for supply of 700 and 300 AC LF CNG buses respectively on 15.01.2021. On the receipt of direction from Dy. Commissioner (DTC Sectt.) Transport Department vide letter no. 48791 dated 11.06.2021DTC vide letter no. 309 &

310 dated 12.06.2021 has informed to M/s JBM & M/s TML respectively that supply of buses and their CAMC has been kept in abeyance till further order.

Procurement of E-buses:

DTC vide letter no. CGM/SBU/877/2018/57 dated 14.03.2018 inter-alia informed to Transport Department that DTC at present has no Technical Manpower & no expertise/ knowledge about the technical specifications of advanced technology based electric buses, implications in maintenance of electric buses, installation and operation of charging infrastructure and the tendering process of procurement of electric buses. This was informed to Hon'ble MoT vide letter dated 09.01.2018 (Copy enclosed) based on which a decision was taken in the meeting held on 18.01.2018 under the chairmanship of Hon'ble MoT that Transport Department in consultations with DIMTS shall put up Cabinet Note seeking approval of Council of Ministers for a vision of inducting 1000 Electric Buses in Delhi over 2018-2019.

Delay in procurement of Electric Buses due to delay in finalisation of bids – FAME Scheme – II

After short closing of the tender for engagement of 300 electric buses under FAME-II scheme of Govt. of India, on 01.01.2020, a new committee of officers was re-constituted on 07.01.2020 for the engagement of 300 e-buses. Meetings of the committee were held on 15.01.2020. 16.01.2020, 27.01.2020 and 04.02.2020 for discussion on amendments to be made in RFP document for inviting fresh bids for the same. The extended timeline of DHI for availing the benefit of financial incentives under FAME- II scheme was expired on 15.01.2020, so MD, DTC vide D.O dated 08.01.2020, 12.02.2020 & 29.05.2020 requested to DHI to extend the timelines. DHI vide letter dated 03.06.2020 intimated DTC about the extension of timeline for availing the benefit of financial incentives under FAME- II scheme up to 31.12.2020.

After timeline extension, DTC floated the tender on 15.06.2020. Pre-bid conference held on 23.06.2020. Meeting for discussion on draft addendum and replies to queries of prospective bidders held on 06.07.2020.

Competent Authority approved the Recommendation of committee on 27.07.2020. The tender was frozen on 28.07.2020 and the last date of submission & opening of Bids was 18.08.2020 and the date was extended to 25.08.2020.

Meeting of Committee for Techno-Commercial evaluation, final recommendation on Techno-Commercial evaluation, Price bid evaluation held on 03.09.2020, 24.09.2020 & 16.10.2020 respectively

On the recommendation of committee of unjustifiable rate quoted by L-1 bidder of M/s PMI Electro Mobility Solution Pvt. Limited & approval Competent Authority on 19 November 2020 with the direction to close the existing tender, a new RFP may be floated by re-visiting the present terms and conditions, vis-à-vis tender floated by other State Transport Authority under FAME-II. Simultaneously, requesting DHI for extension of FAME-II time beyond 31.12.2020 in case of DTC.

No role of DTC was in delay. Electric buses were being engaged by DTC for the first time and the clarifications required took time.

In view of above, it took time for floating fresh tender and clarifications required, which resulted in delay.

On the observations of the Audit that Government may inform about the present status of the bus fleet vis-à-vis requirement assessed and the expected timeline to procure the required number of buses.

The Department further replied that as of now, the Transport Department, including DTC, has a fleet comprising 3,535 electric buses (EVs) and 1,805 CNG buses. The induction of 2,345 EV buses under the NEBP scheme is currently under process, in addition to around 330 EV buses proposed for metro feeder services. Fresh demand has also been placed for 3330 buses under PM E- drive. 2,800 EV buses are to be inducted under the PM E-Drive scheme. With these additions, the total bus fleet in Delhi is expected to increase to around 14,000 buses by FY 2027–28. It is being planned to take more buses also and plan is being projected shortly.

The Audit further observed that reply does not address the requirement for the total number of buses assessed by the department, correlating it with the expected timelines to procure it.

Para -3.1.2 Significant number of DTC Buses remaining off-road

Audit noted that out of a fleet of 4,712 (March 2015), on an average only 4,180 (89 per cent) DTC buses were actually on roads during 2014-15 which decreased to 3,222 (68 per cent) buses during 2019-20. Further, percentage of

DTC buses remaining off-road for repair and maintenance ranged between 14 per cent to 16 per cent of total available fleet. Audit noted that 93 buses were off road for period between five to 11 months (June 2019) due to failure of DTC to timely extend Annual Maintenance Contract.

Less availability of number of operational buses adversely affected the reliability of public transport. With its bus fleet already short of requirement, DTC was expected to do proper upkeep and maintenance of the existing fleet.

Audit also observed that DTC was completely dependent on vehicle manufacturers for providing maintenance services of buses despite availability of 1,094 repair and maintenance (R&M) staff at its disposal. The existing repair and maintenance staff were however, utilized only for record keeping and verification of AMC/repair bill submitted by the contractor. No mechanism was evolved till date (June 2021) by the DTC to train and upgrade the skill of existing R&M staff for maintenance of low floor buses.

Thus, more than 14 per cent of buses remained off-road worsening the availability of buses for public services. Moreover, DTC was completely dependent on manufacturers for repair and maintenance of buses in spite of having 1094 personnel for the purpose.

DoT while accepting the fact stated (October 2021) that maintenance contract has been signed with original equipment manufacturers.

Action Taken by the Department

DTC:

As per CAG observation 14% to 16% of total available fleet remained off-road for repair and maintenance. In this regard it is submitted that there is provision of suitable penalty on operator for non-availability/shortage of buses as per relevant clause of AMC.

On the observations of the Audit that Penalty on the operator does not fully compensate for the loss due to the large number of buses remaining off road. The government may inform about the steps taken by it to mitigate the issue of DTC buses remaining off road.

The Department further replied that:

- DTC issued directions to operators to ensure availability of Scheduled Nos of buses for operation so as to increase fleet utilization.

- Upgradation of the Fleet: In line with modernization efforts, DTC has gradually introduced electric buses into the fleet. These buses are designed to be more environmentally friendly and cost efficient, with fewer mechanical problems compared to older CNG buses. The induction of electric buses is expected to significantly reduce operational issues, resulting in fewer breakdowns and a more reliable bus service.
- Induction of newer, technologically advanced electric buses is expected to significantly reduce breakdown incidents.
- Deployment of Intelligent Transport System (ITS) will enable real-time fleet tracking and dynamic resource allocation. Periodic depot-level reviews are now being conducted to monitor operational performance and identify corrective actions.
- DTC is implementing Audit recommendations by Procuring new buses aggressively, Systematically phasing out overage buses, Strict enforcement of 92% availability clause in AMC contracts.

Para -3.1.3 Short-coverage of Bus Routes

As of March 2021, there were total 657 notified bus routes in NCT of Delhi, to be covered by DTC and Cluster Scheme Buses. However, due to reduction in fleet size of DTC, 238 routes (36 per cent) were not being covered at all by either DTC or Cluster Scheme Buses.

There is large influx and outflux of public on daily basis from Delhi to NCR towns and vice versa. This necessitates comprehensive NCR connectivity to be provided by the public transport. Audit, however, observed that as on March 2021, no DTC buses were providing NCR connectivity.

DoT stated (September 2021) that as of August 2021, there were 310 routes under Unified Time Table and the rest of the Cluster routes would be implemented in sync with the new buses under Cluster Scheme in a phased manner.

Action Taken by the Department

DTC: Clarification on Non-Operated Routes: Many non-operational bus routes were part of an old route plan made around the year 2000. Since then, Delhi has grown and changed a lot-more people, new roads, and different travel patterns. Some routes are still operated by DIMTS (under the Cluster Scheme), but others remain closed due to multiple reasons:

- Limited buses- Not enough resources to operate all routes.
- Road problems - Some streets are too narrow or damaged for low-floor buses.
- Competition from other transport - The Delhi Metro, e-rickshaws, autos, taxis (Ola/Uber), and shared vans (Gramin Sewa, Phat-Phat Sewa) have reduced the need for buses on some routes.

On the observations of the Audit that the government may inform about the steps taken by it and the expected time frame in which it intends to provide comprehensive connectivity of buses on all routes, based on the need assessment.

The Department further replied that:

I. DTC has recently executed an MoU with IIT Delhi for undertaking Route Rationalization of DEVI 9- meter buses. The implemtation of the recommendations on the report submitted by IIT Delhi is currently in progress.

II. DTC is also in the process of finalizing a separate MoU with IIT Delhi for Route Rationalization of DEVI 12- meter buses, and the process is expected to be completed within the next six months

Para -3.1.4 Rationalisation of Bus Routes

Bus transport system in Delhi requires capacity expansion to cope up with the growing mass transport demand especially during peak hours as well as demand for providing new services to unconnected areas. For this route rationalization study is required to satisfy the changing mobility needs of citizens as well as to maximise utilization of the transport infrastructure of the city.

A study was submitted (June 2013) by Delhi Integrated Multi-Modal Transit System Ltd. (DIMTS) to GNCTD. The recommendations of the report were, however, not implemented by DoT. The issue of not implementing route rationalization was also flagged in the CAG's Audit Report for the year ended March 2015

Subsequently, the Cabinet approved (December 2017) a proposal to conduct another route rationalization study by DIMTS at a fee of ₹ 2.97 crore. The Comprehensive Action Plan21 (CAP) for air pollution control in Delhi required DoT, DTC and DIMTS to implement the recommendations of this Route Rationalization Report (RRR) by June 2018.

DIMTS submitted (September 2019) the final study report with recommendations for new routes, route modifications, frequency enhancement, additional routes and buses for NCR connectivity, etc. Audit, however observed that the Study report submitted by DIMTS in September 2019 was yet to be approved for implementation (April 2021). In order to achieve the intended objectives the recommendations proposed in Study Report should have been implemented in a time bound manner. However, Government failed to act upon either of two route rationalization studies. This implies that DTC and Cluster buses were operating on routes not optimised, for more than eight years.

DoT stated (September 2021) that it had identified three prime constraints for implementation of RRR, viz. fleet availability, Covid pandemic and change of ridership data, however, it was working on implementation of RRR. It was further stated (November 2021) that DoT has taken up a pilot study for rationalization of bus routes from October 2021 and implementation of RRR is expected in 2022-23.

Action Taken by the Department

DTC:

To address Delhi's growing public transport demands and improve connectivity, the Transport Department, GNCTD has entrusted Delhi Integrated Multi-Modal Transit System (DIMTS) to review and rationalize bus and para-transit routes as well as maximize utilization of the transport system & infrastructure of the city on dated 29-12-2017. This initiative aimed to optimize the transport network, enhance efficiency, and cater to evolving mobility needs. The rationalization process began with a Village Connectivity Report (submitted on 04-12-2018), which identified rural areas- Najafgarh, Narela-Bawana-Burari (NBB), and Zone J-for phased implementation. A pilot project was launched in Najafgarh on 26-11-2018, covering 17 routes, followed by Phase-I (18 routes) and Phase-II (23 routes) after thorough reviews. Trial runs for 26 new routes commenced on 02-10-2022, incorporating route adjustments (Via Changes) to align with actual demand patterns. This systematic rationalization ensures better coverage of unconnected residential colonies and work centers while maximizing infrastructure utilization, reflecting DTC's commitment to a modern, sustainable transport system. In future, if any recommendation will be received from the DIMTS on the subject may be implemented by the corporation.

On the observations of the Audit that Status and outcome of implementation of the pilot study taken up by DoT for rationalization of bus routes from October 2021 may be provided by the Government.

The department further replied that the DTC has recently executed an MoU with IIT Delhi for undertaking Route Rationalization of DEVI 9- meter

buses and implementation of the recommendations is currently in progress. DTC is also in the process of finalizing a separate MoU with IIT Delhi for Route Rationalization of DEVI 12- meter buses, and the process is expected to be completed within the next six months.

Para 3.2 Last-mile connectivity

Last-mile connectivity refers to the commute from home to transport hubs, i.e., Bus stops, metro stations, railway stations, etc. Last-mile connectivity enables greater integration and accessibility of public transport system to commuters. In NCT of Delhi, lastmile connectivity was provided largely by Gramin-Sewa and Auto-rickshaws.

Action Taken by the Department

DTC:

To strengthen last-mile connectivity and make travel easier for passengers, the operation of 100 electric DTC buses under DEVI (Delhi EV Interconnector) using 9-meter electric buses has been proposed. These buses will operate soon and connect Delhi Metro stations with various parts of the city.

On the observations of the Audit that Government may inform about the timeline targeted for providing last mile connectivity at all metro stations as per need analysis.

The Department further replied that DTC has recently executed an MoU with IIT Delhi for undertaking Route Rationalization of DEVI 9- meter buses. and implementation of the recommendations is currently in progress.

Para 3.2.1 Gramin-Sewa Vehicles

In the year 2010, DoT, GNCTD introduced a new para-transit scheme namely Gramin-Sewa, wherein high capacity three-wheelers and similar other vehicles with capacity of six passengers, were given permits to operate on specified routes allocated in rural areas, unauthorized colonies, resettlement colonies and J.J. Clusters of Delhi. The Gramin-Sewa vehicles ply only on CNG fuel. Audit observed that though there was an estimated increase of 17 per cent in the population of Delhi since the year 2011, the number of registered Gramin Sewa Vehicles remained the same at 6,153 since May 2011. Thus, there was deficiency in availability of last-mile connectivity through Gramin-Sewa. Even the vehicles for Gramin-Sewa are same as those inducted in the

year 2011 indicating their old age and resultant poor fuel efficiency and higher potency to cause pollution. DoT informed (November 2021) that, to ensure providing of last mile connectivity, it was tying up with DTIDC and DMRC for deployment of e-rickshaws.

Action Taken by the Department

DMRC:

DMRC LMC services:

- **E-Rickshaw Services**: Total 18 sites are allotted for Erickshaw service and currently these services are available from 04 stations which deploy 110 erickshaws, carrying approx. 4926 passengers per day.

- **Public Bicycle & E-bikes Sharing**: Pedal bicycle services are available from 19 Metro Stations. Batteryoperated [E-Bikes] services are available from 45 stations. Overall, total (Pedal + Battery operated) 305 avg. cycles are in use with 317 trips/rides on an average, per day.

- **E-Autos:** DMRC is in the process to deploy 2299 eautos (663 e- auto for women and 1636 for general category) in Delhi to be operated by 4 operators. As on date, 996 e-autos are deployed and facilitating around 42000 passengers daily from 44 metro stations.

- **Public EV**- Charging & Battery Swapping Stations: Total 224 (154 + 70*) sites are allotted for Electrical Vehicle charging/ Battery Swapping Stations (for 2/3/4 Wheeler) to different agencies such as Navnirman, M/s Magna YUMA, M/s YULU, M/s BaaZ, M/s Sun Mobility, M/s ETO motors, M/s Swarn E-connect, M/s Mahindra & Amplus (M&M), DTL, M/s TVVPL, M/s BYPL , M/s HONDA, M/s MMPL. Overall 127 sites operational with daily average usage of 870 (2W, 3W & 4W) charging and 2950 daily average Battery Swapped.

App Based bike/Taxi/ Auto services: App based bike and taxi services (RAPIDO) facility has been initiated at 40 metro stations in General and women category, out of which 25 Sites (20 general + 05 women category) are operational.

On the observations of the audit that the expected timeline by which the Government plans to provide various alternatives for last-mile connectivity from all identified points, may be informed.

The Department further replied that DMRC LMC Services: (Services as on 01.12.2025)

- E-Rickshaw Services: Total 18 sites are allotted for E-rickshaw currently these services and are available from 08 stations (M/s Magna Yuma recently starte its services) and an average 86 batteries swapped daily for erickshaws, carrying approx 2000 passenger per day. (Reason for reduction in ridership is because M/s TVVPL & Navnirman previous 04 sites have become non-operational)

- Public Bicycle & Ebikes Sharing: Pedal bicycle, services are available from 17 Metro Stations, Battery-operated [EBikes) services are available from 51 stations. Overall, + (Pedal are in use total Battery operated) 319 avg. cycles with 419 trips/rides on an average, per day.

- E-Autos: DMRC is in the process to deploy 2299 e-autos (663 eauto for women and 1636 for general category) in Delhi to be operated by 4 operators. As on date, 1435 e-autos are deployed and facilitating around 54000 passengers daily from 44 metro stations.

- Public EV Charging and Battery Swapping stations: Total 223 sites *(01 site surrendered by M/s ETO Motors) are allotted for Electrical Vehicle charging/Battery Swapping Stations (for 2/3/4 Wheeler) to different agencies such as Magna Navnirman, M/s YUMA. M/s YULU. M/s BaaZ, M/s Sun Mobility, M/s ETO motors, M/s Swarn Econnect, M/s Mahindra & Amplus (M&M), DTL, M/s TVVPL, M/s BYPL, M/s HONDA. M/s MMPL Overall 159 sites operational with daily average usage of 783 (2W, 3W & 4W) charging (EV-Charging is reduced due to nonoperational of 22 BluSmart Sites) and daily average 5700 batteries are swapped.

- App Based bike/Taxi/Auto services: App based bike and taxi services (RAPIDO & SheRyds) facility has been initiated at 48 metro stations (Total 57 sites including 17 sites of SheRyds) "SheRyds provides bike-taxi services For-Women By-Women" in General and women category, out of which 41 Sites are Operational.

Para 3.3. Alternatives to public transport buses

Light Rail Transit (LRT) is a medium capacity mode of mass rapid transport which is a low cost, eco-friendly, electrically propelled system with no pollution. Since 2014-15, GNCTD has been allocating budget for implementation of 'Monorail and Light Rail Transit' and 'Electronic Trolley Buses' every year. Audit, however, observed that despite allocating budget for providing alternate mode of transport in Delhi, GNCTD did not take any action and no plans/schemes for implementation of monorail project and electronic trolley bus system was made. Though availability of public transport buses was far less than the requirement, GNCTD did not take any action for

implementation of its alternatives even after keeping budget provision for the last seven years.

DoT confirmed (September 2021) that at present no plan/scheme for implementation of monorail and electronic trolley buses were under consideration, however, by allocating budget of ₹ 1.00 lakh, these schemes have been kept active for future.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that Common Mobility Plan is being formulated by UTTI PEC and upcoming DUMTA which is overseen by DDA. AS soon as the report regarding CMP will be shared, steps shall be taken to address this point.

The Audit further observed that reply does provide expected timelines within which alternatives to public transport shall be made available.

Further, with reference to the query of the Committee that whether GNCTD has taken any action to implement alternate mode of MRTS transport in Delhi? What is the status of the monorail and electronic trolley bus system which were envisaged by the Government?

The Transport Department vide reply dated 02.03.2026 informed that GNCTD had taken several initiatives to strengthen Delhi's public transport infrastructure, including the introduction of high-capacity systems such as Metro Rail (MRT) and Bus Rapid Transit (BRT).

In this regard, the Transport Department, GNCTD had commissioned a consortium of RITES Ltd., Tonichi& Nippon Koie (Japan), and ICRA in 2008 to undertake a detailed feasibility study for the Monorail in Delhi. The initial proposal covered a 48 km corridor planned in two phases.

Based on the feasibility assessment and the Transport Demand Forecast Study (TDFS), October 2010, the Monorail alignment was revised to run from Kondli to Rohini Sector-21 via Delhi Gate. The updated corridor length was approximately 40.3 km, with 35 stations and an average inter-station distance of about 1.16 km.

Subsequently, GNCTD had entrusted DIMTS with the responsibility of updating the feasibility study for the proposed Monorail system in Delhi.

Accordingly, DIMTS has submitted "Updation of study of monorail project in Delhi".

Para 3.5 Recommendations

Recommendation #4: To arrest the deteriorating air quality due to vehicular emission, the Government should immediately address the issue of shortage of 2250 public transport buses and complement it with last-mile connectivity options.

The department replied that Department of Transport, GNCTD has awarded the contract for induction of 2,080 [9M] Electric buses for first/last mile connectivity under OPEX Model under National e-Bus Program (NEBP). In the said program, the buses are procured under Gross Cost Model. Further, the contract was signed in September 2023 for supply of buses under Department of Transport. 300 of 1900 12-meter LF AC E-buses were supplied in the month of Feb 2023.

Audit observed that Government may furnish the present status of supply of buses along with justification for shortfall, if any, in its supply. On receipt of reply from the department, the Audit further observed that reply does not furnish justification for shortfall of supply of buses, if any, scheduled to be delivered.

Recommendation #5: The skill of existing R&M staff needs to be matched to the operational buses by training them and applying their services suitably for proper upkeep and maintenance of the buses.

The department replied that the supervisory staff was given training for the newly inducted low-floor buses at the time of procurement of the buses. However, the buses in the fleet of DTC are under Annual Maintenance Contract by OEM. Therefore, upkeep and maintenance of buses are responsibility of Service Provider/OEM. They deployed the staff for maintenance activities of buses.

Audit observed that given the high percentage of offroad buses, the government may furnish its action plan to ensure optimal deployment of trained R & M staff in the upkeep and maintenance of buses.

The department further replied that Delhi Transport Corporation (DTC) has been inducting buses primarily under the Gross Cost Contract (GCC) / wet lease model, wherein the buses are comprehensively maintained by the selected bus concessionaires. Under this operational framework, the concessionaires are responsible for end-to-end maintenance of the fleet, including preventive and corrective maintenance, availability of buses, upkeep

of critical components, and compliance with performance and safety standards as stipulated in the contract.

Recommendation #6: GNCTD should do route rationalization on priority to use the existing fleet optimally.

The department replied that recommendation as and when received from the DIMTS/Transport Department on the subject will be implemented by the corporation. Route rationalization Report was submitted in September 2019 with recommendation of new routes. In line with the report, 26 new routes proposed in RRR study have been implemented.

The department further replied that DTC has recently executed a MoU with IIT Delhi for undertaking Route Rationalization of DEVI 9-meter buses. DTC is also in the process of finalizing a separate MoU with IIT Delhi for Route Rationalization of DEVI 12-meter buses, and the process is expected to be completed within the next six months.

Recommendation #7: GNCTD should actively consider and finalise schemes to provide suitable alternatives to public transport buses so that earmarked budget for same is used fruitfully.

The department replied that GNCTD has granted approvals for MRTS Phase-IV (3 priority corridors) viz. (i) MukundpurMaujpur, (ii) Janakpuri WestRK Ashram (iii) AerocityTughlakabad in the year 2021 and 3 Balance Corridors (viz. (i) Lajpat Nagar to Saket GBlock (ii) Inderlok to Indraprastha (iii) Rithala to Kundli) in the year 2025. The target completion date for 3 priority corridors is December 2026 and for Balance corridors is 2029. Furthermore, GNCTD will shortly present the proposal for implementation of MRTS Phase V (A) including the following corridors: (i) RK Ashram to Indraprastha (via Central Vista) (ii) Tughlakabad to Kalindi Kunj (iii) Aerocity to IGD T-1. The Govt. of India Sanction is awaited.

Additionally, in the Namo Bharat RRTS Project front, it is crucial to submit that the trial run of entire 82 km long Delhi- Meerut Namo Bharat (from Sarai Kale Khan in Delhi to Modipuram in Uttar Pradesh) has been successfully completed in less than an hour at 160 kmph. It is notably the first Namo Bharat Corridor in India.

Also, GNCTD has accorded approval for implementation of (i) Delhi-Gurugram-SNB and (ii) Delhi- Panipat- Karnal Namo Bharat Corridors.

ANNEXURE-III

CHAPTER IV - CLEANER TRANSPORT-PREVENTION AND ENFORCEMENT STRATEGIES

Para 4.1.1 Adequacy of Pollution Checking Centres (PCCs)

Audit noted that out of the 969 PCCs in Delhi (June 2021), 664 were situated at fuel stations, 47 at Bus Depots and 258 at Service centers, Workshops, etc. Thus, 31 per cent PCCs situated at bus depots and service centers/workshops catered to specific category of vehicles only and were not accessible to general public. Moreover, these PCCs (bus depots and workshop) had conducted only an average of seven PUC check per day during the period 2019-20. Moreover, there was skewed distribution in location of PCCs across Delhi, as 62 per cent of the PCCs were located in only three out of nine zones as shown in Chart 4.1.

DoT stated (September 2021) that vehicle owners prefer to get their vehicles checked for PUC levels from petrol pump where they regularly visit for getting fuel in comparison to a PUC Centre located at dealer's workshop where they only visit for service and repairs and that visit may not coincide with the date of expiry of their PUCC.

It further stated (September 2021) that skewed zone-wise distribution of PCCs to zonal inconsistencies was due to less number of vehicles in the smaller zones. Reply is not tenable as analysis of Zone wise number of vehicles registered and PCCs revealed that though on an average 8,000 vehicles were registered in Delhi for each PCC, the ratio varied from less than 5000 vehicles registered per PCC in New Delhi zone to more than 23,000 vehicles registered per PCC in North zone.

The Department may like to examine reasons for such skewed zone-wise availability of PCCs in Delhi, especially in North zone. The department could also explore providing automated pollution check centers in public accessible places like resident colonies etc. enlisting cooperation of registered Resident Welfare Associations (RWA), etc., in Delhi.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted

The department replied that Transport Department has authorized the establishment of PUC Centers at all fuel retail outlets dispensing petrol and diesel, including stations operated by IGL. Given the vast network and their strategic location at fuel stations, there has never been any issue regarding the unavailability of PUC Centers in any area of Delhi. Currently, there are approximately 953 PUC Centers operational across Delhi, these include Petrol Pumps, IGL stations, General Workshops, DTC Bus Depots and Automobile Dealer Workshops. A list of entire PUC Centers spread all over Delhi provided by the department to audit containing 698 PUC Centers of Petrol and Diesel situated at retail outlets of Petrol/ Diesel/ IGL Gas and 255 PUC Centers at various Workshops including DTC. While the Department has also extended authorization to workshops, service stations, and bus depots that apply for the same, the public overwhelmingly prefers fuel stations for obtaining PUC Certificates. This preference is primarily due to convenience, as motorists can obtain the certificate while refueling their vehicles. Additionally, with the introduction of BS-IV and BS VI vehicles (BS-IV vehicles were introduced in the year, 2010 onwards), the validity of PUC Certificates for these vehicles is typically one year. As a result, when motorists visit service centers or workshops, they often do not require a new PUC Certificate if their existing one is still valid. Furthermore, many vehicles from Delhi routinely travel to neighboring NCR cities like Gurugram, Noida, Sonipat, and Faridabad. PUC Certificates obtained from any authorized centre in these regions are valid across Delhi, as all centers operate through the same NIC application and data is integrated with the VAHAN portal. In conclusion, the existing infrastructure of PUC Centers, primarily at fuel stations, is adequately serving the needs of motorists in Delhi, and no shortage or inaccessibility of PUC checking services has been reported.

The Audit further observed that reply does not address the issue of conducting of only an average of seven PUC checks per day during the period 2019-20 and about skewed distribution of PCCs across Delhi.

Further, with reference to the query of the Committee that Whether Government has taken any steps to mitigate skewed distribution of PCCs across Delhi?

The Transport Department vide reply dated 02.03.2026 informed that there is no skewed distribution in the location of PUC Centres across Delhi. It is a common practice among motorists in Delhi to obtain the Pollution under Control Certificate (PUC) from centres operating at fuel stations. Accordingly, the Transport Department has authorised the establishment of PUC Centres at all fuel retail outlets dispensing petrol and diesel, including stations operated by IGL also department authorises automobiles dealers (OEMs) at their workshops for authorised PUC Centres.

There is no scarcity of petrol pumps in any area of Delhi; consequently, there is no shortage of Pollution Checking Centres in any part of the city.

Para 4.1.1.1 PCCs at DTC/Cluster Bus Depots

The National Green Tribunal (NGT) directed (December 2014) that the DTC shall ensure that every bus belonging to DTC or operating under its directions (cluster buses) will be subjected to check for PUC at least twice a month. In order to properly adhere to the directions of NGT, PCCs were setup at DTC Depots from February 2016 onwards whereas for cluster buses, the same were set up only from July 2016 onwards. DTC was having PCCs27 on all of its Depots as of March 2021 whereas, out of 10 Cluster Bus Operators, only six operators have set up PCCs28 as of 31 March 2021. Thus, four Cluster Bus Operators were dependent on general PCCs. DoT stated (November 2021) that it shall ensure frequency of PUC check of cluster buses at par with DTC as per NGT directions.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted

The Department replied that In compliance with the directions of the Hon'ble National Green Tribunal (NGT) dated December 2014, the department has put in place a robust monitoring mechanism to ensure that all buses belonging to DTC as well as buses operating under its directions, including Cluster buses, are subjected to Pollution Under Control (PUC) checks at least twice in a month. It is submitted that the requirement of bi-monthly PUC testing is being ensured for the entire fleet without exception, irrespective of whether the Cluster Bus Operator has established an inhouse Pollution

Checking Centre (PCC) or is availing services from authorized general PCCs. As on 31 March 2021, while six out of ten Cluster Bus Operators had set up their own PCCs within depots or terminals, the remaining four operators were obtaining PUC certification from government-authorized general PCCs, which are equally valid under the extant statutory framework.

4.1.1.2. PCCs at Showrooms/Workshops

As per DoT order (January 2015), all the vehicle dealers to whom trade certificates were already issued were to apply for setting up PCCs in their showrooms/workshops. Likewise, no trade certificate was to be renewed unless the dealer submitted an undertaking that he had applied for PCC at his workshop/showroom along with a copy of application thereof.

Audit, however, observed that as of January 2021, PCCs were not available in 272 (60 per cent) out of 448 vehicle dealers' showrooms/workshops in Delhi.

DoT stated (September 2021) that many vehicle dealers' showrooms/workshops in Delhi have more than one showroom/workshop but do not have PCC at all showrooms/workshops.

Reply of the Department was general in nature and indicates laxity in implementing its own orders as all workshops/showroom were to establish PCCs irrespective of number of showroom/showroom owned by same dealer.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The department replied that it is informed that the guidelines for issuance of Trade Certificate was amended by the Transport Department and application are received in faceless mode through VAHAN Portal. The requirement of Pollution Centre at Trade premises of Dealer is done away. Trade Certificate is issued upon submission of Form 16, letter of Intent by Manufacturer, undertaking by Dealer to comply with provisions under Rule 33 to 43 of CMVR 1989, factory/trade/storage certificate issued by concerned civic agencies and upon deposit of requisite fee by the Registering Authority.

The earlier requirement mandating all vehicle dealers applying for trade certificates to establish Pollution Checking Centres (PCCs) in their showrooms or workshops was subsequently withdrawn. Currently, as per online module on Parivahan website for issue of Trade Certificate the following documents are required for issuance of Trade Certificate:-

i) Form 16- Application for Grant/ Renewal of Trade Certificate

ii) Fee Receipt

iii) License issued by Municipal Corporation

iv) Form 16 A issued by the manufacturer

v) Appointment as authorized dealer by the manufacturer i.e letter of intent may be suffice for this purpose.

vi) Undertaking of delivering only registered vehicles and compliance of Rule 33 to 43 of CMVR, 1989.

Further, if any workshop seeks authorization for PUC certification with the objective of facilitating its customers, the Department readily grants such authorization to OEM workshop.

Para 4.1.2. Shortfall in number of vehicles put to emission testing

As per CMV Rules 1989, every motor vehicle (including those conforming to BS-I/BS-II/BS-III/BS-IV/VI as well as vehicles plying on CNG/LPG) was required to carry a valid PUCC after the expiry of a period of one year from the date of its first registration. The validity of PUCC for four wheeled BS-IV and BS-VI compliant vehicles is one year and for the other vehicles, it was three months.

The NGT directed (18 December 2017) for regular checking of vehicles to ensure maintenance of emissions within the prescribed values. The number of vehicles put to PUC check during 2018-19, 2019-20 and 2020-21 were as given in Chart 4.2 in the CAG Report.

It could be seen from Chart 4.2 that the number of Delhi registered vehicles actually tested for PUC in Delhi ranged between 46 to 63 per cent of the vehicles due for PUC checks during 2018-19 to 2020-21. It is pertinent to

mention that vehicles of pre-BS-IV norms require quarterly PUC checks, i.e., four PUC checks in a year.

Thus, it can be deduced that substantial number of the vehicles registered in Delhi were not undergoing emission testing.

In September 2019, enhanced penalty provisions were introduced for plying of vehicles without a valid PUCC. Audit analysed the trend of PUC checks during the period of four months from July to October 2019. In 19 test-checked PCCs, audit observed that 12,901 and 13,798 PUC tests were conducted in July and August 2019 respectively, which sharply increased to 91,914 PUC tests in September 2019 and thereafter declined to 31,717 tests in October 2019.

It is evident from this trend that these vehicles were plying without a valid PUCC till August 2019, and got tested in September 2019 due to the enhanced penalty provisions only. DoT did not clarify on Audit contention which evidently indicated that these vehicles were plying without a PUCC prior to this period.

Audit noted that the PCCs in Delhi were networked with VAHAN31 portal however, no mechanism was evolved to impose automated challans to Delhi registered vehicles which were overdue for PUC checks nor any disincentive was imposed for obtaining a PUC certificate beyond prescribed period. Likewise, no mechanism was evolved by DoT to verify compliance of obtaining PUCC of vehicles which were earlier issued challan for not having a valid PUCC.

Government may devise a mechanism wherein the issue of SMS reminders/challans for not obtaining a PUCC is automated, with due checks32 in place. In cases where a vehicle is issued challan for not having valid PUCC, a follow-up mechanism should be evolved to ensure that PUCC was obtained by the vehicle subsequently. GNCTD may consider conducting survey to ascertain the reason for shortfalls in PUC check and increase the number of PCCs. The cost and periodicity of obtaining PUCC could be reviewed to make it more reasonable and acceptable to public with incentives for compliance. Categories for PUCC for Public/Private and Petrol/Diesel vehicle could also be separately contemplated.

DoT replied (November 2021) that substantial efforts have been made from August 2021 onwards, which includes issuing public notices, bulk reminder SMSs, and heavy deployment of enforcement teams. Further, as

recommended by Audit, issuing of e-challans to the PUC defaulters was under contemplation by taking legal opinion on the matter.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that a challan can be issued only when a vehicle is plying on the road at the time of enforcement. Also there are many Delhi registered vehicles plying in some other State having valid PUC certificates, but those certificates are sometimes not linked with the VAHAN portal. However, to address the issue through digital means the department has installed ANPR Technology at approximately 500 strategic locations, including fuel stations and major Inter-State Bus Terminals (ISBTs), which enables real-time identification of vehicles operating without a valid PUC certificate. These cameras automatically generate challans for noncompliant vehicles, thereby ensuring a more effective and streamlined enforcement mechanism. In addition, enforcement teams regularly conduct physical road checks and take action against vehicles without valid PUCCs. During the year 2025, the Department issued a total of 2,88,864 Challans for non-availability of valid PUC certificates. These challans include those issued through manual enforcement by field teams as well as automatic challans generated through ANPR technology installed at various strategic locations. Also for public awareness and control of vehicular air pollution, automated SMS alerts for PUC renewal are sent:

- One month before expiry
- Fifteen days before expiry
- Seven days before expiry
- On the date of expiry•

4.1.3. Shortfall in emission tests of Public Transport Vehicles regulated by GNCTD

Audit examined the process of emission testing of public transport vehicles running under the aegis of GNCTD. During the analysis, the following issues were observed.

Action Taken by the Department

The Department offered no comments being factual.

Para 4.1.3.1. Public Transport Buses

DTC and Cluster scheme buses were required to undergo emission testing twice33 a month. Audit observed shortfall of emission testing in respect of DTC and cluster scheme buses.

None of the cluster buses had obtained PUCC at prescribed intervals. Audit noted that during April 2018 to August 2019 only 2,980 PUCCs (five per cent) were obtained by 1,734 cluster scheme buses against the requirement of 58,956 checks during the same period. Further, 13 cluster scheme buses were never subjected to PUC checks during 2019-20.

In respect of DTC buses, 345 buses (nine per cent) were never subjected to emission tests during September 2015 to March 2019. During April 2019 to March 2020, no DTC bus obtained PUCC at the prescribed intervals.

Audit observed that despite significant shortfall in PUC checks by cluster scheme and DTC buses, DoT failed to impose penalty on them. Evidently, only four challans were issued to DTC and no challans were issued to cluster buses during November 2018 to October 2020, reflecting deficient enforcement by DoT to prevent vehicular emission in Delhi. This indicates a lackadaisical approach by the GNCTD. A punitive mechanism may be enforced to ensure periodical PUC checks of all the buses.

DoT stated (October/November 2021) that it shall ensure frequency of PUC check of cluster buses at par with DTC as per NGT directions.

Action Taken by the Department

DTC:

As per orders of Hon'ble NGT all buses are to be checked every 15 days for PUC. In compliance to the same every Active CNG DTC bus was checked for PUC fortnightly basis during September 2015 to March 2020.

On the observations of the Audit that Government may give details of action taken for emission testing of cluster buses, twice a month. Data on PUC

certificates issued in respect of DTC buses for the period April 2019 to March 2020 may be furnished in support of the assertions.

The department provided the details of PUC checked during April 2019 to March 2020 to the Audit.

However, the Audit further observed that the reply does not provide bus wise details for checking of PUCs in each depot.

Further, with reference to the query of the Committee that How many buses have been checked for PUCs in each depot during 2024-25 to ensure mission testing twice a month?

The Transport Department vide reply dated 02.03.2026 provided the relevant information.

Para 4.1.3.2. Gramin-Sewa vehicles

Since 2010-11, 6,153 Gramin-Sewa vehicles (GSV) plying in Delhi were required to obtain PUCC quarterly. Audit noted a shortfall of 91 per cent34 in subjecting the GSVs to emission tests during April 2015 to March 2019. During the period from April 2019 to March 2020, only 3,476 out of 6,153 GSVs got PUC testing done. Moreover, instead of quarterly tests, these 3,476 vehicles obtained the PUCC only once during this period.

DoT stated (September 2021) that Enforcement teams regularly check GSVs and prosecute in case of any violation.

The Department's reply is vague and does not respond to the issues raised by Audit.

While the Government was expected to subject these vehicles to regular PUC checks to lead from the front and showcase its sincerity towards reducing vehicular emission, it was noted that there was severe shortfall in emission testing of public transport buses and GSVs, which were operating under the regulations of DoT.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that It is submitted that the Transport Department desired to put cap on the registration of the Gramin Sewa Scheme till 16.05.2011 vide a public notice dated 06.05.2011 issued in this regard (Annex- A 3). As per the details provided by IT branch 2532 Gramin Sewa Vehicles are active as on date 05/01/2026 as per Vahan Data Base. It is further submitted that the Enforcement Branch was requested to take action against the vehicles for violation of various provisions of Motor Vehicle Act such as plying without valid fitness, permit conditions etc,. It is pertinent to add that the Transport Department vide order No.F.No. DTO (ARU/TU)/2015/102/CD NO:075341935/7423/51708 dated 18.09.2024 issued replacement scheme for vehicles registered under the Gramin Sewa Scheme with the condition that the replacement of existing Gramin Sewa vehicles by Electric Vehicles. As on date i.e. 05/01/2026, letter of Intent issued to 306 applicants and 65 Electric Vehicle registered under Gramin Sewa scheme (Replacement).

The Audit further observed that reply does not provide details of PUC tests conducted quarterly in respect of 2532 Gramin Sewa Vehicles active as on date 5.1.2026.

Further, with reference to the query of the Committee that how many PUC tests conducted quarterly during 2025-26 in respect of 2532 Gramin Seva Vehicles active as on date 05.1.2026? Also provide the complete details of procedure to issue Gramin Seva Vehicles running in Delhi and fitness certificate of 2532 Gramin Seva Vehicles running in Delhi.

The Transport Department vide reply dated 02.03.2026 informed that as on 27.02.2026, active CNG GraminSeva Vehicles are 1285 and Electric GraminSeva Vehicles are 125.

Number of PUCC issued to Active GraminSewa Vehicles as on 27.02.2026 (Quarterly basis from 01-04-2025 to 27-02-2026)

Quarter	**Count**
First Quarter	458
Second Quarter	0
Third Quarter	285
Fourth Quarter	133
Grand Total	876

Further, the fitness certificate to the Gramin Seva vehicle is granted as per provision of Rule 62 of CMVR, 1989.

The following tests are conducted as per the Table provided in Rule 62 of CMVR.

Sl. No.	Item	Remarks
1	Spark Plug/Suppressor cap	Condition Checked
2	Headlamp beams	Condition & functioning Checked
3	Other lights	Condition & functioning Checked
4	Reflectors	Fitment & Condition Checked
5	Bulbs	Fitment & Condition Checked
6	Rear view mirror	Fitment & Condition Checked
7	Safety glass	Fitment & Condition Checked
8	Horns	Fitment & Condition Checked
9	Silencer	Ensure no Leakage
10	Dashboard equipment	Condition & functioning Checked
11	Windshield wiper	Fitment & Condition Checked
12	Exhaust emission	PUC Certificate Checked
13	Braking system	Functional checks
14	Speedometer	Fitment & Condition Checked
15	Steering gear	Fitment & Condition Checked

Para 4.1.4. Irregularities in conduct of PUC checks by PCCs

Para 4.1.4.1. PUCCs to diesel vehicles failing emission test

MoRTH Notification No. GSR 103 (E) dated 23 February 2012 under Rule 115 of CMVR 1989 had stipulated free acceleration test for pre BS-IV and BS-IV diesel vehicles.

As per the PUC database furnished by DoT for the period 10 August 2015 to 31 August 2020, 22.14 lakh diesel vehicles were checked at PCCs. Audit observed the following deficiencies in these tests.

• Test values were not recorded in respect of 24 per cent vehicles, i.e., 5.38 lakh out of these 22.14 lakh vehicles. However, these were declared 'Pass' and issued a PUCC. This raised doubts about genuineness of PUCCs for these vehicles.

• In 4,007 cases, even though the test values35 were beyond the permissible range, these diesel vehicles were declared 'Pass' and issued PUCC.

As regards not depicting of emission values in the database, DoT replied (November 2021) that 50 sample cases (out of 5.38 lakh) shared by audit were five years old and there was possibility of bugs in the system. DoT further stated that it is in the process of handing over the PUC management system to NIC in place of Delhi e-Goverance Society (DeGS36) software which may have some bugs.

The reply is not acceptable since the 5.38 lakh cases of incomplete PUCCs pointed out in audit were extracted from the data provided by DoT and these cases pertained to period from August 2015 to August 2020. Thus, the contention of DoT that the data is old is devoid of merit. Moreover, the DoT need to fix bugs in the system to make PUC system credible.

Action Taken by the Department

Transport Department: Replies to point no 4.1.4.1,4.1.4.2,4.1.4.3 & 4.1.4.4 are common and are as under:- During Audit period, the PUCC application used to be managed by the Delhi e-Governance Society (DeGS). However, when the DeGS was questioned for the discrepancies noted by the Audit, it informed that these discrepancies have arisen from their own ongoing testing, as test data accumulated over 3-4 years had inadvertently merged with the main database. However after the discrepancies were flagged by the audit, the department promptly discontinued the PUCC application managed by DeGS and transitioned to a new application operated by NIC, Government of India. The NIC informed that the discrepancies identified in the audit are taken care of by their (NIC's) PUCC application. In the now NIC's PUCC application the BS standards are not selected manually but those come from Vahan. Following the report, department has again communicated with NIC highlighting the discrepancies identified by the Audit, so that these issues may not happen again and may be controlled through their present PUC application.

The Audit observed that Government may intimate timeline by which it intends to resolve the deficiencies pointed out by audit, through NIC.

The Department replied that the deficiencies pointed out by the Audit have already been addressed by NIC through their recently launched PUCC 2.0 application, which enhances transparency and improves the credibility of pollution testing.

The Audit further observed that Government has not shared database of diesel vehicles checked through PUCC 2.0 application in support of its reply.

Para 4.1.4.2. **PUCCs to petrol vehicles failing the emission test**

Every motor vehicle operating on Petrol/CNG/LPG, manufactured as per BS-IV norms is required to comply with idling and high idling applicable emission standards for Carbon Monoxide (CO), Hydro Carbon (HC) and Lambda37 notified by MoRTH, GoI vide Notification No. GSR 103 (E) dated 23 February 2012 under Rule 115 of CMVR, 1989.

Audit observed the following deficiencies in emission tests of petrol vehicles:

- As per the PUC database for 10 August 2015 to 31 August 2020, 65.36 lakh Petrol/CNG/LPG vehicles were issued PUCCs. However, 1.08 lakh vehicles were declared 'Pass' and issued PUCC despite emitting CO/HC beyond the permissible limits.

- During 18 August 2017 to 31 August 2020, 10.61 lakh BS-IV petrol driven vehicles were put to lambda test38. Out of these, 9.89 lakh vehicles were declared 'Pass' and issued PUCCs.

o 5661 vehicles were declared 'Pass' despite the fact that the Lambda values were beyond permissible range of 0.97 to 1.03.

o Lambda value was not found recorded in 52,555 cases (five per cent) out of the total cases. Thus, Audit could not confirm whether these vehicles really passed the Lambda test.

Hence, there were discrepancies in emission testing of Petrol/CNG/LPG vehicles as vehicles were declared 'Pass' despite failing the test. Moreover, test values were not recorded in several cases due to which correctness of PUCCs cannot be ensured.

DoT replied (November 2021) that it is in the process of handing over the PUC management system to NIC in place of Delhi eGoverance Society (DeGS) software which may have some bugs.

Action Taken by the Department

During Audit period, the PUCC application used to be managed by the Delhi e-Governance Society (DeGS). However, when the DeGS was questioned for the discrepancies noted by the Audit, it informed that these discrepancies

have arisen from their own ongoing testing, as test data accumulated over 3-4 years had inadvertently merged with the main database. However after the discrepancies were flagged by the audit, the department promptly discontinued the PUCC application managed by DeGS and transitioned to a new application operated by NIC, Government of India. The NIC informed that the discrepancies identified in the audit are taken care of by their (NIC's) PUCC application. In the now NIC's PUCC application the BS standards are not selected manually but those come from Vahan. Following the report, department has again communicated with NIC highlighting the discrepancies identified by the Audit, so that these issues may not happen again and may be controlled through their present PUC application.

Audit observed that Government may intimate the timeline by which it intends to resolve the deficiencies pointed out by audit, through NIC.

The department replied that The deficiencies pointed out by the Audit have already been addressed by NIC through their recently launched PUCC 2.0 application, which enhances transparency and improves the credibility of pollution testing.

The audit further observed that Government has not shared database of petrol vehicles checked through PUCC 2.0 application in support of its reply.

Para 4.1.4.3. Multiple PUCCs within unreasonably short time

Before issuing a valid PUCC, the PCC has to carry out a specified procedure for each vehicle, which in turn requires reasonable time before the next vehicle can be checked at the test centers.

Test check of PUC database (September 2019) revealed that in 7,643 cases, more than one vehicle was shown to have been checked for emission limits at the same time at the same center. Likewise, 76,865 cases were noticed in same test center wherein only one minute lapsed in checking of vehicle along with issuance of PUC certificate. Since neither a PUCC can be issued simultaneously to two vehicles at a PCC nor it is possible to carry out the entire procedure in one minute, it is suspected that the specified procedure for emission testing of each vehicle was not followed in these cases. Despite linkage of all PCCs with central server, DoT failed to analyze the captured data

to figure out suspected unscrupulous practices adopted by PCCs during emission checking of vehicles.

DoT informed (October/November 2021) that PCCs are now being issued show cause notices for irregularities in testing procedures, initially targeting with PCCs having only one to two per cent failure rate. It was also stated that 211 PCCs were inspected and 53 were issued show cause notices till 8 October 2021. Also, a minimum time-gap between consecutive PUC checks is being implemented.

In addition to issuing show cause notices for irregularities, GNCTD needs to identify the lapses on part of the DoT and appropriate punitive actions may be initiated.

Action Taken by the Department

During Audit period, the PUCC application used to be managed by the Delhi e-Governance Society (DeGS). However, when the DeGS was questioned for the discrepancies noted by the Audit, it informed that these discrepancies have arisen from their own ongoing testing, as test data accumulated over 3-4 years had inadvertently merged with the main database. However after the discrepancies were flagged by the audit, the department promptly discontinued the PUCC application managed by DeGS and transitioned to a new application operated by NIC, Government of India. The NIC informed that the discrepancies identified in the audit are taken care of by their (NIC's) PUCC application. In the now NIC's PUCC application the BS standards are not selected manually but those come from Vahan. Following the report, department has again communicated with NIC highlighting the discrepancies identified by the Audit, so that these issues may not happen again and may be controlled through their present PUC application.

The Audit observed that government may intimate timeline by which it intends to resolve the deficiencies pointed out by audit, through NIC.

The Department replied that the deficiencies pointed out by the Audit have already been addressed by NIC through their recently launched PUCC 2.0 application, which enhances transparency and improves the credibility of pollution testing.

The Audit further observed that the government has not shared database of vehicles checked through PUCC 2.0 application in support of its reply.

Para 4.1.4.4. Manual selection of BS Emission standards category

As per the directions of the Supreme Court, the Ministry of Road Transport and Highways, GoI issued (June 2018) a notification for linking of PUCC data with VAHAN database. In terms of the notification, the following schedule/timeline for linking of emission data with VAHAN database was notified:

S.No.	List of State	Date of implementation
1.	National Capital Territory of Delhi	01.06.2018
2.	Haryana, Rajasthan, Uttar Pradesh	01.10.2018
3.	All other states except those mentioned above	01.04.2019

Audit, however observed that PCCs in Delhi were still permitted to manually select the emission standards in case of vehicles whose details were not fetched from the VAHAN Database. This provides the scope for manipulation to compromise with stringent checking of emission limits as well as with validity of the PUCC.

DoT stated (September 2021) that manual selection of BS category was allowed in cases of old vehicles and in some cases where norms were not available in VAHAN database. The reply is not tenable as it did not furnish specific reasons for incomplete linking of emission data and VAHAN database. Issuing of PUC certificates on the basis of manual selection reflects lack of seriousness in enforcing directions of Supreme Court.

Thus reliability of PUCCs issued was compromised as vehicles were declared 'Pass' despite emitting excess emission, without recording the test values, and PUC checks were conducted in unreasonably short time. Government needs to ensure strict adherence to prescribed procedure for PUC testing of vehicles for arriving at reliable test values before issuing a 'Pass' certificate. Government should also review the test results periodically to ensure integrity of the emission testing system. Emission data (PUCC) needs to be linked to VAHAN database at the earliest.

Action Taken by the Department

During Audit period, the PUCC application used to be managed by the Delhi e-Governance Society (DeGS). However, when the DeGS was questioned for the discrepancies noted by the Audit, it informed that these discrepancies have arisen from their own ongoing testing, as test data accumulated over 3-4 years had inadvertently merged with the main database. However after the discrepancies were flagged by the audit, the department promptly discontinued the PUCC application managed by DeGS and transitioned to a new application operated by NIC, Government of India. The NIC informed that the discrepancies identified in the audit are taken care of by their (NIC's) PUCC application. In the now NIC's PUCC application the BS standards are not selected manually but those come from Vahan. Following the report, department has again communicated with NIC highlighting the discrepancies identified by the Audit, so that these issues may not happen again and may be controlled through their present PUC application.

The audit observed that Government may intimate timeline by which it intends to resolve the deficiencies pointed out by audit, through NIC.

The department replied that the deficiencies pointed out by the Audit have already been addressed by NIC through their recently launched PUCC 2.0 application, which enhances transparency and improves the credibility of pollution testing.

The audit further observed that Government has not shared database of vehicles checked through PUCC 2.0 application in support of its reply.

4.1.5. Deficient monitoring of PCCs by DoT, GNCTD

4.1.5.1. Inspection and Third-party audit of PCCs

The EPCA assessed (February – March 2017) the PUC programme in Delhi NCR and besides recommending various mitigating measures, it emphasized (April 2017) on inspection of PCCs for quality control and introduction of annual third-party audit of the PCCs. These measures are also important to ensure credible and real-time testing of vehicles to bring the operators within a strong accountability framework. DPCC was to do coordination as per CPCB guidelines.

Audit, however, observed that neither the periodicity for inspection of PCCs was fixed by DoT nor the inspection of PCCs was undertaken on a regular basis.

DoT attributed the lack of inspection to shortage of inspecting staff and assignment of additional duties to the existing Pollution Control Officers.

Delhi Budget Speech 2018-19 also envisaged a third-party audit programme for PCCs. Audit observed that the system of third-party programme was not finalised as of March 2021. The proposal of DoT to conduct third-party audit was pending for approval of competent authority for more than two years.

Thus, neither DoT inspected PCCs on its own, nor instituted third-party audit of PCCs. This not only resulted in a weak accountability framework for PCCs, it also encouraged issuing of wrong PUCCs without checking vehicles as per PUC norms, as mentioned in the preceding paragraphs. DoT informed (October 2021) that it would consider the third-party audits and for inspection of PCCs, action has been initiated recently. DoE stated (October 2021) that necessary follow-up with the agencies concerned shall be done.

Action Taken by the Department

Transport Department:

The Pollution Control Division consistently Audit PUC Centers by the Pollution Control Officers of this department. Between May 2023 and February 2025, approximately 1,850 inspections were carried out, resulting in action against 491 centers. The department is in the process of signing an MoU with EPIC India and has also sought quotations from the International Centre for Automotive Technology (ICAT), an auth

The Audit observed that Expected timeline for finalizing the contract and conducting third party audit may be informed by the Government.

The Department replied that In year 2025 a total of 1288 inspections were carried out at Pollution Checking Centers (PCC) by the officers of Transport Department and following actions were taken:-

Advisory issued to :-74

Warning issued to :-283

Show Cause Notice issued to:- 69

Suspensions done:- 39

Centre Cancelled:- 13

Further, a Third Party audit of 90 PUC Centers have been carried out by Energy Policy Institute at the University of Chicago (EPIC INDIA) in year 2025 and its final detailed report is awaited.

Also proposal for Third Party Audit of PUC Centers in GNCTD by International Centre for Automotive Technology (ICAT) an agency approved under Rule 126 of the Central Motor Vehicle Rule, 1989 (CMVR) is under consideration and may be executed before June, 2026.

4.1.5.2. Inspection not done of PCCs issuing valid PUCCs to vehicles later found polluting

During November 2018 to October 2020, DoT had issued 53,655 challans for vehicle emitting visible smoke. Audit observed that out of the issued challans, 52,711 challans (more than 90 per cent) were issued to vehicles carrying a valid PUCC. This casts doubt over the reliability and veracity of PUC centers who had issued these PUCCs. DoT however had not setup any mechanism of internal inspection of such PCCs.

DoT stated (September 2021) that visible smoke from vehicles mainly depends on factors like adulterated fuel, malfunctioning of injectors, poor maintenance of vehicle, overloading of the vehicles and improper setting of engine of a vehicle. Further, the PUCC is issued to a vehicle with a validity from three months to one year in which period a commercial vehicle covers around 20,000-80,000 kms, therefore, the possibilities of emitting visible smoke in a vehicle due to the above reasons is quite high. It was further stated that the efficacy of pollution equipment depends on its calibration and that the software does not permit issuance of PUCC from any uncalibrated equipment, thus the inspection of the testing equipment at PCC is not required.

The reply questions reliability of PUCC mechanism which is the responsibility of DoT and therefore is not acceptable. Despite advisory (August 2017) of MoRTH, the Department did not implement calibration of PUC equipment by third party agencies, critical to get authentic results.

Action Taken by the Department

Transport Department: A PUC Center can only issue a valid PUCC if it uses a properly calibrated instrument. Instrument calibration is carried out exclusively by authorized dealers of the instrument manufacturer. It is mandatory that the calibration certificate has to be uploaded to NIC's PUC portal before the instrument can be used for issuing a valid PUCC.

The Audit observed that action plan by the department to analyse data and inspect PUCCs in cases where pollution challans had/are been issued may be intimated.

The Department replied that to ensure strict compliance with vehicular emission standards and control pollution in Delhi, the Transport Department has adopted a multi-faceted approach to regulate Pollution under Control (PUC) Centres.

PUC Centres can issue valid certificates only using properly calibrated testing instruments, with calibration performed exclusively by authorized dealers. Calibration certificates must be uploaded on the NIC's PUC portal before use, ensuring testing accuracy and certification integrity.

A PUCC is valid for one year; however, visible smoke emissions during this period often result from vehicle maintenance issues or fuel adulteration, not necessarily improper certificate issuance. From January 2023 to Dec 2025, only 1058 challans were issued for visible smoke cases, indicating low incidence.

To enhance enforcement and policy effectiveness, the Department signed a five-year MoU with the University of Chicago Trust, India, starting May 2023. This collaboration supports research on PUC Centre efficiency and random vehicle testing. Subsequently, vide Order No. F.No.23(1811)/CAP/TPT/PCD /2022/23257 dated 29-05- 2025, the Department authorized the Energy Policy Institute at the University of Chicago (EPIC) to conduct independent inspections of PUC Centres.

In year 2025 a total of 1288 inspections were carried at Pollution Checking Centres (PCC) by the officers of Transport Department and following actions were taken:-

Advisory issued to :-74

Warning issued to :-283

Show Cause Notice issued to:- 69

Suspensions done:- 39

Centre Cancelled:- 13

Further, a Third Party audit of 90 PUC Centres have been carried out by Energy Policy Institute at the University of Chicago (EPIC INDIA) in year 2025 and its final detailed report is awaited.

Also proposal for Third Party Audit of PUC Centres in GNCTD by International Centre for Automotive Technology (ICAT) an agency approved under Rule 126 of the Central Motor Vehicle Rule, 1989 (CMVR) is under consideration and may be executed before June, 2026.

This integrated approach— combining regulatory enforcement, technical verification, research collaboration, and continuous inspections—strengthens the PUC system's credibility, supports cleaner air in Delhi, and ensures emission control based on science and transparency.

4.1.5.3. Reliability of equipment not ensured

In order to keep a check on the production quality of the instrument, the Conformity of Production (COP) testing for instruments manufactured / supplied in India was introduced. The Automotive Research Association of India (ARAI), Pune, issues the above-mentioned COP to certify the production quality of the testing equipment. Audit observed that DoT had no mechanism to ensure that the testing equipment installed at PCCs were part of the quantity produced/ approved as per the COP certificate issued by ARAI.

The MoRTH, vide an advisory to State Governments conveyed (29 August 2017) the directions of the Supreme Court, which required calibration of PUC machines at regular periodicity by third-party agencies, duly authorised by DoT.

Audit observed that DoT had not authorised any third-party agencies for calibration of the PUC equipment and only the manufacturers/authorized dealers were certifying the calibration.

Audit also observed that DoT had not devised any mechanism to ensure that Gas Analyzer, Smoke Meter, Computer and related infrastructure installed

at PCCs were under Annual Maintenance Contract (AMC) for efficient working of PCCs.

DoT stated (September 2021) that the calibration of PUC machine is carried out by third party, i.e. machine manufacturer or its authorised dealer in compliance with the Type Approval Procedure (TAP) which interalia includes Code of Practice by ARAI which is also part of the CMVR. Thus, primarily the responsibility for ensuring that the field equipment of PCCs are in properly calibrated condition is entrusted to the manufacturer/suppliers of the PUC equipment. The above facts were sent to MoRTH and there were no further query and matter was closed/accepted. Further, the Department has modified its software for the issuance of PUCCs to incorporate the uploading facility in respect of calibration certificates of the PUC equipment by the PCCs. The PUC activity is automatically stopped by the software whenever the calibration of machine gets expired. Reply is not acceptable due the following reasons:

• Checking of PUC equipment by the manufacturers/dealers themselves cannot be treated to be as undertaken by a third party for deriving independent assurance.

• Mere sending comments to MoRTH for not complying with directives of Supreme Court does not qualify as consent of any authority.

• Moreover, the Code of Practice as referred to by the Department was issued by MoRTH in March 2010 and does not restrict third-party calibration of PUC equipment as mentioned in advisory issued by MoRTH in August 2017 and the contention in this regard indicates reluctance of the Department in implementation of initiatives for improving systems of PUC checking.

Thus, DoT was not in a position to ensure reliability of the equipment installed and used for emission testing by PCCs.

Action Taken by the Department

Transport Department:

Furthermore, no instrument can be used for PUCC testing or issuance unless it is approved by ICAT or the Automotive Research Association of India (ARAI), both of the above agencies are authorized under Rule 126 of the CMVR, 1989. NIC's PUCC application does not allow any unauthorized instrument to work.

The Audit observed that Government had replied earlier that the calibration of PUC machine is carried out by third party, i.e. machine manufacturer or its authorized dealer. Plans, if any, to get the calibration certificated by an independent third party agency in compliance to the directions of Hon'ble Supreme Court, may be shared. Government may inform about the mechanism framed by it to ensure that Gas Analyzer, Smoke Meter, Computer and related infrastructure installed at PCCs are under AMC.

The department replied that Also proposal for Third Party Audit of PUC Centres in GNCTD by International Centre for Automotive Technology (ICAT) an agency approved under Rule 126 of the Central Motor Vehicle Rule, 1989 (CMVR) is under consideration that audit shall include certification of Calibration and may be executed before June, 2026. The present PUCC application developed by NIC does not allow any PUC Centre to work until it has a valid Annual Maintenance Contract (AMC) with the manufacturer or an authorized dealer of the original equipment manufacturer (OEM) for the Gas Analyzer or Smoke Meter.

Para 4.1.5.4. Not ensuring compliance with own directions to PCCs regarding Malfunction Indicator Lamp (MIL)

Malfunction Indicator Lamp (MIL) found on instrument panel of most automobiles is a computerized engine management system to indicate malfunction. After start of vehicle engine if no monitored faults exist, indicator lamp turns off.

DoT had directed (August 2014) all the PCCs to perform a visual check of MIL at the instrument panel of all gasoline or diesel driven BS-IV four wheeled vehicles up to 3.5 tons GVW, before emission testing. PCCs were directed not to carry out the PUC check if the 'MIL' remains 'ON' after the engine of the vehicle has been started. The PCCs were also required to submit a monthly report of vehicles that were not checked because 'MIL' remained 'ON' after the engine of the vehicle had started.

Audit, however, observed that requisite periodical reports were not submitted by PCCs and DoT left the onus of ensuring compliance on PCCs. Thus, DoT failed to ensure compliance of its own directions of August 2014.

DoT informed that no report is submitted by PCCs. A feature was incorporated in the software where PCC operator has to ensure that MIL of vehicle does not remain 'ON' before start of PUC test. Apart from this, DoT had also issued a circular in August 2014 to ensure compliance.

Since DoT did not ensure that the emission tests were conducted only after checking the 'MIL' status, the reliability of PUCCs issued was not ensured. Further, DoT also failed to provide requisite software generated reports to Audit. DoT reiterated (September 2021) the facts already mentioned in the para, but failed to produce software generated reports in support of its reply.

Action Taken by the Department

Transport Department:

During Audit period, the PUCC application used to be managed by the Delhi e-Governance Society (DeGS). However, when the DeGS was questioned for the discrepancies noted by the Audit, it informed that these discrepancies have arisen from their own ongoing testing, as test data accumulated over 3-4 years had inadvertently merged with the main database. However, after the discrepancies were flagged by the audit, the department promptly discontinued the PUCC application managed by DeGS and transitioned to a new application operated by NIC, Government of India. The NIC informed that the discrepancies identified in the audit are taken care of by their (NIC's) PUCC application. In the now NIC's PUCC application the BS standards are not selected manually but those come from Vahan. Following the report, department has again communicated with NIC highlighting the discrepancies identified by the Audit, so that these issues may not happen again and may be controlled through their present PUC application.

The audit observed that Government may intimate timeline by which it intends to resolve the deficiencies pointed out by audit, through NIC.

The department replied that the functioning of the MIL cannot be controlled through NIC software and has to be verified manually. Instructions have been issued to operators not to issue PUC certificates to vehicles where the MIL indicator is switched on. Before granting authorization, operators are trained by the manufacturers/ suppliers of OEM equipment, and no authorization is issued unless a valid training certificate is produced.

Additionally, departmental officers conduct surprise inspections to ensure compliance.

The audit further observed that the Department has not demonstrated any system for monitoring, documenting, or enforcing compliance with its August 2014 directions, and has effectively left compliance to the discretion of PCC operators.

Further, with reference to the query of the Committee that What system has been developed by the department for monitoring documenting or enforcing compliance with its August 2014 directions?

The Transport Department vide reply dated 02.03.2026 informed that There are instructions to all Pollution Checking Centres (PCCs) to refrain from carrying out the PUC test if the Malfunction Indicator Lamp (MIL) remains on after the engine is started. Departmental officers, during their inspections of PCCs, regularly verify compliance with these instructions and sensitize operators accordingly.

However, reliance solely on manual checks may not be sufficient to ensure uniform and fool proof compliance. It would therefore be prudent to explore an appropriate technological intervention to address this issue in a more robust manner.

In view of the above, NIC / MoRTH has been requested to examine the feasibility of integrating a technological safeguard in the system so that the PUC testing process is automatically disabled in cases where the MIL status is detected as 'ON', thereby ensuring strict adherence to the prescribed norms. Copy of an e-main dated 23-02-2026 addressed to MoRTH and NIC in this regard is attached for kind Perusal.

Para 4.2. **Technological alternatives to conventional emission testing**

Considering the heavy influx of vehicular traffic on daily basis, unreliable PUC system, and a weak monitoring and enforcement mechanism to identify polluting vehicles, it is paramount that technological solutions are adopted, which can detect polluting vehicles without affecting the regular traffic flow. Also, measurement of tail-pipe emission from vehicles during normal on-road operation is key to any effective system of emission checking, as it detects

discrepancies between certification-test-performance and actual vehicle emission.

Remote Sensing Technology is a quick and effective method for screening of vehicles for identification of high pollution emitters on roads as the vehicles drive through ultraviolet and infrared beams cast across a roadway.

In January 2009, DoT had deliberated upon Remote Sensing Devices (RSD) for on-road pollution checking of vehicles and decided to procure requisite equipment for strengthening pollution control infrastructure. It also conducted (August 2009) a trial exercise through on-road demonstration of RSD equipment in collaboration with Automotive Research Association of India (ARAI) and an RSD supplier. Thereafter, a Notice Inviting Tender (NIT) was issued (May 2011) by DoT for 19 RSDs to be installed at entry points39 of Delhi. Tendering Committee recommended (January 2012) procurement of these RSDs. However, the recommendations of committee were not approved and matter remained under discussion in DoT. Since the tender validity had already expired, the Department annulled (March 2013) the tender.

The issue of exploring the RSD based PUC checking in Delhi was again flagged by Ministry of Environment, Forests and Climate Change, GoI in April 2015. A study was conducted (June 2017 to February 2019) by International Centre for Automotive Technology (ICAT) in Delhi using RSD, which concluded that the RSD technology was found to be effective and helpful in checking emission. The EPCA recommended (April 2018) introduction of road-side remote sensing screening of emission in Delhi. As per directions (May 2018) of the Supreme Court, EPCA submitted (July 2019) the timelines for action by MoRTH and DoT, GNCTD for implementation of RSD technology. DoT, GNCTD was to issue global tender for procurement of five RSD machines and finalise site and sampling plan within three months. Further, ten additional units were to be procured after the first five units become operational for a full year.

DoT, however, filed an affidavit (August 2019) pleading for considering procurement of one or two RSD for the time being and remaining activities to be undertaken by DoT to be initiated only after the activities to be undertaken by the MoRTH were completed. The Supreme Court however, found (August 2019) the objections raised by DoT baseless and directed MoRTH and Ministry of Law to take a final decision and report to the Court within two months. Audit noted that Automotive Industry Standard Committee (AISC)40 prepared a draft41 on Product Specifications and Programme Guidelines for RSD in September 2020.

The fact remains that as of March 2021, the RSD technology for pollution monitoring and controlling was not being used in Delhi.

DoT replied (November 2021) that it shall explore the possibilities to use the technology.

Action Taken by the Department

Transport Department:

Department is in the process of introducing Remote Sensing Devices to combat Vehicular Air Pollution. In this regard recently Automotive Research Association of India (ARAI) and International Centre for Automotive Technology (ICAT) have been asked to make executive summary of their project to study on the Evaluation of Remote Sensing Device.

The audit observed that Expected timeline by which Remote Sensing Device is likely to be introduced for screening of polluting vehicles may be intimated by the Government.

The department replied that The Transport Department, Delhi, cannot introduce Remote Sensing Device (RSD) technology in Delhi until the requisite guidelines are issued by MoRTH. As the MoRTH has to issue guidelines regarding corelation between Remote Sensing Device (RSD) and the Portable Emission Measurement System (PEMS) data.

As per available information, M/s ARAI, an agency approved under Rule 126 of the CMVR, is already working on it under the supervision of MoRTH, in compliance with the directions of the Hon'ble Supreme Court. In the above regard, a meeting was held on 2nd June 2025 at MoRTH, New Delhi, under the chairmanship of the Additional Secretary, MoRTH, and was attended by the Secretary, Transport Department, Delhi, representatives of ICCT, ARAI, and ICAT. It is expected that this may be done by the end of year 2026.

4.3.1. Limited capacity for automated fitness testing of vehicles

The capacity of fitness testing centers in Delhi was 4.1 lakh42 vehicles per annum. However, automated fitness testing centers accounts for only 12

per cent of the total capacity. The remaining 88 per cent capacity is at manual testing centers.

Moreover, it was observed that out of a total of 1.44 lakh fitness test conducted during 2020-21, only five per cent (7,177 tests) were conducted at the automated VIU, Jhuljhuli. Thus, 95 per cent of the fitness tests were conducted at the manual testing centres, where only visual inspection of the vehicle was being done and declaring commercial vehicles as 'fit' was at discretion of the inspecting officer and prone to misuse.

Similarly, during the years 2018-19 and 2019-20, manual testing accounted for 95 and 91 per cent respectively of the total vehicles inspected for fitness. Deficiencies in the testing at fitness testing centres are discussed in subsequent paragraphs.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The department replied that There are two Vehicle Inspection Units (VIU), one at Burari and another at Jhuljhuli in Delhi for the purpose of inspection of transport vehicles for grant of certificate of fitness.

At present, there is no Automated Testing Station (ATS) in Delhi. Fitness test of a vehicle is of the combination of visual check and equipment based testing.

The vehicles are inspected visually at VIU Burari and vehicles are inspected visually as well as by equipments at VIU Jhuljhuli.

It is pertinent to mention that the VIU Jhuljhuli is I&C (Inspecting & Certification) Centre. It is not an Automated Testing Station (ATS).

The Department has started the online facility for depositing the fitness fee etc. for the purpose of inspection of vehicles and due to remote area, the option like (Cyber cafe etc.) and other facilities such as mini workshop for minor repairs, dhaba /tea shops for food and refreshment for drivers were not available. Therefore, people avoid to visit jhuljhuli.

The VIU Jhuljhuli is far away from the city (approx. 50 kms away from Rajghat), whereas VIU Burari is in the city limits. The owners of the Transport

Vehicles have both options to get the fitness of vehicle at VIU Burari or VIU Jhuljhuli.

Secondly, the law & order situation was not good in the vicinity of VIU Jhuljhuli during the mentioned period. Now, it has been improved. Even today, it takes almost full day to get the work for vehicle inspection at VIU, Jhuljhuli and it is also not economical due to long distance covered by the vehicle owners. In addition to this, it takes lot of time to get the vehicle to be inspected at VIU Jhuljhuli due to imposing of "No Entry Timings" (i.e. during these time , the transport vehicles can not ply on roads) imposed by the Delhi Traffic Police.

The Transport Department has already issued “Preliminary Registration Certificate” to DTC for setting-up two ATS at DTC Depot Nand Nagri and DTC Depot Tehkhand, and the work of setting up of ATS in under process. In addition to this, the Central Government has sanctioned funds for redevelopment of old lanes of VIU Burari to ATS under the SASCI Scheme 2025-26 of Government of India. Under this Scheme DTIDC is the implementing agency and the work of setting up of ATS is being taken up by them.

The audit observed that the explanations regarding location, accessibility, and law-and order issues do not mitigate the audit concern on limited automated testing capacity, while proposed ATS projects remain prospective and unimplemented ed. Furthermore, no supporting documents have been attached with reply.

Further, with reference to the query of the Committee that whether Government/Department has ensured fitness checking of all vehicles through Automated Fitness Testing Centres?

The Transport Department vide reply dated 02.03.2026 informed that There are two vehicle inspection units (VIU), one at Burari and another at Jhuljhuli in Delhi for the purpose of inspection of transport vehicles for grant of certificate of fitness. At present, there is no Automated Testing station (ATS) in Delhi.

However, Transport Department, GNCTD is in process of setting up of ATS and redevelopment of old lanes at VIU Burari to ATS with the following timelines: -

S.No.	Location	Status
1.	DTC Nandnagri Depot	Completion by 31.03.2026
2	DTC Tehkhand Depot	Completion by 31.03.2026
3	redevelopment of old lanes at VIU Burari to ATS	Under process
4	Upgradation of VIU Jhuljhuli from I&C to ATS	New tender floated

Five additional ATS proposed at following DTC Depots:

(i) Bawana

(ii) Gazipur

(iii) Sawda Ghevra

(iv) GTK Road

(v) Dichaon Kalan Depot

Para 4.3.2. Shortfall in vehicles undergoing fitness tests

In terms of the Central Motor Vehicles (Fourteenth Amendment) Rules, 2018, till 1 November 2018, all commercial vehicles were to obtain fitness certificate on annual basis. From 2 November 2018, Commercial vehicles up to the age of eight years were allowed to obtain fitness certificate on biennial basis. Apart from this, validity of fitness of vehicles whose fitness expired during COVID-19 pandemic and lockdown, between 1 February 2020 and 30 September 2021, was extended till 30 September 2021. Audit examined vehicle registration data and fitness tests data to analyse the shortfall in vehicles passed in the fitness tests. It was seen that during 2014-15 to 2018-1943, there was steep increase in percentage of vehicles not even turning up for fitness tests. In the year 2018-19, as much as 64 per cent of the vehicles due for fitness tests did not turn up for the tests. Out of the vehicles that turned up for tests, percentage of vehicles failing the tests had reduced from 17 per cent in 2014-15 to less than 7 per cent in 2018-19. Low failure rates may convey improvement in general maintenance of vehicles; however, it needs to be seen together with the fact that almost 2/3rd of vehicles were not turning up for tests at all. Despite the huge shortfall in fitness testing, DoT did not devise any system to remind the vehicle owners for renewal of vehicle fitness certificate.

DoT replied (October 2021) that the lapses/irregularities pointed out shall be examined in detail.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The department replied that The Ministry of Road Transport And Highways, Government of India has issued a notification vide GSR 1081 (e) dated 02.11.2018, wherein the Rule 62 (1), Central Motor Vehicles Rule 1989 was amended and the duration of the fitness was increased from one year to two years for the vehicles upto 8 years old. In view of the amended rule, the percentage of vehicles due for fitness has decreased substantially in the year 2018- 19 due to increase in fitness duration. Further, the transport vehicle is not considered as registered without valid fitness certificate and it cannot play on the road. Traffic Police and Enforcement branch of this Department impound such vehicles which are playing without valid (Certificate of fitness) COF.

The audit observed that Reply does not specifically address the issue of almost 2/3rd of vehicles not turning up for tests at all.

Further, with reference to the query of the Committee that whether the Department has taken any action to identify and penalize vehicles plying without fitness certificate? What is the status of reporting vehicles for fitness testing?

The Transport Department vide reply dated 02.03.2026 informed that The Enforcement Branch of Transport Department, GNCTD takes regular strict action against vehicles found violating the provisions of Motor Vehicle Act and Rules made there under. The prosecution report of vehicles found plying without fitness certificate for the period from 01.07.2025 to 31.12.2025 as per NIC report is given under:

Sr. No.	Category of Offence	Total no. of Challan
1.	W/o Certificate of Fitness	782

Further, The Ministry of Road Transport and Highways, Government of India has issued a notification vide GSR 1081 (e) dated 02.11.2018, wherein the Rule 62 (1), Central Motor Vehicles Rule 1989 was amended and the

duration of the fitness was increased from one year to two years for the vehicles upto 8 years old. The copy of the Notification is flagged as 4.3.2.

In view of the amended rule, the percentage of vehicles due for fitness has decreased substantially in the year 2018-19 due to increase in fitness duration.

Further, the transport vehicle is not considered as registered without valid fitness certificate and it cannot ply on the road. Traffic Police and Enforcement branch of this Department impound such vehicles which are plying without valid (Certificate of fitness) COF.

It is also pertinent to mention that as per rule 81 (11) of CMVR 1989, **additional fee of Rs. 50/- for each day of delay after expiry** of certificate of fitness is charged along with re-registration of fee for particular category of vehicle.

Para 4.3.3. Lapses in functioning of Vehicle Inspection Unit Jhuljhuli

Para 4.3.3.1. Under-utilisation of capacity at the only automated VIU in Delhi

VIU Jhuljhuli started functioning from September 2017. The capacity of VIU Jhuljhuli was 167 vehicles per day (50000 vehicles/300 days). Audit, however, observed that, VIU Jhuljhuli tested only 21 vehicles per day on an average during October 2017 to March 2018. The daily average tests increased to 56 vehicles in 2018-19 and 75 vehicles in 2019-20 but again reduced to 24 vehicles in 2020-21.

Thus, the capacity at VIU Jhuljhuli, i.e., the only automated fitness testing centre in Delhi, was grossly under-utilised. This may be due to the fact that vehicle owners had option to get their vehicles tested at either VIU Burari or VIU Jhuljhuli and the fail rate during 2018-19 was 32.47 per cent at VIU Jhuljhuli against a mere 6.80 per cent at VIU Burari and manual testing was based on visual inspection which was prone to misuse.

DoT informed (October 2021) it has issued instructions for mandating fitness checking of vehicles at automated VIUs only. No supporting document was furnished in support of their reply.

On verification (November 2021) on VAHAN dashboard it was found that out of 22,385 fitness certificate issued during October 2021 only 1,449 (6.47 per cent) were issued at VIU Jhuljhuli.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The department replied that there are two Vehicle Inspection Units (VIU), one at Burari and another at Jhuljhuli in Delhi for the purpose of inspection of transport vehicles for grant of certificate of fitness.

The vehicles are inspected visually at VIU Burari and vehicles are inspected visually as well as by equipments at VIU Jhuljhuli. From September 2017 to March 2018, the VIU Jhuljhuli was started functioning for Inspection of Vehicles and at the testing stage only some categories of vehicles were sent there to start the pilot project. During 2018-19 and 2019-20, All Buses (including school buses) and heavy goods category vehicles were sent to VIU Jhuljhuli thereby increasing the testing of vehicles for grant of fitness.

In the meantime, the Department has started the online facility for depositing the fitness fee etc. for the purpose of inspection of vehicles and due to remote area, the option like (Cyber cafe etc.) and other facilities such as mini workshop for minor repairs, dhaba /tea shops for food and refreshment for drivers were not available. Therefore, people avoid to sent their vehicles for inspection purpose to VIU jhuljhuli.

The VIU Jhuljhuli is far away from the city (approx. 50 kms away from Rajghat), whereas VIU Burari is in the city limits. The owners of the Transport Vehicles have both options to get the fitness of vehicle at VIU Burari or VIU Jhuljhuli.

Secondly, the law & order situation was not good in the vicinity of VIU Jhuljhuli during the mentioned period. Now, it has been improved. Even today, it takes almost full day to get the work for vehicle inspection at VIU, Jhuljhuli and it is also not economical due to long distance covered by the vehicle owners. In addition to this, it takes lot of time to get the vehicle to be inspected

at VIU Jhuljhuli due to imposing of "No Entry Timings" (i.e. during these time , the transport vehicles can not ply on roads) imposed by the Delhi Traffic Police.

Further, with reference to the query of the Committee that whether the Department has taken any action ops optimum and uniform utilization of all Vehicle Inspection Units? Whether all tests envisaged under CMVR conducted at VIU Jhuljhuli?

The Transport Department vide reply dated 02.03.2026 informed that there are two Vehicle Inspection Units (VIU), one at Burari and another at Jhuljhuli in Delhi for the purpose of Inspection of Transport vehicles for grant of certificate of fitness.

The vehicles are inspected visually at VIU Burari and vehicles are inspected visually as well as by equipment at VIU Jhuljhuli.

From the September 2017 to March 2018, the VIU Jhuljhuli was started functioning for Inspection of Vehicles and at the testing stage only some categories of vehicles were sent there to start the pilot project.

During 2018-19 and 2019-20, All Buses (including school buses) and heavy goods category vehicles were sent to VIU Jhuljhuli thereby increasing the testing of vehicles for grant of fitness.

It is also pertinent to mention that during the audit period there were no rules to check the vehicles through ATS mandatorily

Steps for optimum utilization:

- The Department has started the online facility for depositing the fitness fee etc. for the purpose of inspection of vehicles.
- The Vehicles are being inspected at VIU Jhuljhuli only after taking prior appointment.
- The capacity of VIU Jhuljhuli is 180 vehicles per day. For optimum utilization of I& C lanes, the Transport Department is running two shifts at VIU Jhuljhuli thereby increasing the capacity to **360 vehicles per day.**

Further, it is submitted the fitness certificate to the transport vehicle was granted as per prevailing provisions of Rule 62 of CMVR, 1989 during the Audit period.

Para 4.3.3.2. **Discrepancies in the tests conducted**

The Operations and Maintenance agency for the automated VIU Jhuljhuli was M/s Rosemerta Technologies Ltd. Audit analysed the data maintained by M/s Rosemerta relating to vehicles inspected at the automated VIU Jhuljhuli. As per this database, 38,807 vehicles were inspected at VIU Jhuljhuli during 8 September 2017 to 21 March 2020. The fuel-wise classification of vehicles inspected at the VIU Jhuljhuli is shown in Table 4.3 of the report of CAG.

There were four categories of inspection viz. Emission Test, Service Break efficiency, Speed Governor Test, Visual Inspection. If the vehicle failed in any of the four categories, the Vehicle was declared as failed in the inspection.

Audit observed:

- 1078 vehicles failed in fitness tests during 8 September 2017 to 7 February 2019, due to failure in Emission Test. These vehicles did not appear for re-test. However, DoT's database indicated that 1068 of these vehicles were re-tested and issued fitness certificates at VIU Jhuljhuli itself. It is suspected that DoT issued fitness certificates to these 1068 vehicles, without actually subjecting these vehicles to a re-test. Government may investigate these cases and plug the loopholes so that such cases do not recur.

- Out of 38,807 vehicles inspected at VIU Jhuljhuli, 25,540 vehicles were not even put to Emission Test. However, 23,431 of these 25,540 vehicles were declared 'Pass' and issued Fitness Certificate. Audit further observed that out of these reportedly 'passed' vehicles, 45 per cent were Diesel run vehicles which contribute to significant share of emissions.

- Audit observed 25 cases where the vehicle was issued Fitness Certificate without conducting the Emission Test, despite the fact that the same vehicle had failed the Emission Test in its previous visit within three months. Vehicles which fail emission tests should be inspected thoroughly during the re-tests. Hence, issuing fitness certificate to vehicles which failed emission tests earlier without conducting emission tests, was a serious lapse.

- Analysis of database further revealed that there were 552 cases where the vehicles were passed in all the four test categories, however, the vehicle was shown as failed in overall fitness check for providing fitness certificate.

Thus, providing fitness certificate to 60 per cent of the inspected vehicles without putting these vehicles to emission tests rendered the automated facilities irrelevant and puts a question mark on reliability of its testing system. Emission tests which were mandatory were not conducted even for the vehicles which failed emission tests in their previous tests. Apart from this, the instances of vehicles being issued fitness certificate without appearing on automated centre's system indicates fraudulent practices, which merits detailed investigation. Based on detailed investigation, accountability may be fixed and appropriate deterrent mechanism may be put in place. Further, failing vehicles in fitness test despite passing in all four tests casts doubt on the reliability of the system.

DoT replied (October 2021) that the lapses/irregularities pointed out shall be examined in detail.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that The tests for inspecting the vehicles coming for obtaining COF at VIU, Jhuljhuli are being carried out as per the provision of Rule 62(1)(d) of CMVR, 1989.

Initially, there was some problem in the vahan software for updating the result of the emission test conducted at I & C Centre, VIU Jhuljhuli.

There was sudden increase in load of vehicles in the year 2018 as the Department had diverted some new category of vehicles at VIU, Jhuljhuli. At that time there was Law & Order problems in that area. Due to the above problem and request of different transport unions, as an interim relief of vehicle owners, it was decided transport by department to consider valid PUCC as pass PUC test.

Therefore, it was decided by the Department, the vehicle which is having a valid PUCC issued by the authorised Pollution Checking Centre by the Transport Department, Government of Delhi may be considered as the vehicle is passed in the emission test. Vehicles are inspected at VIU Burari as prescribed in Rule 62 of CMVR, 1989.

The Audit observed that reply of the Government undermines the purpose of the automated testing facility and compromises the reliability of fitness certification, regardless of software issues, increased vehicle load, or interim relief measures.

Para 4.3.3.3. Tests not conducted as per the CMVR, 1989– VIU Jhuljhuli

Pass and fail of the vehicle in fitness tests should be based strictly as per provisions of Rule 62 of Central Motor Vehicle Rules, 1989 (CMVR). The measured value of each test was to be provided to the vehicle owner in the test report along with permissible range.

Fitness test is combination of visual check and equipment based testing. Besides, MoRTH had issued (April 2018) guidelines for setting up of automated Inspection and Certification Center prescribing five CMVR items, viz. service brakes, parking brakes, speedometer, headlight specifically to be tested with automated equipment and emission inspection through opacity meter and 4 gas analyzer besides visual inspection. At VIU Jhuljhuli, the test results were shown under three categories, viz. mandatory, visual and advisory.

Under mandatory category, service brake test was done regularly whereas headlamp beam test and emission test were not done on regular basis. The remaining two tests, viz. speedometer and parking brakes were done as advisory tests.

The other prescribed CVMR items to be checked, were either not checked44, or relied upon on the basis of self-declaration45 given by the vehicle owners or done as 'Advisory' tests46.Thus, fitness tests were not conducted as per CMVR at VIU Jhuljhuli.

The reply of Government was awaited (December 2021).

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The department replied that the I&C centre of VIU Jhuljhuli was set up by MoRTH and the vendor for operation and maintenance was also selected by

MoRTH for initial two years and further the same vendor was continuing the operation and maintenance of I &C lanes VIU Jhuljhuli during the mentioned period. Further, it is submitted the fitness certificate to the transport vehicle was granted as per provision of Rule 62 of CMVR, 1989.

The Audit observed that the reply does not address the issue raised by the Audit.

Para 4.3.4.1 Capacity of VIU Burari

VIU Burari caters to more than 90 per cent of fitness tests conducted by GNCTD. Against the capacity of 800 vehicles per day at VIU Burari, the working capacity (February 2020) was 100-140 vehicles per day per inspector, which translated to maximum capacity of 42047 vehicles per day. Thus, testing of 100-140 vehicles per day by one Inspector translates to continuous testing for eight hours at less than five minutes per vehicle. Thus, VIU Burari, which was reliant solely on visual inspection of the vehicles by Inspectors, with just three inspectors on its payroll was marred with shortage of Inspectors as well. As a result, vehicles were issued fitness certificates on the basis of visual inspection for even less than five minutes. This raises doubts about reliability of testing systems at VIU Burari. DoT informed (October 2021), it has issued instructions for mandating fitness checking of vehicles at automated VIU only.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

In this regard, it is to submit that in Feb 2020, sufficient staff were posted at VIU Burari, i.e., five (05) Inspectors were deputed for inspection of vehicles and one Foremen (DTC) was also deputed to assist them. Moreover, the sudden increase in the load of vehicle was due to the increase in validity of fitness of certificate from one year to two years in the year 2018 for which the vehicles in the year 2020.

To cater the load of the vehicles coming for inspection, it was decided by the department to increase the working hours of the Inspectors. In addition to this, in case of extra load of vehicles, Inspecting staff from Auto Rickshaw/Taxi Units Burari was also deployed on temporary basis to clear the pendency.

It is further submitted that, the inspection of vehicles is the combination of visual check and equipment based testing.

The emission test of the vehicle is conducted by the authorized Pollution Checking Centre by the Transport Department, Government of Delhi by the way of issuing Pollution Under Control Certificate (PUCC). The rest part of the visual inspection is being done by the Inspectors posted at VIU Burari. At VIU Burari, the only visual inspection is being done and valid PUCC is considered as vehicle is pass in the emission tests. In this way, the main time consumed for the vehicle testing (by way of emission tests) is shortened and thus the more vehicles can be inspected.

It is not correct to mention that there was a lapse at VIU, Burari as it was not having sufficient capacity to handle 800 vehicles per day.

The Audit observed that reply does not provide details of fitness tests conducted vis-a-vis inspectors deployed to show optimum utilization of the VIU.

Further, with reference to the query of the Committee that whether the Department has ops implemented automated fitness tests at VIU, Burari? Whether the Department has ensured that all the key tests are conducted at VIU before issuing fitness certificates to vehicles?

The Transport Department vide reply dated 02.03.2026 informed that at present the Automated Fitness tests are not available at VIU Burari. The Department is in the process of setting up of ATS at different locations in Delhi and further the present lanes of VIU Burari are to be upgraded to ATS, for this purpose, the work is under progress.

Regarding key tests conducted at VIU Burari:

It is submitted that, the inspection of vehicles is the combination of visual check and equipment-based testing.

The Emission Test of the vehicle is conducted by the Pollution Checking Centre, authorized by the Transport Department, Government of Delhi by the way of issuing Pollution Under Control Certificate (PUCC). The rest part of the visual inspection is being done by the Inspectors posted at VIU Burari. At VIU Burari, the only visual inspection is being done and valid PUCC is considered as vehicle is pass in the Emission Tests.

Para 4.3.4.2 **Tests not conducted as per the CMVR, 1989-VIU Burari**

During scrutiny of the records and physical inspection of VIU Burari, Audit observed the following:

i. Only visual inspection was performed along with checking of online documents48 for issuing the fitness certificate of commercial vehicles. No other tests as required by CMVR were conducted at VIU Burari.

ii. About two to three minutes were spent on the visual inspection of each vehicle. Besides checking the outward appearance/condition of the vehicle the driver of vehicle was asked to switch on the parking lights, head light and indicators and blow horn. Checking of gear box, foot brake, parking brakes/emergency brakes, radiator, steering, suspension and CNG cylinder/leakage was done on the basis of 'application cum direction49' letter submitted by the applicants. Besides, checking of dashboard and speedometer were not even part of 'application cum direction letter'.

iii. It was further observed that VIU did not conduct checking of effectiveness of speed governors. Instead, complete dependency was on the certificate of speed governor issued by the vehicle/speed governor manufacturers. As no dedicated track/facility for checking the effectiveness of speed governors installed in vehicles was available at VIU, the speed governors were checked on random basis by using 'Jack' on a single tyre in stationary position of vehicle, which is neither scientific nor a safe method for checking vehicle.

iv. No system was put in place for issuing gate pass/entry details of vehicles visiting VIU for inspection, in the absence of which it could not be verified as to how many vehicles were actually checked for issuing the fitness renewal certificate.

Thus, vehicles were being put to only visual inspection and none of the other key tests were being conducted at VIU Burari. This rendered the fitness testing irrelevant, almost perfunctory at VIU Burari.

DoT replied (November 2021) that 100 per cent inspection was carried out as per provisions of CMVR and other tests and vehicles were declared pass or fail on merits.

The reply is general in nature and does not address the specific issues raised by Audit in the report, based on inspection.

As regards system for recording details of vehicles visiting VIU for inspection, DoT stated that entrance gate is under construction for systematic entry of vehicles.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The department replied that The inspection of vehicles is to check the vehicle in combination of visual check and equipment based testing.

The emission test of the vehicle is conducted by the authorised Pollution Checking Centre by the Transport Department, Government of Delhi by the way of issuing Pollution Under Control Certificate (PUCC). The rest part of the visual inspection is being done by the Inspectors posted at VIU Burari.

The fitness is being granted to the vehicles as per Rule 62 of the CMVR, 1989.

As per rule 115 (7) of CMVR, 1989, "After the expiry of one year from the date on which the motor vehicle was first registered, every such vehicle shall carry a valid Pollution Under Control Certificate (PUCC) issued by an agency authorized for this purpose by State Government and same was considered for purpose of grant of fitness.

Since, the I&C Lane at Jhuljhuli, the capacity was limited to 180 vehicles per day the department had decided to send specific category of vehicles viz; HTVs, School Buses and other HPVs at VIU, Jhuljhuli so that major tests could be carried out on these categories of vehicles.

The Audit further observed that reply does not address the audit observation.

Para 4.4 Retro fitment of old Diesel vehicles (BS-IV) to reduce emission

Diesel engines emit significant amounts of particulate matter (PM) and oxides of nitrogen (NOx) into the atmosphere, which causes adverse health problems. BS-VI norms implemented from April 2020 introduced significant reduction in permissible emission from diesel-operated vehicles as shown in Chart 4.7.

To meet BS-VI standards, the BS-IV engines need a DPF (Diesel Particulate Filter) and NOx treatment.

Though BS-VI norms were introduced from April 2020, earlier models of diesel vehicles based on BS-IV norms will still be plying in NCT of Delhi till March 2030. As of March 2020,50 there were about 4.64 lakh diesel vehicles registered in Delhi which are based on BS-IV or earlier standards.

Viable retrofitted emission control technologies exist to reduce exhaust emission from these pre-BS-VI diesel vehicles as well. Diesel retrofit technologies51 have demonstrated their ability to significantly reduce unwanted emission at reasonable cost without jeopardizing vehicle performance.

A Comprehensive Study on Air Pollution and Green House Gases (GHGs) in Delhi conducted by IIT Kanpur suggested (2016) Retro-fitment of Diesel Particulate Filter (DPF) in older diesel vehicles as these filters have PM emission reduction efficiency of 60-90 per cent. The study emphasized that if the diesel vehicles entering in the city are equipped with DPF, there will be reduction of 40 per cent emission and this reduction in emission will reduce the ambient air concentration by 10 µg/m3.

Audit noted that CPCB issued (December 2015) statutory directions to take steps for mandatory Retrofitting of Diesel vehicles with Diesel Particulate Filters in diesel vehicles. Thereafter, DoT approached (February 2017) the MoRTH with the request to make necessary provision in the Motor Vehicle Act and Rules in this regard.

Audit observed that in pursuance of DoT's request, neither the Central Motor Vehicle Rules were amended nor any reply was sent to GNCTD. Further, no diesel particulate filter was approved by any agency mentioned under Rule 126 of CMVR 1989.

In the absence of any action after the request to MoRTH, suggestions provided by IIT Kanpur and endorsed by DPCC/CPCB for retrofitting the Diesel Particulate Filter in Diesel Vehicles to mitigate vehicular air pollution in Delhi remained un-implemented despite lapse of more than four years.

DoE stated (October/November 2021) that necessary follow-up with the agencies concerned shall be done, whereas DoT informed (November 2021) that a meeting was held by the Commissioner (Transport) with Automotive Research

Association of India (ARAI) regarding retro fitment of older vehicles with DPF and electric kits.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The department replied that in this regard a mail dated 04- 01-2025 was sent to Director IIT Kanpur, CPCB and DPCC requesting them to inform if there has been any development, updated study or revised recommendation with regard to Retro fitment of Diesel Particulate Filters (DPF) in BS- IV diesel vehicles as a measure to mitigate vehicular air pollution in Delhi.

The Audit further observed that reply does not address the audit observation.

Further, with reference to the query of the Committee that what is expected timeline for ensuring retro fitment of BS-IV Diesel Vehicles?

The Transport Department vide reply dated 02.03.2026 informed that the Department is supportive of initiatives aimed at converting old Internal Combustion Engine (ICE) vehicles into electric vehicles, subject to compliance with the applicable legal provisions.

As per the Central Motor Vehicles Rules, 1989 (CMVR), any alteration or retro fitment in a motor vehicle, including conversion from ICE to electric propulsion, must adhere to the prescribed regulatory framework. In particular, Rule 126 of the CMVR mandates that prototype testing and certification of vehicles or retrofit kits be undertaken by authorised testing agencies notified by the Central Government.

At present, no such approved retrofit products appear to be widely available in the market, possibly due to the high costs involved, and the Department is not receiving such applications in this regard. However, the Department has no objection to the implementation of such conversions, provided they are carried out in accordance with the extant Rules and applicable guidelines.

Further, an e-mail dated 04.01.2026 was written to Central Pollution Control Board (CPCB), Delhi Pollution Control Committee (DPCC), and the Director IIT, Kanpur requesting them for information if there has been any development, updated study, pilot project or revised recommendation with

regard to above. As no reply has been received from any of the above authorities a reminder e-mail dated 23.02.2026 has been written to them.

Para 4.5 **Irregular registration of BS-III and BS-IV vehicles**

With a view to mitigate vehicular emission, the Supreme Court of India had ordered (March 2017) that BS-III compliant vehicles sold after 31 March 2017 should not be permitted to be registered by the State Transport Authorities, and further ordered (October 2018) that no motor vehicle conforming to emission standard Bharat Stage-IV shall be sold or registered in the entire country with effect from 1 April 2020.

Audit, however, observed that DoT registered 382 new (sold after 31 March 2017) BS-III compliant vehicles during 1 April 2017 to 31 March 2019. Similarly, it registered 1672 BS-IV compliant vehicles on 29 April 2020 and 30 April 2020 which were purchased during 2 January 2020 to 20 April 2020.

Thus, 2,054 vehicles were registered in Delhi beyond the deadline prescribed by the Supreme Court. Not complying with Supreme Court's orders by DoT, besides having the risk of contempt of court, may also lead to rescinding the efforts made to mitigate vehicular air pollution in Delhi.

DoT stated (September 2021) that it might have registered these BS-III vehicles during 1 April 2017 to 31 March 2019 in accordance to Delhi High Court's Order of 8 May 2017 which states that for exemption, sale of vehicle had to be completed before 31 March 2017 and/or issuance of an online insurance policy in favour of purchaser on or before 31 March 2017. The Department's contention is not acceptable as Audit has considered only those BS-III vehicles which were shown as purchased during 1 April 2017 to 16 October 2018.

With regard to registration of BS-IV vehicles beyond 31 March 2020, DoT stated that it registered BS-IV vehicles in accordance to the decision taken by Minister (Transport) for vehicles sold up to 26 March 2020 details of which were provided to the Supreme Court during the course of hearing on 27 March 2020. Audit noted that the Supreme Court, vide its order dated 8 July 2020 directed to make verification regarding genuineness of transactions done during lockdown period to ascertain that vehicle were actually put on the E-Vahan portal of the Government and that they were not back dated. However, the Department has not furnished any compliance report filed by it in the

Supreme Court and the decision taken by the Apex court, in the absence of which Audit is not in a position to ascertain the genuineness of DoT's claim.

DoT stated (November 2021) that matter is being looked into.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The department replied that the Hon'ble Supreme Court of India in a W.P.C no. 13029/1985 in a case of M.C Mehta v/s UOI, has passed an order dated 29th March 2017, wherein following is directed:-

(a) On and from 1st April, 2017, such vehicles that are not BS-IV compliant shall not be sold in India by any manufacturer or dealer, that is to say that such vehicles whether two wheeler, three wheeler, four wheeler or commercial vehicles will not be sold in India by any manufacturer or dealer on and from 1st April, 2017.

(b) All the vehicle registering authorities under the Motor Vehicles Act, 1988 are prohibited for registering such vehicles on and from 1st April, 2017, that do not meet BS-IV emission standards, except on proof that such a vehicle has already been sold on or before 31st March, 2017.

Supreme Court order dated 27- 03-2020: The applicant/Federation of Automobile Dealers Association (FADA) have approached the Hon'ble Supreme Court stating that large number of two-wheelers, passenger cars and commercial vehicles have been sold but not registered throughout India and there are also large number of unsold vehicles. It was ordered that sold vehicles be registered by the concerned authorities by 30.04.2020. However, at the same time it was directed by the Court to the applicant to furnish details of the purchasers, on affidavit, of the aforesaid vehicles through e-mail, within seven days from today. Details of registration shall also be furnished to Supreme Court.

Supreme Court order dated 08- 07-2020: In the said order the relevant part is reproduced as below:- "Coming to the question of registration of vehicles sold up to 31.03.2020, we request Ms. Aishwarya Bhati, learned Additional Solicitor General of India, to make verification as per the list submitted as to which vehicles were actually put on the E-Vahan portal of the Government and the data from other States of which data was not uploaded on EVahan portal also to be ascertained and filed before this Court before the next date of

hearing, only thereafter we will consider question of registration and not before that. We have to see whether these transactions during lockdown are genuine transactions or they have been back dated.

It is pertinent to mention that these directions were issued by the Court for the applicants/FADA. The Court has also requested to learned Additional Solicitor General of India, to make verification as per the list submitted as to which vehicles were actually put on the E-Vahan portal of the Government and the data from other States of which data was not uploaded on EVahan portal also to be ascertained. Finally, the Hon'ble Supreme Court of India has again issued the following direction in the order dated 30-11-2021

"Sales of the vehicles which have been uploaded on eVahan portal before 31.03.2020 can be registered by the concerned transport authorities provided that the temporary/permanent registration was granted before the cut off date, i.e. 31.03.2020. The concerned transport authorities are directed to carefully scrutinize the records to ensure that the sales are genuine and have taken place prior to 31.03.2020."

In view of the above, In compliance to the various directions issued by the Hon'ble Supreme Court, the Transport Department had registered BS-III and BS-IV vehicles beyond the deadline prescribed by the Supreme Court as they were either they were sold on or before 31st March 2017 or Sales of the vehicles which have been uploaded on e-Vahan portal before 31.03.2020 respectively. 2054 vehicles were registered in Delhi beyond the deadline prescribed by the Supreme Court.

In compliance to the various directions issued by the Hon'ble Supreme Court, the Transport Department had registered BS-III and BS-IV vehicles beyond the deadline prescribed by the Supreme Court as they were either they were sold on or before 31st March 2017 or Sales of the vehicles which have been uploaded on e-Vahan portal before 31.03.2020 respectively.

Para 4.6.1. Negligible deregistration of ELVs

The details regarding deregistration of ELVs in Delhi as per Table 4.4 of CAG report is as under :-

(Figures in Lakhs)

Year	ELVs with Active Registration at the beginning of the year	ELVs deregistered during the year	Percentage of ELV deregistered to total ELVs at the beginning of year
2018-19	36.11	2.26	0.06
2019-20	38.69	0.50	0.01
1920-21	41.55	0.22	0.01

Audit observed that out of 47.51 lakh ELVs required to be deregistered during the years 2018-19 to 2020-21, GNCTD had deregistered only 2.98 lakh ELVs constituting only a small fraction (6.27 per cent) of the ELVs, and majority 93.73 per cent (44.53 lakh) of the ELVs had 'active' registration status as of March 2021. This indicated that these ELVs were still plying on Delhi roads.

The Supreme Court also directed (October 2018) to put the list of all ELVs (Petrol and Diesel vehicles) on the website of DoT. In its compliance, list of ELVs was uploaded once on DoT's website in October 2018. However, the list has not been updated since then (as of August 2021).

It was also observed that DoT itself issued challans to ELVs (November 2018 to October 2020) for various offences (visible smoke, overloading, absence of Pollution checking and fitness certificates, etc.). These challans make it abundantly clear that the ELVs were actually plying on Delhi roads and with impunity as DoT itself did not take action to impound the vehicle even after intercepting them.

Audit also cross-checked the details of few old and derelict vehicles seen on roads and observed several instances of ELVs plying on roads.

Further, audit analysis of vehicle registration data provided by DoT revealed that validity of registration and fitness of diesel vehicles was still being shown to be 15 years instead of 10 years. This makes it difficult for enforcement agencies to keep track of diesel vehicles crossing the permissible age of 10 years as of April 2021.

Thus, Government did not take adequate steps to deregister ELVs, resulting in plying of ELVs on Delhi roads and contributing to adverse air quality.

DoT stated (September 2021) that it advised ELV owners not to ply these vehicles on Delhi /NCR roads and get these vehicles scrapped through authorized scrappers. From 2018-19, deregistration of diesel vehicle was being done online and data updated on Vahan database. Further, as on 10 September 2021 total 3.06 lakh ELVs have been deregistered by DoT. It further stated that deregistration of vehicle does not ensure stopping of plying of these vehicles on Delhi roads.

Fact remains that as on 1 April 2021 more than 44 lakh ELVs were yet to be deregistered by DoT and helplessness of DoT to stop these ELVs plying on Delhi roads and continuing to pollute ambient air, is a cause of concern.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The department replied that Audit has observed that out of 47.51 lakh End-of-Life Vehicles (ELVS) required to be deregistered during the period 2018-19 to 2020-21, only 2.98 lakh vehicles were deregistered, and the remaining vehicles continued to show 'active' status on the VAHAN portal.

In this regard, it is submitted that a total of 2,95,928 vehicles were actually deregistered during the period from 01.04.2018 to 31.03.2021 as per VAHAN (NIC) database on 30.12.2025. It is clarified that prior to 14.12.2021, there were no specific orders mandating deregistration of petrol vehicles on completion of 15 years. Although such vehicles were prohibited from plying on Delhi roads as per prevailing environmental regulations, they continued to remain in 'active' status on the VAHAN portal, as there was no statutory provision or system directive to remove or mark them as deregistered in the database. Consequently, these vehicles were counted by audit as ELVs with active registration.

Subsequently, pursuant to the directions issued vide NGT Order No. DC/OPS/tpt/2016/pt/07540560 0/1/6999 dated 14.12.2021, the process of deregistration of petrol vehicles older than 15 years was initiated, and the relevant data was updated on the VAHAN portal. Therefore, the variance pointed out by audit is attributable to the absence of deregistration orders prior to 14.12.2021 and does not indicate that such vehicles were legally permitted to ply on Delhi roads.

Para 4.6.2.1. Not scrapping of impounded ELVs

A total of four scrappers were authorized to scrap ELVs in Delhi as of March 2021. Audit observed that from the date of framing of scrapping guidelines (August 2018), only 347 ELVs were impounded in Delhi up to 30 September 2020. Further, out of 347 ELVs impounded by DoT, only five vehicles were handed over to the scrappers by DoT as of September 2020. DoT informed (July 2021) that no vehicle was scrapped till March 2021 and process for handing over impounded vehicles was under process. DoT stated (September 2021) that vehicles impounded by DoT will be scrapped after completion of prescribed process.

Action Taken by the Department

Transport Department:

It is pertinent to mention here that at the time of Audit period, the license of MSTC Ltd., the sole RVSF in NCT of Delhi was suspended for the period from 2020 to 2022, as such the 347 End of Life Vehicles (ELVs) impounded by enforcement field teams and parked at impounding pits could not be scrapped. However, as and when the licence of MSTC Ltd. was renewed after March 2022 the vehicles parked at impounding pits were scrapped by the RVSF.

Audit observed that Government may furnish yearwise details of the number of ELVs impounded, scrappers authorized and vehicles actually scrapped since 2021-22 to 2024-25.

The department provided year-wise details of the number of ELVs impounded and vehicles actually scrapped since 2021- 22 to 2024-25 and year wise Prosecution report to the Audit.

Para 4.6.2.2 **Inadequate capacity of impounding pits**

Considering the vast number of ELVs required to be deregistered as per NGT orders, impounding pits need to have adequate space to keep the seized vehicles. Audit observed that there were only three impounding pits in Delhi, with a capacity to park only 4,000 vehicles which seems negligible when compared to more than 41 lakh ELVs, which are required to be impounded and scrapped.

DoT stated (October 2021) that it has decided to send the impounded vehicles directly to scrappers now.

Action Taken by the Department

Transport Department:

1. The capacity of impounding Pits of Transport Department has been always limited due to shortage of space in NCT of Delhi. Further, due to rising pollution levels and environmental concerns related to parking of ELVs in NCT of Delhi, the Transport Department, GNCTD has associated many RVSF of neighboring states for impounding/seizing and scrapping of ELVs. These RVSFs have their impounding pits in a large area outside the boundaries of NCT of Delhi and due to its abundant parking capacity; it would facilitate scrapping large number of ELVs impounded/seized by enforcement field teams and handed over to RVSF.

2. The 'Guidelines for Handling End-of-Life Vehicles in Public Places of Delhi, 2024' have been issued by the Transport Department and recently, seventeen (17) RVSFs registered in the neighboring states have voluntarily associated with the Transport Department, GNCTD for its special drive during the period from 11.10.2024 to 22.02.2025 against End of Life Vehicles. During this period 17,118 End of Life Vehicles were seized/impounded by Enforcement Teams of Transport Department and handed over to these associated RVSFs.

The Audit observed that the Government may appraise whether any permanent understanding has been reached with the neighboring states to ensure continued action of scrapping impounded ELVs.

The department replied that the RVSFs registered in the neighboring states are duly authorized by the Government and licenses are issued to them

for scrapping of End of live Vehicles (ELVs) seized by enforcement teams and handed over the RVSF. Further, to ensure continuous action on scrapping of ELVs, the performance of these RVSF is reviewed from time to time and non-performing RVSFs are delisted.

Para 4.6.2.3 **Lack of monitoring of authorised scrappers**

Audit noted that as per scrapping guidelines, the authorized scrappers were required to submit monthly reports and annual reports to DoT containing details of vehicles scrapped. However, DoT did not make available copies of monthly and annual reports received from the authorized scrappers to Audit.

DoT stated (September 2021) that it was receiving yearly report from authorized scrappers and during 2018-21, total 2628 vehicles have been scrapped. DoT however, again failed to provide the copies of annual reports submitted by scrappers in support of its contention.

Action Taken by the Department

Transport Department:

The respective Transport Authority which issues RVSF licenses, inspects and audits the RVSFs from time to time as per RVSF Rules 2021. The RVSFs are registered under Rule 5 & 6 of RVSF Rules 2021 and its amendments. At present, there is no functional RVSF in Delhi, probably due to the scarcity of land and strict pollution norms in Delhi, even though the department welcomes all RVSF willing to register themselves with the Delhi Transport Department. Recently, two applications were received for the same out of which one RVSF license has been issued on 01/04/2025 and the other application is under process. The 'Guidelines for Handling Endof-Life Vehicles in Public Places of Delhi, 2024' have been issued by the Transport Department and special enforcement drives have been conducted from time to time and recently, seventeen (17) RVSFs registered in the neighbouring states voluntarily associated with the Transport Department, GNCTD for its special drive from 11.10.2024 to 22.02.2025 against End of Life Vehicles. During this period 17,118 End of Life Vehicles were seized/impounded by Enforcement Teams of Transport Department and handed over to these voluntarily associated RVSFs registered in neighboring states. The Transport Department has sought transaction details of vehicles scrapped from these RVSFs vide its emails and

reminders dated 07.02.2025, 13.02.2025, 27.02.2025, 17.03.2025 and 26.03.2025 and their future voluntarily association with the Transport Department, GNCTD in its drives against End of Life Vehicles will depend on the requisite compliances made by them.

The Audit observed that The government may confirm receipt or otherwise of the transaction details of vehicles scrapped by the Registered Vehicle Scrapping Facilities (RVSFs) registered in the neighbouring states

The Department provided RVSFs transaction details as per available record Further, detail of Show Cause Notice issued to the RVSFs registered in the neighbouring states voluntarily associated with the Transport Department, GNCTD for its special drive from 11.10.2024 to 22.02 also provided to the Audit.

Para 4.6.2.4 **Lack of coordination between various enforcement agencies**

As per Delhi Maintenance and Management of Parking Places Rules 2019, various agencies viz. DoT, Delhi Traffic Police, Municipal Corporations, NDMC and Cantonment Board were to impound any ELV found operational or parked in a public place or discarded as junk. Audit, however, observed that no coordination mechanism amongst various enforcement agencies for impounding of ELVs, was in place in DoT. Due to lack of any coordination among various enforcement agencies, DoT did not have the details of ELVs impounded by other agencies and as such there was no mechanism in DoT to ensure that all the impounded ELVs are handed over to authorized scrappers. Thus, the initiatives of GNCTD to impound ELVs and get them scrapped were insufficient and ineffective. DoT stated (October/November 2021) that periodical meetings are now being held with Traffic Police for impounding of ELVs and a decision has been taken to directly send the impounded vehicles to scrappers now.

Action Taken by the Department

Transport Department:

1. As per Delhi Maintenance and Management of Parking Places Rules 2019, there are primarily five agencies empowered to impound/seize the ELVs in NCT of Delhi namely (1) Delhi Transport Department (2) Delhi Traffic Police

(3) Municipal Corporation of Delhi (MCD) (4) New Delhi Municipal Corporation (NDMC) and (5) Delhi Cantonment Board.

2. These enforcement agencies having bigger manpower strength may be directed to carry out drive against Endof-Life Vehicles more vigorously by following the 'Guidelines for Handling End-of-Life Vehicles in Public Places of Delhi, 2024 issued by the Transport Department by associating the RVSFs available on the website of MoRTH.

3. It is also pertinent to mention here that Enforcement Branch of Transport Department has a very limited strength of enforcement officials who are also engaged in 24x7 border monitoring duties and enforcing other provisions of the MV act 1988 and rules made therein.

The Guidelines of Handling End of Life Vehicles in public places of Delhi, 2024 dated 20.02.2024 have been issued by the Transport Department and all the Enforcement agencies which are independent in nature and includes Delhi Traffic Police, Municipal Corporations, New Delhi Municipal Council, CEO Cantonment Board also having bigger manpower, have been requested to carry out the drive against End of Life vehicles more vigorously by following The 'Guidelines for Handling End-of-Life Vehicles in Public Places of Delhi, 2024 issued by the Transport Department by associating the RVSFs available on the website of MoRTH.

The Audit observed that Government may provide SOP for implementing guidelines for handling End-of Life vehicles in Public Places.

The department provided copy of Guidelines for handling End of-life-vehicles in Public Places of Delhi 2024 dated 20/02/2024 to the Audit.

Para 4.7 **Functioning of Enforcement Branch, DoT**

Enforcement Branch of DoT is responsible for deployment of teams in the field for prosecution of vehicles violating the provisions of the Motor Vehicles Act and Rules framed there under.

Audit noted that Department neither had the category-wise details of the number of vehicles entering Delhi from neighboring NCR towns and other parts of the country nor it monitored emission of such vehicles. During November

2018 to October 2020, DoT issued 52,711 challans for emitting visible smoke and 44,089 challans for not carrying a valid PUCC.

It may be seen that other states registered vehicles constituted 47 per cent of challans for PUC norms violation. Since vehicles registered outside Delhi accounted significant proportion of challans, stricter enforcement and checking on roads is required to enforce plying of only pollution norms compliant vehicles on Delhi roads.

It is imperative for the Department to identify and maintain a database of places which cater to heavy traffic inflow from outside Delhi or are more prone to violation w.r.t. pollution, overload, visible pollution, etc., to strategize its action plan to control vehicular pollution from outstation vehicles by rationally deploying its enforcement teams. The Department should also establish PCCs at such points to issue certificate to pollution compliant vehicles and address issue of non compliant ones.

Despite the fact that all PCCs are networked wherein all the test values and results are recorded in a central database, Government did not exploit this to arrive at meaningful patterns, insights and actionable items. Such tool could also give an idea about actual pollution performance of different genres of vehicles under prevailing emission norms. Department had no mechanism to analyze actual emission data from PUC testing reports to check the actual pollution performance of different kinds of vehicles on roads and compare them with PUC norms. Thus, it was completely dependent on traditional modes of enforcement, i.e., interception of vehicles on roads by the Enforcement teams.

DoT stated (September 2021) that as per reports, more than six lakh vehicles enter in Delhi from other States for which enforcement teams are deployed at borders and in the city in three shifts. The reply of the Department reiterates Audit apprehension about DoT not maintaining category-wise details of the number of vehicles entering Delhi from NCR for monitoring their emissions.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted

The department replied that Enforcement Branch functions in accordance with the provisions of the Motor Vehicle Act 1988, Delhi Motor Vehicle Rules and Central Motor Vehicles Rules. The primary role of the branch

is to ensure effective enforcement of the provisions MV Act and rules made thereunder. Further, the Enforcement Branch carries out any other duties/work assigned by senior officers. The department provided copies of challan printout of enforcement staff displaying a vehicle prosecuted as per provisions of MV Act and rules made thereunder to the Audit.

The Audit further observed that Reply does not address the issue of department not having category-wise details of the number of vehicles entering Delhi from neighboring NCR towns and other parts of the country nor monitoring their emission.

Further, with reference to the query of the Committee that whether the Department has taken action to provide sufficient number of vehicles with proper equipment to strengthen the Enforcement Branch? What is the expected timeline by which the Government intends to cover all entry points in Delhi?

The Transport Department vide reply dated 02.03.2026 informed that the Enforcement Branch of Transport Department, GNCTD has been provided 87 Innova vehicles and 36 Apache motorcycles along with 200 E-challan devices for swift prosecution of violators found violating MV Act and Rules.

The enforcement teams have been deployed at all the 13 major border points but due to the limited strength of the branch, the presence of enforcement teams could not be made available at each and every possible entry point. Therefore, mobile Bike Enforcement teams of the Transport Department have been deployed to cover minor points in their concerned districts on rotational basis. For recruitment of staff a letter has been issued to Administration Branch of Transport Department, therefore as and when the new staff will be recruited in the enforcement branch, it will be possible to cover all entry points in Delhi.

Para 4.7.1 **Inadequate manpower in Enforcement Branch**

The Enforcement Branch was working with 292 personnel against a sanctioned strength of 819 as of January 2021. Moreover, the sanctioned strength of 819 was fixed in year 2008, when the number of registered vehicles in Delhi was around 51 lakhs, vis-à-vis around 130 lakh vehicles registered as on March 2021. Despite acute shortage of staff, 43 personnel of the Enforcement Branch, including 6 inspectors, 9 sub-inspectors, 13 Assistant

Sub-Inspectors and 15 Head Constables have been deployed to other branches/wings of DoT. Thus, enforcement wing had a significant shortage of manpower.

DoT had assessed (January 2020) requirement of 1134 additional posts, to be able to deploy enforcement teams at 25 major entry points and 33 locations within Delhi, round the clock. DoT stated (September 2021) the matter to be under process.

While admitting that there was shortage of man power in enforcement branch, DoT replied (November 2021) that 56 teams had been deployed at various parts of Delhi.

Action Taken by the Department

Transport Department:

The matter pertaining to filling up of vacant posts in the department is an administrative matter and therefore, Administration Branch of Transport Department may be requested to take up the matter at the earliest.

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that a letter has been sent to the Administration Branch of the Transport Department, GNCTD requesting to fill up the vacant posts of the enforcement branch at the earliest.

Para 4.7.2. Inadequate coverage of entry points in Delhi

There are 128 entry points from where vehicles can enter into Delhi. Out of these 80 per cent of the commercial vehicles enter Delhi from 13 entry points. Audit, however, observed that enforcement teams were being deployed at only seven entry points.

Besides shortage of staff, the Enforcement teams did not have vehicles mounted PUC equipment to check visible polluting vehicles. This resulted in inadequate coverage of entry points of Delhi, ultimately indicating a weak enforcement regime. In absence of input data regarding location-wise vehicular load, deployment of the few ill-equipped enforcement teams was also bound to be sub-optimal. The reply of Government was awaited (December 2021).

Action Taken by the Department

Transport Department:

1. The enforcement teams have been deployed at all the 13 major border points / hot spots but due to the limited strength of the branch, the presence of enforcement teams could not be made available at each and every possible entry point Therefore, mobile Bike Enforcement teams of the Transport Department have been deployed to cover minor points in their concerned districts on rotational basis.

2. For checking pollution levels and visible smoke emitted by the vehicles, the Transport department has empowered technically qualified Pollution Level Testing Inspectors (PLTIs) to conduct such checks and measure actual pollution levels emitted by a vehicle and if found, exceeding the prescribed norms, take prosecution action against such vehicle owners as per MV Act and Rules made thereunder.

3. The enforcement field teams deployed in field duty randomly check PUC certificates of vehicles and if found, plying without/expired PUC certificates, take necessary prosecution action against the offending vehicles as per provisions of MV Act and Rules made thereunder.

Three decades ago, this department used to conduct PUC checks using its own staff and vehicle-mounted equipment however, the frequent relocation of analysers raised concerns about calibration accuracy, that was even challenged in court during those days. Furthermore, it was opined that this practice disrupted traffic flow, caused additional congestion, and contributed to increased pollution. To overcome these issues, the department increased the enforcement to check compliance of PUC Certificate and action against visible smoke. Department is now implementing advanced technologies, such as ANPR cameras, providing a more efficient, sustainable, and costeffective solution-particularly given the high volume of vehicles and the need for reliable, accurate data. Department is also considering for Remote sensing device technology. Department is in the process for its study by ARAI/ICAT, agencies as approved under Rule 126 of CMVR, 1989.

The Audit observed that Government may furnish location specific details of vehicular load to monitor polluting vehicles. Specific timeline by which the

government intends to cover all entry points in Delhi through the stated technologies may also be intimated.

The Department replied that As desired, as per the MCD report the details of vehicular load entering from all the major and minor entry points of Delhi is enclosed herewith The Delhi Government is conducting feasibility tests and is keen and progressive on covering all entry points in Delhi in near future.

The Audit further observed that Reply does not provide location specific details of vehicular load to monitor polluting vehicles as well as specific timelines by which the Government intends to cover all entry points in Delhi through the stated technologies.

Para 4.9. Recommendations

Recommendation #8: Government should ensure adequate PCCs are available for general public on priority and they are evenly distributed as per Vehicle – PCC ratio. Government may devise a mechanism to issue automated reminders / e-challans to vehicles not obtaining a PUCC by due date, while incentivizing compliance. Strategy for obtaining PUCC for different category of vehicles should be based on scientific analysis of vehicular emission load.

Recommendation #9: Government needs to establish a mechanism to ensure regular calibration and efficiency of equipment at PCCs.

Recommendation #10: Government need to provide linkage between emission data and VAHAN data base so that there is no room for manipulation in selection of a particular Bharat Stage category.

Recommendation #11: Government may consider checking of vehicular pollution through remote sensing devices in view of the severe shortage of enforcement personnel.

Recommendation #12: Government may take adequate steps to increase coverage of fitness tests of vehicles at automated testing centers to ensure strict adherence to prescribed norms.

Recommendation #13: Government may take steps to make retrofitting of diesel vehicles with diesel particulate filters mandatory to reduce emission.

Recommendation #14: GNCTD should fix responsibility and put appropriate deterrent mechanism where instances of vehicle caught for visible pollution

have been found inspite of having PUC certificate or where failed vehicles in fitness testing have been issued PUC certificate.

Recommendation #15: Regular check of PCCs needs to be carried out by the Government.

Action Taken by the Department

The Audit observed that A reasoned reply, with supporting documents, may be submitted.

The Department replied that At present, about 953 PUC Centres are operational across Delhi, comprising 698 fuel/IGL stations and 255 workshops, DTC depots, and dealer workshops. Due to their wide distribution and strategic locations, there is no issue of non-availability of PUC Centres in any part of Delhi. In Delhi, motorists generally prefer obtaining PUC certificates from fuel stations due to convenience. Accordingly, the Transport Department has authorized PUC Centres at all petrol, diesel, and IGL fuel stations. Although authorization is also granted to workshops, service stations, bus depots, and OEM workshops, these centres receive comparatively lower footfall, as motorists usually obtain PUC certificates while refueling. Moreover, for BSIV and BS-VI vehicles, the PUC validity is one year, reducing the need for frequent testing at workshops.

PUC certificates are issued only using properly calibrated testing equipment, with calibration carried out by authorized agencies and certificates. NIC software does not allow any machine to work if it is not calibrated. The software stops working of a authorized PUC Centre as soon as its Calibration/AMC gets expired.

A challan can be issued only when a vehicle is playing on the road. To strengthen enforcement, the Department has installed ANPR cameras at about 500 strategic locations, including fuel stations and ISBTs, which automatically detect vehicles without valid PUC certificates and generate challans. Enforcement teams also conduct regular physical road checks. During 2025, the Department issued a total of 2,88,864 challans for non availability of valid PUC certificates through both manual enforcement and ANPR-based systems.

The Transport Department, Delhi, cannot implement Remote Sensing Device (RSD) technology until guidelines are issued by MoRTH. Presently, ARAI, an agency approved under Rule 126 of CMVR, is working on the modalities under MoRTH's supervision as per directions of the Hon'ble

Supreme Court. A meeting in this regard was held on 2nd June 2025 at MoRTH, New Delhi, and implementation is expected by the end of 2026.

Regarding ATS, the tender process for Up-gradation, Operation & Maintenance of I & C lanes to ATS at VIU, JHULJHULI has been completed. But, due to a petition filed by another bidder i.e. M/s APM Group Pvt. Ltd. In the Hon'ble High Court of Delhi vide WP (C) 392/2025, therefore, matter is subjudiced in the Court.

With regard to Retro fitment of Diesel Particulate Filters (DPF) in BS- IV diesel vehicles a mail dated 04-01- 2025 was sent to Director IIT Kanpur, CPCB and DPCC requesting them to inform if there has been any development, updated study or revised recommendation with regard to Retro fitment of Diesel Particulate Filters (DPF) in BS- IV diesel vehicles as a measure to mitigate vehicular air pollution in Delhi.

Although a PUCC is valid for one year, instances of visible smoke during this period are generally attributable to poor vehicle maintenance or fuel adulteration, not improper certification. Between January 2023 and December 2025, about 1,058 challans were issued for visible smoke cases. In 2025, departmental officers conducted 1,288 inspections of PUC Centres, resulting in the following actions:

- Advisory issued: 74
- Warning issued: 283
- Show Cause Notices issued: 69
- Suspensions ordered: 39
- Centres cancelled: 13

ANNEXURE-IV

CHAPTER V : CLEANER TRANSPORT MITIGATION AND PROMOTION STRATEGIES

Para : 5 Cleaner Transport-Mitigation and Promotion Strategies

The preventive and enforcement strategies of GNCTD towards cleaner transportation were discussed in the previous Chapter. Government also implements strategies which promote transportation modes with lesser emission and mitigate the vehicular emission through its affirmative actions.

Given the traffic congestion and pollution levels of Delhi, a sustainable environment friendly transportation infrastructure system centered on Electric Vehicles (EVs) is essential. Electric Vehicles, which release zero tailpipe emission are seen as a viable alternative to vehicles running on Petrol/CNG/Diesel/LPG. Adoption of EVs therefore becomes an important strategy for improvement of ambient air quality in mega cities.

Reduction in emission of pollutants can be achieved by minimizing the flow of traffic transiting through Delhi. Obstruction in free flow of traffic results in traffic congestion which leads to idling of vehicles and release of higher concentrations of tail-pipe emission. Facilitating free flow of traffic by removing obstructions reduces vehicular emission. These steps may include restrictions on entry of diesel propelled buses and/or heavy goods vehicles in Delhi, regulating parking of vehicles on roads, quick removal of broken-down buses from roads, etc.

Creating awareness among the people regarding adverse effects of vehicular emission on air quality also helps in effective implementation of strategies for mitigation of vehicular emission in Delhi and also to encourage lesser usage of personal vehicles and promote environment friendly modes of transport. Audit examined the adequacy and effectiveness of these promotion strategies taken by Government. Related observations are discussed in subsequent paragraphs.

Action Taken by the Department

NDMC:

NDMC is increasing official vehicles for CNG & EV operated and installing approx. 450 Nos charging stations on various locations under the jurisdiction. At present 108 stations have been installed in NDMC area. With respect to NMT infrastructure NDMC have Developed 03KM cycle track in Nehru Park, Chankyapuri.

Para 5.1. Electric Vehicles

To encourage adoption of EVs DoT notified (August 2020) the 'Delhi Electric Vehicle Policy 2020' (EV Policy). The EV Policy targeted adoption of Battery Electric Vehicles (BEVs) so that these contribute to 25 per cent of all new vehicles registrations by the year 2024. DoT was nominated as Nodal Department for implementation of Delhi State EV Policy. The policy was to be implemented through various verticals as depicted below :-

- Financial incentives included purchase incentive, interest subvention on loans, and waiver of road tax and registration fees.

- Charging infrastructure included establishment of wide network of charging stations and swappable battery stations.

- Creation of an umbrella, non-lapsable 'State EV fund' through levy of additional taxes, cess, fee, etc., on inefficient or polluting vehicles.

- Establishment of State electric vehicle board, electric vehicle cell and development of intensive public outreach programme focused on creating awareness about benefits of EVs.

DoT notified (October 2020) purchase incentives and exemption from levy of registration fee and road tax for battery operated vehicles in Delhi under the Delhi Electric Vehicle Policy, 2020.

DoT also started an Electric Vehicle Portal namely https://ev.delhi.gov.in, wherein the list of approved EV models, dealers and charging stations in Delhi were uploaded. There were 346 models, 133 dealers and 72 charging station for electric vehicles in NCT of Delhi. Audit, however, observed (September 2021) that details regarding 'dealers and approved model' were last updated in March 2021 and charging stations were last updated in October 2020.

This indicates that either no charging stations were setup for almost a year of notifying the EV Policy, or if setup, their details were not updated on the portal. Either way, it reflects lack of seriousness in implementation of EV policy.

Action Taken by the Department

NDMC:

In spite of providing financial and other incentives to encourage adoption of Electric Vehicles, there was insignificant increase in the number of Electric Vehicles registered in Delhi. Further, availability of charging facilities was also limited and not evenly distributed.

As per E-charging policy of MCD, total 726 permissions were granted to firms (PSU/DISCOMs) for installation of Public Electric Vehicle Charging & Battery swapping stations out of which 349 sites are currently operational and remaining are on verge of completion.

However, regarding even distribution of charging facilities, the permissions are granted to the firms on the basis of feasibility of the location and if the same found feasible permission is granted to the firms. So far, total 10 firms (TCIL, BECIL, BRPL, BYPL, HITES, HPCL, IOCL, EESL, TPDDL, IGL) have been granted permissions for the said purpose.

The Audit observed that Government may provide action plan for promoting transportation modes with lesser emission and for minimizing the flow of traffic transiting through Delhi. Further, the government may confirm if the data on approved EV models, dealers and charging stations, has been updated on the department's website.

The Department replied that it is submitted that the observation regarding non setting up of charging stations or non-updation of details on the portal during the initial period after notification of the Delhi EV Policy, 2020, does not reflect the complete factual position.

At the outset, it is clarified that the Switch Delhi portal required time to become fully operational after notification of the Delhi EV Policy, 2020, owing to certain administrative and technical formalities. Consequently, details of charging stations commissioned during the initial phase could not be immediately reflected on the portal, which may have led to the said observation. Further, it is submitted that the development of Electric Vehicle charging infrastructure in the NCT of Delhi does not vest with the Transport

Department alone. The nodal agency for development of EV charging infrastructure in Delhi is Delhi Transco Limited (DTL), as appointed by the Department of Power, GNCTD, vide order No. F.11(50)/2019/POWER/1057 dated 05.04.2019 (Annex A6). Accordingly, planning, installation, and commissioning of charging stations were being undertaken by DTL Subsequently, after the Switch Delhi portal became operational and coordination mechanisms were streamlined, the details of charging stations were progressively updated. Therefore, the perceived gap during the initial period was primarily procedural and transitional in nature.

The Audit further observed that reply does not provide information on action plan for promoting transportation modes with lesser emission and for minimizing the flow of traffic transiting through Delhi.

Further, with reference to the query of the Committee that what action plan has been prepared for promoting transportation modes with lesser emission and for minimizing the flow of traffic transiting through Delhi?

The Transport Department vide reply dated 02.03.2026 informed that the Government of NCT of Delhi has adopted an integrated strategy to promote low-emission transportation modes and reduce vehicular congestion within the NCT. Expansion of the Delhi Metro network under various phases has been prioritized to enhance public transport capacity and facilitate modal shift from private vehicles. Simultaneously, operationalization of the Namo Bharat RRTS Corridor is enabling high-speed regional connectivity, thereby reducing the daily inflow of private and diesel-operated vehicles from NCR towns. Further, the Delhi Electric Vehicle Policy in vogue provides fiscal incentives, charging infrastructure expansion and phased electrification of public and commercial fleets to accelerate adoption of zero-emission mobility solutions.

In addition, regulatory interventions have been strengthened through levy of Environmental Compensation Charge (ECC) on non-destination commercial vehicles to discourage polluting transit traffic and divert the same to peripheral expressways. Further, in compliance with Direction No. 88 issued by the CAQM, a strict ban has been imposed w.e.f. 01.11.2025 on entry of all transport/commercial goods vehicles (LGVs, MGVs and HGVs), other than BS-VI, CNG, LNG and EVs, into Delhi, except vehicles registered in Delhi. Provided that all BS IV commercial goods vehicles viz. (LGVs, MGVs and HGVs) are permitted to enter into Delhi for a limited period up to 31.10.2026, beyond which such operations shall mandatorily be undertaken through CNG/LNG/EV/BS-VI vehicles. Collectively, these measures constitute a

comprehensive action plan aimed at curbing vehicular emissions, minimizing transit pollution load, and advancing sustainable urban mobility in the NCT of Delhi.

Para 5.1.1 **Insignificant increase in registration of EVs**

Audit examined the data related to registration of EVs during the period of August 2019-August 2021, i.e., one year prior to and one year after introduction of EV policy.

The share of EVs in new vehicle registrations was miniscule at 5.87 per cent in December 2019, i.e., before the notification of EV Policy, which marginally breached that level only in August 2021. In absolute numbers, maximum registration (2763) of EVs was recorded in November 2019, which is yet to be surpassed after one year of announcement of EV Policy. As on September 2021, only 1.17 lakh EVs were registered in Delhi. Thus, so far EV policy is not having any major impact on increase in ratio of EVs to total number of vehicles.

DoT stated (September 2021) that Delhi EV policy aims to promote EVs to achieve the targets by 2024 and share of electric vehicles has increased in total contribution of vehicles in Delhi. Audit does not agree with response as the share of EVs in new registrations has not increased.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that The observation of Audit is noted, however, the conclusion that the Delhi EV Policy has not had any major impact on the vehicle mix does not full capture the intent, design, and measurable outcomes of the policy, particularly in its initial phase.

At the outset, it is submitted that the Delhi EV Policy, 2020 was notified in August 2020 and September 2021 represents barely one year of its implementation. Any assessment of systemic transition in the overall vehicle fleet- especially in a city with a legacy base of more than one crore registered internal combustion engine (ICE) vehicles- needs to be viewed over a medium to long-term horizon rather than through a snapshot comparison.

Further, the figure of 1.17 lakh EVs registered by September 2021 reflects a significant acceleration in EV adoption compared to the pre-policy period. Prior to the notification of the Delhi EV Policy, EV penetration in Delhi was negligible and largely limited to e-rickshaws. Post-policy, Delhi emerged as one of the leading states/UTs in EV adoption, consistently ranking among the top regions in the country in terms of new EV registrations, particularly in the two-wheeler and threewheeler segments.

It is also pertinent to highlight that the policy's primary objective was not an immediate and disproportionate alteration of the overall vehicle stock ratio but to catalyse new vehicle sales towards electric mobility. Accordingly, the correct metric for impact assessment is the share of EVs in new registrations, rather than their proportion in the total cumulative vehicle base, which is inherently slow to change due to the long lifespan of vehicles.

Moreover, the initial phase of the policy coincided with the COVID-19 pandemic, which severely disrupted vehicle sales, supply chains, and household purchasing capacity during 2020–21. Despite these unprecedented constraints, Delhi witnessed a steady rise in EV registrations, underscoring the effectiveness of fiscal incentives, waiver of road tax and registration fees, and the creation of enabling charging infrastructure under the policy. As on 30.12.2025, Delhi has registered over 4.5 Lac EVs. The year 2025 has registered 14% EVs of the total vehicles registered and each successive year since 2021 has shown improvement.

In view of the above, it is submitted that the Delhi EV Policy has had a demonstrable and positive impact on promoting electric mobility in the city. Any inference regarding its effectiveness should be based on trends in annual EV adoption, segmentwise penetration, and longterm transition outcomes**,** rather than a static comparison with the total existing vehicle population as on September 2021.

Para : 5.1.2. Charging Infrastructure

The EV Policy stipulated providing accessible public charging facilities within 3 Km travel from anywhere in Delhi as a key objective of the EV policy.

Audit observed that out of total 72 public charging stations, 61 per cent stations i.e. 44 stations were located in New Delhi and Central zone alone, whereas 24 per cent were in South West zone, 10 per cent in South zone, four

per cent in East zone and one per cent in West zone. Besides, rest of the zones viz. North Zone, North West Zone and North East Zone did not have any Public Charging Station even though these accounted for 52 per cent of the EVs registered in Delhi.

Thus, there was limited charging infrastructure available in Delhi and these were not evenly distributed.

DoT while admitting the fact stated (September 2021) that Delhi Transco Limited has proposed 100 more charging stations across Delhi.

DoT needs to ensure providing of sufficient number of fast charging stations for electric vehicles in Delhi at public accessible places.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted

The Department replied that the observation of Audit is noted, however, the conclusion regarding limited and unevenly distributed charging infrastructure requires to be viewed in the context of the phased and evolving nature of public charging infrastructure development under the Delhi EV Policy, 2020.

At the outset, it is submitted that the 72 Public Charging Stations (PCSs) referred to by Audit represent the initial phase of public charging infrastructure deployment in Delhi. These stations were largely established during the early implementation period of the policy, when site identification, grid connectivity, land availability, and inter-departmental clearances were key determining factors. Consequently, early installations were concentrated in zones where government land, public parking facilities, and electrical infrastructure were readily available, particularly in New Delhi and Central zones.

It is further submitted that the Delhi EV Policy follows a hub-and-spoke and demand responsive approach, wherein the initial public charging network was designed to ensure high visibility, reliability, and confidence building among early EV adopters, rather than strict zone-wise numerical parity. Central and New Delhi zones host a high concentration of commercial activity, government offices, fleet operations, and inter-zonal travel, making them strategic locations for early public charging stations with higher utilisation potential.

With respect to zones such as North, North West, and North East, it is clarified that the absence of PCS at that specific point in time does not indicate policy neglect but reflects constraints related to identification of suitable public land, electrical load augmentation, and coordination with local bodies.

It is further re-iterated that the development of Electric Vehicle charging infrastructure in the NCT of Delhi does not vest with the Transport Department alone. The nodal agency for development of EV charging infrastructure in Delhi is Delhi Transco Limited (DTL), as appointed by the Department of Power, GNCTD, vide order No. F.11(50)/2019/POWER/1057 dated 05.04.2019. Accordingly, planning, installation, and commissioning of charging stations were being undertaken by DTL

It is also pertinent to highlight that public charging stations constitute only one component of the overall charging ecosystem envisaged under the policy. A significant share of EV users—particularly two wheelers and three-wheelers— primarily rely on private and semi-public charging, including home charging, workplace charging, depot based charging, and battery swapping stations. These formats, which are more evenly distributed across residential and high-EV density areas, are not fully reflected in the Audit's observation, which is limited to PCS data alone.

In view of the above, it is submitted that while the initial distribution of public charging stations reflected implementation-phase constraints and strategic prioritisation, the Delhi EV Policy has adopted a dynamic and corrective approach to infrastructure rollout. The charging ecosystem in Delhi has since expanded significantly in both scale and spatial coverage, addressing the concerns of availability and equitable access raised by Audit.

As per the data gathered from DISCOMs, Delhi currently has over 8,000 charging points which signifies a crucial development since rolling out of EV Policy 2020.

Para : 5.1.3. Constitution of EV Board, EV Cell and EV Fund

EV Policy envisaged constitution of an EV Board for its effective implementation, a dedicated EV Cell for day-to-day implementation and a State EV Fund for funding the incentives offered in the policy.

Audit observed that the EV Board and EV Cell were not constituted. Besides this, an amount of ₹ 50.00 crore was allocated in Budget Estimates for

State Electric Vehicle Fund in 2020-21, however, in the Revised Estimates for 2020-21, the allocation was substantially reduced to ₹ 3.74 crore. Audit observed that the reduced allocation was also not utilized during 2020-21. Thus, none of the three i.e., EV Board, EV Cell and EV Fund were established.

DoT replied (October 2021) that it was under process of setting up of EV Board and EV Cell in DoT and Recruitment Rules for EV cell were being finalised. DoT also stated that the EV portal shall be updated at frequent intervals, to ensure that the latest status of approved models, and charging stations is available on portal for public use.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that the observation of Audit is noted, however it is pertinent to submit that Transport Department mooted the proposal for constitution of State Electric Vehicle Board on 15.07.2021. The proposal included the composition of State Electric Vehicle Board with the then Hon'ble Minister of Transport as its Chairman. However, the aforesaid proposal with file bearing CD no. 075504025 was pending with the then Hon'ble Minister of Transport, GNCTD till 03.05.2024. It is also pertinent to mention that meanwhile, a meeting was held on 03.09.2020 under the chairmanship of the then Hon'ble MoT to deliberate upon the procedure of subsidy disbursement till the State Electric Vehicle Board is constituted. As per the minutes of the meeting held on 03.09.2020, the then Secretary (Finance) informed that various issues have been observed in the proposal of Transport Department regarding creation of State EV Funds and further clarification will be required to examine the same. It was then discussed that it was not necessary to set up a Fund under the Act or the Rule and the same can be done with the approval of the Competent Authority. Therefore, after detailed discussion, the then Hon'ble MoT decided "that till such time the EV fund rules are finalized and notified, the fund may be made operational in DTIDC and proper guidelines may be issued" and "a separate account shall be opened in DTIDC. Proper accounting shall be maintained by designated officer of Transport Department. The guidelines for this fund, based on EV policy, will be worked out."

Consequently, DTIDC was requested to open the account for creation of State EV Fund to implement Delhi EV Policy 2020. It was also intimated that

the then Hon'ble MoT had already approved a proposal of ICICI Bank to use its gateway for disbursement of various incentives under the Delhi EV Policy 2020.

Para 5.2 **Non-Motorised Transport**

The Master Plan for Delhi - 2021 stipulates provision for non-motorised transport including provision of segregated cycle/NMT tracks and cycle sharing /rental system. Road owning agencies and concerned local bodies are responsible for implementation of these provisions. The Delhi Maintenance and Management of Parking Places Rules, 2019 stipulates preparation of the parking area management plans as per MPD 2021. It inter-alia stipulates utilization of on-street spaces for pedestrians/cyclists as top priority for general convenience of users. Audit observed that non-motorised vehicle (NMV) lane was available only in New Delhi Municipal Council (NDMC) area and on Mehrauli Gurgaon road. However, cycle tracks at Mehrouli Gurgaon road were encroached and full of obstacles.

Considering the fact that NDMC covers only 42.7 km2 out of 1483 km2 area of NCT of Delhi (i.e. less than 3 per cent), the provisions for non-motorised transport by the road-owning agencies were grossly inadequate.

Further, Audit noted that DoT allocated budget for 'Encouragement of Pedestrian and Non-Motorised Vehicles' every year during 2014-2021. However, it never utilised the same.

Thus, there was lack of concerted efforts by Government to promote and facilitate not-motorised transport in Delhi. The reply of Government was awaited (December 2021).

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that the Common Mobility Plan is being formulated by UTTI PEC and upcoming DUMTA which is overseen by DDA. AS soon as the report regarding CMP will be shared, steps shall be taken to address this point.

Para 5.3 **Congestion management**

Obstruction in free flow of traffic results in traffic congestion which leads to higher emission of pollutants in air. In this regard Audit observed the following:

Para 5.3.1. Lack of compliance to Graded Response Action Plan (GRAP) to restrict plying of specified vehicles

Pursuant to Supreme Court's order (December 2016) regarding air quality in National Capital Region, the Ministry of Environment, Forests and Climate Change notified (January 2017) a Graded Response Action Plan (GRAP)54 for implementation by EPCA in NCT of Delhi and NCR towns.

GRAP stipulated various steps to be implemented during events of high pollution levels persisting for extended periods. Regarding the vehicles, GRAP stipulated implementation of Odd-Even Scheme with minimal exemptions and restricting entry of trucks into Delhi, whenever PM2.5 or PM10 concentration values persisted above 300 mg/m3 or 500 mg/m3 respectively for 48 hours or more.

Audit observed that during January 2017 to March 2020, there were 95 occasions where these restrictions were to be put in place. It was, however, observed that DoT issued notifications implementing Odd-Even Scheme and restricting entry of trucks on five and eight occasions respectively during the said period.

Further, two-wheelers were exempted from the ambit and scope of Odd Even scheme on all five occasions. Audit observed that DoT/GNCTD did not obtain any expert opinion to assess the impact of providing exemptions to 75.56 lakh57 two wheelers (66 per cent of total registered vehicles) during odd even scheme before allowing such exemptions.

Thus, on majority of the occasions of high episodic pollution which warranted DoT to take mitigation measures as per GRAP, required action was not taken by GNCTD, defeating the objectives of GRAP.

DoT stated (October 2021) that audit observations have been noted for compliance, however, for implementing of odd even scheme, inadequacy of public transport was a constraint.

Action Taken by the Department

Transport Department:

In recent years, the Graded Response Action Plan (GRAP), governed by CAQM, has imposed various restrictions. This department consistently ensures compliance with all directives issued by CAQM under GRAP.

Audit observed that SOP prepared for implementing GRAP may be furnished by the Government.

The department replied that the Graded Response Action Plan (GRAP) is formulated and enforced by the Commission for Air Quality Management (CAQM). Each and every direction/ order/ circular/SOP issued by CAQM is available on its website and is in public domain.

Audit further observed that reply does not address the issue of lack of compliance to GRAP.

Further, with reference to the query of the Committee that reasons for not implementing GRAP restrictions may be intimated and whether SOP has been prepared by the Government for implementing GRAP?

The Transport Department vide reply dated 02.03.2026 informed that Since the implementation of the Graded Response Action Plan (GRAP) is done by the Commission for Air Quality Management (CAQM), the Transport Department has consistently ensured strict and timely compliance with all directions issued from time to time. The Department has implemented the GRAP measures in both letter and spirit, without any deviation.

Immediately upon issuance or revision of instructions by CAQM under GRAP, the Enforcement Wing of the Department activates its field machinery and undertakes necessary enforcement drives as per the prescribed provisions. All operational instructions are promptly disseminated to field units, and compliance action is initiated without delay to ensure effective ground-level implementation.

The Department maintains continuous coordination with concerned agencies and regularly monitors enforcement activities to ensure that the restrictions imposed under various stages of GRAP are properly adhered to. Field staff are duly briefed and sensitized regarding updated guidelines, and enforcement operations are intensified as per the severity level notified under

GRAP. Daily reports are being submitted to Environment Department with for their onward submission to CAQM.

In view of the above, it is respectfully submitted that the Transport Department has been proactive and diligent in implementing GRAP measures, and there has been no lapse or deficiency on the part of the Department in enforcing the directions issued by CAQM.

Para 5.3.2 Development of ISBTs at entry points

The CAG Report for the year ended 31 March 2018 had highlighted that Supreme Court's directions (1998) to GNCTD for setting up of two ISBTs at south-west and north entry points of Delhi to prevent entry of diesel propelled inter-state buses beyond periphery of Delhi, were not complied with.

GNCTD did not establish the two new ISBTs at Dwarka and Narela despite lapse of more than 23 years of Supreme Court's directions.

In the absence of ISBTs at entry points, diesel operated inter-state buses were forced to traverse the city to reach the existing ISBTs (Sarai Kale Khan and Kashmiri Gate).

DoT stated (November 2021) that the proposals for development of two new ISBTs were being worked out and it has been decided that Dwarka ISBT would be developed by PWD.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that in r/o development of ISBTs at entry points, updated status is given below: -

1. For construction of ISBT at Dwarka: -

a. DMRC has been appointed as consultant and the process will start on completion of all approvals from different government agencies, DTIDC will undertake the work accordingly.

2. For construction of ISBT Narela: -

a. The allotment of land is under process and construction will be taken upon thereon.

Audit further observed that the reply does not explain about inordinate delay in complying with the Hon'ble Supreme Court's directions and does not spell out definite timelines.

Further, with reference to the query of the Committee that What are the expected timelines for establishing new ISBTS at entry points of the city along with establishing ISBTs at Dwarka and Narela?

The Transport Department vide reply dated 02.03.2026 informed that Redevelopment of ISBT Sarai Kale Khan is under process. ISBT Dwarka and Bhaswla are under conceptualization stage and expected to be completed by the year 2029.

Para 5.3.3 **Steps to prevent Delhi becoming a trans-shipment zone for other states**

A High-Power Committee (HPC) on Air and Water pollution was set up as per direction of Lieutenant Governor on 13 May 2014 under the chairmanship of Chief Secretary, GNCTD to look in to the pollution level created by vehicles plying in Delhi. Audit noted that HPC had decided (May-July 2014) the following actions to mitigate air pollution in Delhi.

Para 5.3.3.1 **Development of Transport Nagars at entry points**

HPC directed the DoT to take action for coordinating with National Capital Region Planning Board (NCRBP) for development of Transport Nagars at entry points and framing of a freight management policy to prevent entry of goods vehicles beyond Delhi's periphery.

However, DoT did not take any action stating that development of Transport Nagars pertained to NCRPB, whereas the freight management policy was under the domain of Ministry of Road Transport and Highways (MoRTH), Ministry of Railways and State Transport Department.

The Comprehensive Action Plan (CAP) prepared by EPCA for NCR also required DoT to submit plans to improve rail-based freight traffic to reduce dependence on trucks by February 2018, wherein DoT was required to coordinate with NCRPB and Ministry of Railways.

However, DoT had not taken any initiative to coordinate with other concerned agencies for setting up of Transport Nagars and freight management policy to reduce dependence on trucks.

The reply of Government was awaited (December 2021).

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that it is being examined for feasibility.

Para 5.3.3.2 Shifting of Inland Container Depots (ICDs) to outside Delhi

An Inland Container Depot (ICD) is a container storage facility situated in the hinterlands, away from any major port. ICDs at Tuglaqabad / Patparganj contribute in major way for traffic which is not destined to Delhi. High-Power Committee recommended that DoT/DoE should take action for shifting of ICDs at Tuglaqabad and Patparganj to outside Delhi to avoid movement of trucks from ICDs to other states.

Audit observed that in this regard, DoT issued letters to ICD Tuglaqabad, DoE and Ministry of Finance, GoI in June/July 2014 after which no further action has been taken for last seven years. Similarly, DoE once sought (January 2015) views/inputs of Delhi Traffic Police on the matter, however, no follow up was done in this regard. Thus, DoE as well as DoT distanced themselves from taking proactive action in the matter.

DoE confirmed (September 2021) the facts and stated that no response was received from Delhi Traffic Police and thereafter shifting of ICD for decongestion of Mehrauli Badarpur road was taken up by PWD, GNCTD.

Thus, lackluster approach of the Departments kept important issues relating to decongestion on backburner and the directions of the High-Power Committee to mitigate the vehicular air pollution in Delhi remained not implemented.

DoE and DoT assured (October 2021) that necessary action will be taken by coordinating with Departments concerned.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department provided copy of the letter dated 09.01.2026 sent to Ministry of Commerce and Industry in this regard.

Para 5.4 Parking management

As of March 2021, more than 1.30 crore vehicles were registered in Delhi. While such high number of vehicles increase the vehicular traffic on roads, they also reduce the effective carriageway width and traffic flow speed because of unauthorized/excess parking on roadside/ kerb. To mitigate the vehicular emission arising out of congestion caused due to haphazardly parked vehicles, a comprehensive parking policy is imperative.

The NGT had also directed the Government to ensure that stagnation of vehicles and traffic congestion is avoided, particularly by prohibiting parking on main roads or metalled roads.

The Parking policy facilitates optimal utilization of available space. As per Point 2.5.1 of the CAP (April 2017), GNCTD, Local Bodies and Delhi Traffic Police were made responsible for preparation and finalization of parking policy and enforcement measures for implementation in Delhi. The CAP further described that policy would include enforcement strategies, parking pricing policy and parking management strategies and three months' timeline was provided for its implementation (i.e., by July 2017).

However, Audit observed that these provisions of CAP were not complied with. Audit observations are detailed in subsequent paragraphs.

Action Taken by the Department

NDMC:

In NDMC area, the details of all parking in NDMC is as under-: (i) Total parking lots - 136 nos. (ii) Total vehicles parking capacity in these lots -11,949 nos. (Four wheelers-8329 nos., Two wheelers- 3532 nos. , Buses – 88 nos.)

MCD:

The Government did not take any action to implement 'Delhi Management and Parking Places Rules, 2019' aimed at avoiding stagnation of vehicles and traffic congestion due to haphazardly parked vehicles. It also did not link granting/renewal of transport permit to vehicles with availability of parking space as envisaged under the Rules. Civic Agencies are responsible for preparing and implementing Parking Management Area Plan's in their jurisdiction as per the 'Delhi Management and Parking Places Rules, 2019'. RP Cell, MCD had prepared 17 PMAPs and submitted the same to GNCTD for its approval in 2020. Four (04) PMAPs have been approved by GNCTD out of which two (02) have been implemented on site. Two (02) PMAP's were approved by GNCTD in 2022, however they could not be implemented onsite due to local resistance. 13 PMAPs are still pending with GNCTD for approval. Thereafter, a meeting was held under the Chairmanship of Additional Chief Secretary cum Commissioner of (Transport) on 25/02/2025 in Delhi Secretariat to discuss the issues related to parking plans submitted and to be submitted by MCD. It was discussed that the PMAPs were submitted a long time back and were still pending with GNCTD for the approval. Accordingly, the PMAPs need to be reviewed and revised wherever necessary. RP Cell has initiated the process and the same is pending at the Zonal DC level. RP Cell is also in process of preparing new PMAPs.

In regard to granting/renewal of transport permit to vehicles with availability of parking space, no such permits are granted/renewed by RP Cell.

Audit observed that Government may intimate about the expected timeline for implementing 'Delhi Management and Parking Places Rules, 2019'.

The department replied that a draft parking policy was prepared by the Environment Pollution (Prevention and Control) Authority (EPCA) and published on the Transport Department's website on 14.06.2017 for comments and suggestions by the common public. To examine the views and suggestions received a committee was constituted under the chairmanship of Sh. OP Agarwal, CEO, WRI India (Then), Sh. KK Dahiya, Spl Commissioner, Tpt (Then), Member, other members included were from Centre for Science and Environment, DDA, Delhi Traffic Police and School of Planning and Architecture.

The salient features of the parking policy include civic agencies-Municipal Corporation of Delhi (MCD), New Delhi Municipal Corporation of Delhi (NDMC), Delhi Development Authority (DDA), Delhi Cantonment Board to

draft area parking plans. The base parking fee to be decided by the Commissioner of Transport and removal of junk vehicles on road.

To further monitor the progress of the parking policy an apex monitoring committee was constituted by then Minister of Transport, Sh. Kailash Gahlot in (Rule 2- Draft Rules of the "Delhi Maintenance and Management of Parking Rules 2017") of this policy making Minister (Transport), GNCTD as chairperson which shall review the proper implementation and compliance of these rules. The committee shall meet at least once in three months.

The first Apex Monitoring Committee meeting was held on 22.10.2021. In the meeting it was decided that the NDMC area will not be viable for overnight parking of transport vehicles owing to the VVIP housing area. Copy of the minutes of the meeting dated 25.02.2022 provided by the department.

In 2022 the Transport Department in a meeting held with the Principal Secretary-cum-Commissioner of Transport decided that the School of Planning and Architecture (SPA) may be roped in as the supporting institution for giving an active support to the civic agencies for preparation of parking management area plan.

It was mandated that the subcommittee should meet every fortnight and may suggest modifications/revisions to the Apex Monitoring Committee.

On 29.08.2024, an amendment was proposed on the Delhi Maintenance and Management of Parking gazette notification No. F No. 19 (05).TPT/Sectt/2017/63266 dated 23.09.2019 to shorten the timelines for auctioning of unclaimed vehicles to free up impounding spaces more efficiently and reduce the clutter of long-standing impounding vehicles. The timeline for issuing a notice to the owner should be reduced. Instead of the current 90 day period the amendment proposes to serve a seven day notice period after 30 days of impounding. If the vehicle is not claimed within this notice period it shall be put up for public auction. The matter is under process for approval of Hon'ble LG.

MCD being the Civic and Nodal Agency has the mandate to prepare and implement the Parking Management Area Plan (PMAP) in its jurisdiction as prescribed in Delhi Maintenance and Management of Parking Places Rules, 2019. Accordingly MCD had prepared and submitted 13 Parking Management Area Plans in 2020. In the recent meetings held under the Chairmanship of Additional Chief Secretary cum Commissioner of (Transport) on 25/02/2025 and 28/04/2025 in Delhi Secretariat, it was discussed that MCD shall review

the submitted PMAP's and re-submit the same. MCD has reviewed 11 Parking Management Area Plans and is submitting the following for approval and further necessary actions to GNCTD on 14.08. Presently, the plans submitted by MCD have been sent to the School of Planning and Architecture for their review and comments/suggestions. The Transport Department, GNCTD is awaiting their response.

Audit further observed that reply of the department does not intimate about the expected timeline for implementing 'Delhi Management and Parking Places Rules, 2019'.

Further, with reference to the query of the Committee that what is the expected timeline for implementing 'Delhi Management and Parking Places Rules, 2019? How many Apex Monitoring Committee meetings have been conducted since October 2021? Whether the Department has evolved any mechanism ensure utilization of parking fee for the development of parking infrastructure?

The Transport Department vide reply dated 02.03.2026 informed that Delhi Management and Parking Places Rules, 2019 is implemented. As per Rule 3 of the Delhi Maintenance and Management of Parking Places Rules, 2019 provides for the preparation of Area Parking Plans (APPs) by civic agencies in consultation with Resident Welfare Associations. Under the policy, the Municipal Corporation of Delhi (MCD), New Delhi Municipal Council (NDMC), Delhi Development Authority (DDA), and Delhi Cantonment Board (DCB) are responsible for preparing Area Parking Management Plans (APMPs). In 2022, the Transport Department decided that the School of Planning and Architecture (SPA) would act as the supporting institution to assist civic agencies in preparing these plans. The civic agencies are required to first prepare a preliminary/suggestive APMP and then submit it to SPA for vetting and further refinement. The MCD submitted 17 parking plans to GNCTD out of which four have been approved. So far, 13 APMPs have been vetted by SPA and submitted to MCD for necessary revisions and strengthening of the proposals. APMPs from NDMC, DDA, and DCB are still awaited.

The last Apex Monitoring Committee meeting was conducted on 22.10.2021. While the Apex Monitoring Committee met in 2021, the momentum of the parking policy has been consistently maintained through a series of proactive sub-committee meetings. The Parking Policy Sub-Committee convened on 13.07.2022, 06.10.2022, 22.02.2023, 25.02.2025, and 18.08.2025, reflecting sustained commitment, continuous oversight, and active

inter-departmental coordination to advance the effective implementation of the policy.

The Transport Department is entrusted with collection of the parking charges on both commercial and non-commercial vehicles at the time of their registration with the Transport Department and/or at the time of annual fitness as the case may be on behalf of Municipal Corporation(s) of Delhi and remit that amount to them after deducting the collection charges as determined by the MCD.

Transport Department is collecting the parking charges on behalf of MCD and transferring that amount to them after deducting 5% as collection charges. Further, it is informed that Parking charges have been levied by the Govt. under the provision of Delhi Municipal Corporation Act, 1957 and thus its utilization is supposed to be monitored by the Urban Development Department/ Directorate of Local Bodies GNCTD of Delhi being the Administrative Department.

Para 5.4.1 Inaction in implementation of Parking Rules

Though the parking rules were to be finalized by July 2017, Government notified the 'Delhi Management and Parking Places Rules (Parking Rules)' in September 2019. Audit observed that after notification of Parking Rules, no further action was taken to implement these Rules.

Action Taken by the Department

The Delhi Government is committed to implement the parking plans and vide letter dated 03.03.2025 civic agencies-MCD and NDMC were asked to prepare area parking management plans with a detailed status report.

MCD had prepared and submitted 13 Parking Management Area Plans in 2020 and vide letter dated 14.08.2025 after reviewing re-submitted 11 parking plans for review.

Vide e-mail dated 26.08.2025 the plans submitted by MCD have been sent to the School of Planning and Architecture (SPA) for their review and comments/suggestions. SPA is yet to submit their comments/suggestions. A reminder e-mail dated 08.12.2025 has also been sent to SPA.

NDMC in an email dated 18.08.2025 stated that a review of RFP in r/o qualification criteria is being look after by the Consultant i.e. M/s KPMG for further re-tendering process for the selection of agency to design, develop,

supply, implement, operate & maintain intelligent, integrated parking system in NDMC area for 155 parking sites.

Para 5.4.2. **Meetings of Apex Monitoring Committee not conducted**

The Delhi Maintenance and Management of Parking Places Rules-2019 stipulated that there shall be an Apex Committee headed by the Minister (Transport) GNCTD as chairperson and 15 members of various Departments/Agencies. This Committee was to review proper implementation of the policy and the Committee was to meet once in every three months.

Audit, however, observed that no meeting of Apex Monitoring Committee, was held as on June 2021.

DoT stated (November 2021) that meetings were held with stakeholders at Commissioner (Transport) level for parking management. However, no documents in support of the reply was provided to audit.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that a meeting of the Apex Monitoring Committee was held under the Chairmanship of Hon'ble Minister of Transport on 22.10.2021. In this meeting area parking plans were discussed by civic agencies, parking fee, overnight parking, charging facility for electric vehicles in parking lots, junk vehicles, parking/custody charges. Copy of the Minutes of meeting dated 25.02.2022 provided to the audit.

Audit further observed that reply does not show holding of meetings after October 2021.

Para 5.4.3. **Base Parking fees and Parking Plans not finalized**

Apex Monitoring Committee was also required to fix base parking fees on basis of recommendations of Base Parking Fee Committee.

Audit observed that though the Base Parking Fee Committee submitted its recommendations in October 2019, however, these were not acted upon by the Apex Monitoring Committee.

Parking plans were also required to be prepared within four months from the date of issuance of the notification. However, no parking plans were on record.

The reply of Government was awaited (December 2021).

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that a meeting of the Apex Monitoring Committee was held under the Chairmanship of Hon'ble Minister of Transport on 22.10.2021. In this meeting area parking plans were discussed by civic agencies, parking fee, overnight parking, charging facility for electric vehicles in parking lots, junk vehicles, parking/custody charges. Copy of the Minutes of meeting dated 25.02.2022 provided to the audit.

MCD and NDMC were asked to prepare area parking management plans.

MCD had prepared and submitted 13 Parking Management Area Plans in 2020 and re-submitted 11 parking plans on 14.08.2025 for review.

Presently, the plans submitted by MCD have been sent to the School of Planning and Architecture for their review and comments/suggestions. The Transport Department, GNCTD is awaiting their response.

NDMC in an email dated 18.08.2025 stated that a review of RFP in r/o qualification criteria is being look after by the Consultant i.e. M/s KPMG for further re-tendering process for the selection of agency to design, develop, supply, implement, operate & maintain intelligent, integrated parking system in NDMC area for 155 parking sites.

Audit further observed that reply does not provide expected timelines for finalization of Parking Plans and fixing of base parking fees.

Para 5.4.4. Grant/Renewal of transport permit not linked with proof of parking space

Rule 9 of Parking Rules, 2019 stipulated that permits of transport vehicles shall be granted or renewed only upon submission of proof of parking space for a period of at least one year from an authorized contractor of civic agencies w.e.f. three months after issuing a notification in this regard. However, this was not implemented.

The reply of Government was awaited (December 2021).

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that no such notification has been issued by Road Safety Branch, Transport Department.

Para 5.4.5. Utilisation of parking charges

In compliance of notification issued (July 2006) by Urban Development Department, GNCTD, DoT collects one-time parking fees at the time of registration of new vehicles and annual charges from commercial vehicles at the time of issuance of fitness certificates and remits it to Municipal Corporations of Delhi.

DoT, after retaining five per cent of the collected amount, remitted the amount to three Municipal Corporations viz. South Delhi Municipal Corporation (SDMC), East Delhi Municipal Corporation (EDMC) and North Delhi Municipal Corporation (North DMC). Such amount was to be utilized exclusively for construction of modern parking system in Delhi by Municipal corporation.

DoT collected ₹ 673.60 crore during 2014-15 to 2020-21, out of which ₹ 639.92 crore were remitted to three Municipal Corporations of Delhi and remaining ₹ 33.68 crore was retained by DoT.

Audit observed that DoT did not have any details of utilisation of funds collected by it from general public for the purpose of creation of parking facilities in Delhi despite regular remittances of the same to three Municipal Corporations. There was no correspondence on record between DoT and three

Municipal Corporations with regard to utilisation of funds reflecting lack of coordination among DoT and Municipal Corporations of Delhi, in the absence of which, the actual utilisation of funds for creation of parking facilities in Delhi could not be ascertained.

The EDMC informed (September 2021) that it collected ₹122.55 crore from DoT during 2014-21 for construction of modern parking system and it had allotted only ₹27.5860 crore for construction of multilevel car parking and commercial complex with modern parking facility in January 2015. It further stated that no other construction work is in pipeline.

Thus, GNCT of Delhi inspite of collecting parking fees at the time of registration of new vehicles and annual charges from commercial vehicles at the time of fitness, neither had details of parking facilities created by Municipal Corporations nor could it provide any document to show follow-up made with Municipal Corporations. Besides, EDMC has spent only 23 per cent of total funds received by it on creation of parking facilities. The SDMC and North DMC did not provide similar details on utilization of funds.

Although parking rules were notified by GNCTD, no follow-up action to fix base parking fees, prepare parking plans and linkage of transport permits with proof of parking space was taken by GNCTD. This rendered the notification of Parking Rules ineffective and poses risk of on street parking leading to congestion.

The reply of Government was awaited (December 2021).

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that the Delhi Government is committed to implement the parking plans and vide letter dated 03.03.2025 civic agencies-MCD and NDMC were asked to prepare area parking management plans with a detailed status report.

MCD had prepared and submitted 13 Parking Management Area Plans in 2020 and vide letter dated 14.08.2025 after reviewing re-submitted 11 parking plans for review.

Vide e-mail dated 26.08.2025 the plans submitted by MCD have been sent to the School of Planning and Architecture (SPA) for their review and

comments/suggestions. SPA is yet to submit their comments/suggestions. A reminder e-mail dated 08.12.2025 has also been sent to SPA.

NDMC in an email dated 18.08.2025 stated that a review of RFP in r/o qualification criteria is being look after by the Consultant i.e. M/s KPMG for further re-tendering process for the selection of agency to design, develop, supply, implement, operate & maintain intelligent, integrated parking system in NDMC area for 155 parking sites.

Para 5.5 Removal of stalled Buses on roads

Congestion on Delhi roads is also caused by broken-down buses on roads which is further aggravated due to time taken for their removal from the roads.

Para 5.5.1. DTC buses

DTC informed that a mechanism for removal of broken-down DTC buses from roads was in place and circulated to all concerned in September 2017. Depot Managers have been made responsible for ensuring that response recovery time for broken down buses is quick and must not exceed 30 minutes in any case.

Audit analysed the data of broken-down buses on roads vis-a-vis response time taken to remove the same from spots in respect of buses at 2661 out of 35 DTC Depots for the period 2014-2021. It was observed that there was a total of 3.57 lakh instances of break-down of buses on roads, i.e., 139 instances of break-down of buses on daily average basis. In 70 per cent (2.51 lakh) of these 3.57 lakh instances, it took more than 30 minutes to remove the buses.

Further analysis of data revealed that out these 2.51 lakh cases, the response time ranged between 31 minutes and two hours in 54 per cent cases, more than two hours up to four hours in 29 per cent cases and more than four hours in 17 per cent cases.

This reflects that the response recovery mechanism was not efficient to ensure quick removal of broken-down buses from roads. Broken-down buses on roads not only lead to denial of transport facilities to public but also cause congestion on roads.

DTC informed (March 2021) that for any delay in response time beyond four hours, fine equivalent to 50 per cent of average ticketed earning per bus per day during the month is imposed each time on the maintenance contractor.

The reply indicates that there was no penal provision for not removing broken down buses from roads for less than four hours.

Action Taken by the Department

DTC:

Removal of breakdown buses:

a. During year 2017 a SOP to control and minimize breakdowns of DTC buses as well to avoid traffic jam on road was prepared and immediately implemented. As per the SOP, breakdowns of DTC buses were demarcated under two categories Category-A and Category-B. Category-A breakdowns are on account of Tyre punctures, Starting trouble and Gear Defects in which case the breakdown bus cannot be moved to any other safer location without attending on the site. It was especially emphasized to attend the A-Category breakdowns within 30 minutes of being reported. In case of Category-B breakdowns mainly on account of Load not pulling, Air bellow defect, AC defect, Coolant leakage, Engine defect, Rear tyre puncture, Brake defect, Light defect, Passenger Gate Defect, Red Cell Glow Defect and any other defect, the bus can be moved from the main middle road to safer side location of road before being attended by the breakdown recovery team for smooth flow of traffic. It is ensured that all efforts are made by DTC as well as instructions passed to service providers i.e. M/s TATA Motors and M/s Ashok Leyland to attend the breakdown buses on line as early as possible as per the given SOP to avoid traffic jam/congestion on road on account of DTC bus breakdown. The same was also reiterated from time to time, latest vide letter dated 03-10-2024.

b. From time to time instructions have been issued to respective VMs to maintain sufficient numbers of mobile vans and teams for ensuring quicker removal of breakdown buses from road so as to avoid undue traffic congestion.

They have also been instructed for removal of breakdown buses in shortest possible time using nearest recovery team available.

c. In addition to this vide minutes of Meeting with M/s Tata Motors Ltd., M/s Ashok Leyland Ltd. and DTC officers chaired by MD DTC on 19-11-2020 regarding presentability of buses circulated vide letter No. Dy. CGM (M)/HQ/2020/206 dated 26-11-2020. Vide point No. 6 it was decided that

buses, wherever breakdown, must be got attended in minimum possible time and from nearest depot instead of necessarily parent depot.

d. The training has been given to drivers in consultation with concerned Service Providers to explain the system of immediately removing the breakdown bus from the spot and to free the bus wheels from the hydraulic jam situation and remove the bus from middle of road to side location to avoid traffic congestion due to breakdown.

e. DTC has issued directions to service provider/OEM for removal of breakdown DTC buses to reduce the response and clearance time within 15 minutes for breakdown buses by deploying cranes at strategic locations.

f. Penalties are also imposed on service provider in the event of breakdown as per AMC. The time limit of 4 hours has been reduced in new inducted e-buses, which is also reproduced as below: -

(a) **300 e-buses (200 JBM & 100 TML)** – In case of breakdown of a Bus during normal course of Operations, the Operator shall immediately inform the Control Centre and its maintenance team whereupon the Operator shall ensure speedy tow away of the affected Bus within {2 (two) hours} of breakdown. The Operator shall immediately provide a replacement Bus to complete the route after such Bus failure, failing which it will be deemed as an Operator Event of Default and the Operator shall be liable to pay Damages at the rate of 0.5% of the Performance Security per Bus.

(b) **1500 e-buses (TML)** – In case of a Breakdown of a Bus during normal course of Operations, the Operator shall immediately inform the Control Centre and its maintenance team whereupon the Operator shall ensure speedy tow away of the affected Bus within 2 (two) hours of the Breakdown. The Operator shall as soon as is reasonable practicable, provide a replacement Bus to complete the route after such breakdown, or shall transfer all (or as many as capacity permits) Users to the next Bus plying on the same Operational Route in order to minimize inconvenience to the Users, failing which it will be deemed as an Operator Default and the Operator shall be liable to pay Damages at the rate of 0.01% (zero point zero one percent) of the Performance Security for each such incident.

A penalty of Rs. 1000/- for each Breakdown /accident, if the loss of kilometers is more than 5% of schedule kilometers of that bus on that day. In case of non-rectification of infraction within stipulated time to resolve, any subsequent repetition shall attract penalty of next higher slab with a ceiling of

Rs. 3,000 per infraction. Thereafter, it will be binding on the Operator not to operate the vehicle till rectification of the bus related to infractions. Total infractions of all buses, shall be capped to 5 % of the total monthly due payments as per AMC.

Audit observed that Government may furnish details of break-down of buses on daily average basis during 2024-25 under the two categories and time taken to mitigate the issue in support of its assertion of improvement in the status.

The department replied that The Delhi Transport Corporation is committed to ensuring the smooth and efficient operation of its bus fleet, and has put in place a range of measures to effectively manage and mitigate bus breakdowns. The following steps outline the robust approach adopted by DTC to manage breakdowns:

1) **Breakdown Management System Application for Real-Time Reporting of Breakdown Buses**: To enhance the breakdown management process, DTC has introduced a dedicated Breakdown Management System (BDMS) application that allows real-time reporting of breakdown buses. This application is installed on the mobile phones of all bus conductors. The key advantage of this system is that it enables immediate reporting of any bus breakdown with accurate and precise GPS location tracking. Once a breakdown is reported, the system automatically notifies the technical team, providing them with the exact map location of the bus. This helps the team to respond quickly and deploy the necessary resources for prompt resolution.

2) **Breakdown Monitoring through Central Control Room with Clear SOPs**: All breakdown incidents are centrally monitored through the Breakdown Management System (BDMS) from the Central Control Room. This allows for real-time tracking and effective management of breakdowns across the Delhi. In addition, a Standard Operating Procedure (SOP) has been issued to streamline the process. The SOP clearly defines the roles and responsibilities of Depot Managers, ensuring accountability and prompt action. The Depot Managers are tasked with overseeing breakdown management, ensuring that buses are attended to without delay and resources are deployed efficiently to mitigate any operational disruptions.

3) **Deployment of Quick Response Teams (QRT) at Depot, Region, and Central Level**: To provide swift assistance and effective monitoring during bus breakdowns, Quick Response Teams (QRTs) have been strategically deployed at the Depots (70 Teams), Regions (04 Teams), and Central Levels (100 BQS

Teams). These teams are specially trained to handle breakdown situations and can respond immediately to any issue that arises. Their primary responsibility is to ensure that the breakdowns are addressed as quickly as possible, minimizing the time the bus is out of service and ensuring that it is either repaired or removed from the road promptly to reduce disruptions to traffic flow.

4) **Training of Drivers for Preventing Traffic Jams during Breakdowns:** As part of their proactive measures, all DTC bus drivers have been trained to ensure that when a bus breaks down, it does not contribute to traffic congestion. Drivers are instructed to release the brake pressure to allow buses to move to the side of the road. This allows the buses to be safely moved from the lanes, clearing the way for other vehicles, and ensures that traffic flow is maintained while waiting for a technical team or crane to remove the vehicle.

5) **Joint Training Session for Traffic Officials and Crane Operators**: A critical component in efficient breakdown management is the swift removal of stranded buses from high-traffic roads. DTC vide letter dt 07.03.2025 to the Special Commissioner of Police, Traffic, requesting a joint training session for its officials and crane operators. The training session aims to enhance coordination between DTC, traffic officials, and crane operators to ensure quick and effective removal of breakdown buses from key traffic zones. This training will focus on the measures for dealing with buses that need to be towed or relocated.

Audit further observed that reply of the department does not provide details of break-down of buses on daily average basis during 2024-25 under the two categories and time taken to mitigate the issue in support of its assertion of improvement in the status.

Para 5.5.2 **Cluster Buses**

Prior to May 2017, the broken-down buses were attended to by the respective concessionaires as per their obligation in terms of cluster wise concession agreements. During April 2015 to March 2017, the response time was beyond 30 minutes in 71 per cent (415 out of 581) instances of break-down of buses.

After June 2017, DIMTS developed a system of Unified Emergency Response Mechanism for attending broken-down Cluster buses on roads with Traffic alert by Traffic Control Room of Delhi Police, wherein recovery vans were to be deployed on 10 locations for prompt recovery.

Analysis of data, furnished by DoT, however, revealed that the response time did not improve during April 2017 to 17 December 202062 as the response time was beyond 30 minutes in 79 per cent (774 out of 981) instances of break-down of buses.

Further analysis of data revealed that of these 1189 cases of broken down buses (415 during 2014-17 and 774 during 2017-21), the response recovery time ranged between 31 minutes to two hours in 97 per cent cases, two to four hours in two per cent cases and more than four hours in one per cent cases.

Hence, the response time to remove the stalled buses from road remained high. This causes congestion and idling of vehicles for longer duration, causing higher emission.

DoT stated (November 2021) that to improve response recovery time, it had recently directed for removal of stalled buses by the nearest bus depot. Further, to facilitate timely removal of stalled buses, a Data Centre has been opened where buses are tracked in real time.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that the following steps outline the robust approach adopted to manage breakdowns:

1) **Breakdown Management System Application for Real-Time Reporting of Breakdown Buses**: To enhance the breakdown management process, DTC has introduced a dedicated Breakdown Management System (BDMS) application that allows real-time reporting of breakdown buses. This application is installed on the mobile phones of all bus conductors. The key advantage of this system is that it enables immediate reporting of any bus breakdown with accurate and precise GPS location tracking. Once a breakdown is reported, the system automatically notifies the technical team, providing them with the exact map location of the bus. This helps the team to respond quickly and deploy the necessary resources for prompt resolution.

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4) **Training of Drivers for Preventing Traffic Jams during Breakdowns**: As part of their proactive measures, all DTC bus drivers have been trained to ensure that when a bus breaks down, it does not contribute to traffic congestion. Drivers are instructed to release the brake pressure to allow buses to move to the side of the road. This allows the buses to be safely moved from the lanes, clearing the way for other vehicles, and ensures that traffic flow is maintained while waiting for a technical team or crane to remove the vehicle.

5) **Joint Training Session for Traffic Officials and Crane Operators**: A critical component in efficient breakdown management is the swift removal of stranded buses from high-traffic roads. DTC vide letter dt 07.03.2025 to the Special Commissioner of Police, Traffic, requesting a joint training session for its officials and crane operators. The training session aims to enhance coordination between DTC, traffic officials, and crane operators to ensure quick and effective removal of breakdown buses from key traffic zones. This training will focus on the measures for dealing with buses that need to be towed or relocated.

Audit further observed that supporting documents/data not provided in support of its assertion by the Department.

Further, with reference to the query of the Committee that how many buses broke-down on daily average basis during 2024-25 and time taken to mitigate the issues?

The Transport Department vide reply dated 02.03.2026 informed the following: -

Year 2024-25	**Total No. Trips operated Monthly by Buses**	**Total No. of Break Downs (For Cluster Buses) for the month**
Apr-24	1203510	9498
May-24	1195732	13393
Jun-24	1179060	12921
Jul-24	1222530	13094
Aug-24	1221989	14072
Sep-24	1196100	13218
Oct-24	1184479	9917
Nov-24	1106580	7497
Dec-24	1022984	6661
Jan-25	952537	4805
Feb-25	937516	4858
Mar-25	1006384	4582
Total	**13,462,401**	**114516**

Para 5.6 Restriction on number of registration of Vehicles under the same name

The NGT had directed (December 2017) the GNCTD to put a cap on the number of vehicles of all kinds that could ply in NCT of Delhi. Accordingly, the GNCTD was to formulate a policy of putting higher registration fee and road tax on purchase of second vehicle by the same person, body, company, society or trust.

However, the Government was yet to act upon the NGT's directions as relevant details such as person, body, company, society or trust having second vehicle in the same name, were not maintained.

DoT stated (September 2021) that no action could be taken with regard to restriction on registration of vehicles as capping/limiting registration of vehicles under MVA, 1988 was beyond the power of DoT, GNCTD.

The reply may be seen from the perspective that DoT failed to even refer the issue to Ministry of Environment, Forest and Climate Change (MoEFCC) or Ministry of Road Transport & Highways (MoRTH), GoI or to show any study or assessment done to exhibit compliance to directives of NGT for imposing limit on vehicles on road for mitigating vehicular emission in Delhi.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that it is not feasible to put a cap on the number of different kinds of vehicles in NCT of Delhi. As it will cause loss to the exchequer because either people will register the vehicle in a name of other person who is not having a vehicle on a particular address or vehicle will be registered in neighboring state but it will ply in Delhi. Further, it will also cause a reason for security because the person who is driving the vehicle will be registered on any other person's name and address or it will be registered in neighboring state.

Audit further observed that reply of the Government defies directives of NGT.

Further, with reference to the query of the Committee that what steps have been taken by the Government to comply with the directives of NGT?

The Transport Department vide reply dated 02.03.2026 informed that in compliance to the directions of the Hon'ble NGT, the 10 years old diesel vehicles and 15 years old petrol vehicles are being treated as End of Life vehicles and NOC is being issued to other states as per direction of Hon'ble NGT. In addition to this, the department initiates the drive to seize end of life vehicles BS III & below emission standard and scrap by the authorized RVSF.

Para 5.7 **Public Awareness**

Para 5.7.1 **Inadequate campaigns**

The HPC directed (June-July 2014) DoT to conduct public awareness campaigns for mitigation of air/vehicular pollution. The Ministry of Environment, Forests and Climate Change, GoI had also recommended (February 2015) that DoT and DoE take up public awareness campaigns to

inform the public that pollution checks and proper operation and maintenance of vehicles reduces fuel consumption, improves life of vehicles and ambient air quality. DPCC also directed (February 2016) DoT to launch extensive awareness drives against polluting vehicles.

Audit, however, observed that DoT released advertisements/ public notices in print media only 11 days during 2015-16 to 2019-20.

Thus, public awareness campaign regarding adverse effects of vehicular pollution and its mitigation was inadequate.

DoT agreed (November 2021) to the audit contention that consistent public awareness campaigns are the need of the hour to achieve the intended benefits.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that for public awareness campaigns for mitigation of air/vehicular pollution. This department is sending Automated SMS alerts to registered vehicle owners for PUC renewal on the following timelines:

- One month before expiry
- Fifteen days before expiry
- Seven days before expiry
- On the date of expiry

It is submitted that in previous years the Environment Department, GNCTD, has undertaken a public awareness campaign under which Civil Defence volunteers had been engaged and deployed at major traffic intersections and signalised junctions across the city. These volunteers were stationed at red lights and displayed handheld placards/billboards carrying the message “STOP ENGINE ON RED LIGHT – SAVE FUEL, SAVE AIR”, with the objective of sensitizing motorists to reduce unnecessary idling, conserve fuel, and curb vehicular emissions.

Further, to educate the public and enhance awareness regarding vehicular pollution, the Environment Department issued a notification vide F. No. 10(39)/ENV/2021/7281– 99 dated 17-12-2025, stipulating that under GRAPIV conditions, fuel shall not be dispensed to motorists without a valid

PUC certificate. In this regard, a public awareness campaign was recently conducted, and DTC staff was deployed at most fuel stations for both enforcement and public education.

Para 5.7.2 Car-free days

Every year on or around 22 September, cities across the globe celebrate World Car-free Day to encourage motorists to give up their cars for a day and to use either public transport or non-motorized transport like cycle. The event highlights numerous benefits of going car-free including reduced air pollution and the promotion of walking and cycling in a safer environment.

On similar lines, GNCTD organised a car-free day on 22 October 2015 on the stretch of roads between the historic Red Fort and India Gate, followed by another car-free day on 22 November 2015 in Dwarka. Thereafter, GNCTD decided (December 2015) to organize a car free day in Delhi on 22nd of every month.

The Centre for Science and Environment (CSE) monitored the complete stretch dedicated to the first car-free campaign and found a drop of 60 per cent in PM 2.5 levels compared to that observed on the previous day that was neither a holiday nor a car-free day.

It was, however, observed that car-free days were organised only up to March 2016, and discontinued thereafter. The campaign was discontinued without any impact assessment, despite the fact that preliminary analysis of AQI data indicated positive impact of the campaign.

DoT stated (November 2021) that at present there were no plans to organize car free days.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that it is being examined for feasibility.

Para 5.7.3 Countdown timers at traffic signals

The countdown timers installed at Traffic Signals assist drivers in taking an informed decision, as to whether the vehicle ignition can be switched off, which ultimately helps in reducing emission when engine is idling at traffic signals.

As per the information provided by Delhi Police, there were total 1029 traffic signals and 1018 countdown timers installed at these traffic signals across Delhi, as of March 2020. Audit test checked (September-October 2020) 115 (11 per cent of total) traffic signals and countdown timers at signals covering various T-points/crossings across Delhi by conducting physical inspection. It was observed that timers were not installed on seven signals and were installed but not working at 39 signals. Thus, 40 per cent countdown timers were not functional. Audit also noted that no specific advisory exists for switching off vehicle engines at traffic signals considering idle waiting time.

Improper functioning of traffic signals, countdown timers and absence of advisory on signals lead to lack of information about wait time for drivers, resulting in indecision to switch off/on engines to conserve fuel and prevent avoidable idling of vehicles. The reply of Delhi Traffic Police was awaited (December 2021).

DoT agreed (November 2021) to the audit point and stressed the need for an intelligent traffic system and also informed that it is in the process of collaboration with Google (R&D) for this purpose.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that The Delhi Traffic Police deals with traffic signals. A letter dated 05.01.2026 has been sent to the Delhi Traffic Police to install countdown timers at traffic signals.

Para 5.9 **Recommendations**

Recommendation #16: Government needs to take continuous and sincere initiatives to encourage adoption of electric vehicles, especially setting up more and quicker public charging stations and regular updating of the EV Portal.

Recommendation #17: ISBTs at Dwarka and Narela may be established on priority so as to avoid the necessity for inter-state buses to traverse Delhi. Shifting of Inland Container Depots to outside Delhi needs to be expedited.

Recommendation #18: Car-free days, Vehicle free Green zones, increase in parking fee, pedestrian & bicycle lanes require more frequent imposition and implementation with accessible and pollution-free public transport. Clean energy plan should be promoted for suitable adoption by the public.

Action Taken by the Department

The Audit observed that a reasoned reply, with supporting documents, may be submitted.

The Department replied that DoT is in advanced stages of drafting Delhi EV Policy 2.0 wherein EV purchase incentives, scrapping incentives of old ICE vehicles are being proposed. Additionally, focus on developing charging infrastructure in the city is also envisaged, for smoother transition to EVs

Sincere efforts are being initiated to establish ISBTs at entry points at Narela and Dwarka by vigorous persuasion with land allotment agency DDA (for Narela) and the consultants DMRC (for Dwarka).