

STA, Delhi from time to time comes out with schemes to grant stage carriage permits. Routes and number of vacancies on a particular route are decided on the basis of traffic demand and convenience of the commuters. Details of different schemes as on 01.07.2006, are as under: -

S.No.	Scheme/ Category	Year of introduction	No. of initial permit	Present fleet as on 01.7.06
1.	Pre 1950 stage carriage operation	1940 to 1950	108	--
2.	Old scheme	1971	100 Mini buses	62
3.	Ex-Servicemen Scheme	1973-74	120 Mini buses	59
4.	Graduate Scheme	1975	100 Mini buses	74
5.	Scheme for SC/Sts	1981	68	22
6.	Point to point Scheme	1982 (during Asiad)	300	129
7.	Luxury (White Line Scheme)	1991	100	63
8.	Red Line/ Blue Line Scheme	1992	3000	957
9.	Suvidha Ex/DTC	1993	609	239
10.	New Scheme for CNG buses.	2002	637 (as on 13.12.02)	679
11.	Erstwhile Km scheme	2002	2772	2134
12.	SC/96 scheme	2003	96	94
	Total		8010	4512

Upto the year 2001, there were approximately 1000 bus routes which were created and the permits were issued under different scheme. Many of these routes were overlapping, parallel and without via. Hence, there was need to rationalize these routes. In the year 2002, STA with the help of DTC identified 650 routes known as rationalized routes. A Committee was constituted known as

Unified Time Table Committee consist of officers of STA, DTC and representative of various transporters associations which was also assigned work of recommending proximate rationalized routes to the non-rationalized routes. This exercise of rationalization of routes has been almost complete and now all the stage carriages have been put on 685 rationalized routes, which include the 35 routes created/ retained in addition to the 650 rationalized routes. Presently, there are 4512 private stage carriage buses and about 3000 DTC buses operating on these routes.

It is further mentioned that no fresh scheme for issuance of stage carriage permit has been brought by STA after 2003 only readjustments of stage carriage permits of various routes have been done on the recommendation of UTT Committee by way of merging non-rationalized routes to proximate rationalized routes.

UTT Committee has representation of officers of DTC, who are well conversant with the changing traffic demand, and also the representative of Transport Associations. The recommendation given by UTT Committee to change the route of bus operating on non-rationalized to rationalized routes have to be based on the demand of traffic on particular route. Readjustment of stage carriage permits operating on non-rationalized routes and single bus routes to the proximate rationalized routes is undertaken keeping in view the need to ensure that it does not affect the route adversely but by readjusting such route operation is regulated smoothly. At present, there are 4512 buses operating on 685 routes are meeting the traffic demand of Delhi.

The details regarding private buses permit wise on these routes are displayed on web site of Transport Department, which can be visited by clicking on the following url : <http://www.transport.delhigovt.nic.in/permitdata/main.asp>

DTC operates 2955 buses on 492 routes. The list can be accessed in DTC website by clicking in the following url: <http://www.dtc.nic.in/>

Bus permits on each bus route can not be fixed on permanent basis. This is a dynamic process and status may change from time to time in view of the changing traffic demand. For example, after commencement of Metro Rail, several bus routes have been effected and traffic demand on these routes is prone to change or witness nodal shift. STA is working on a policy to identify the Metro affected bus routes and after ascertaining the vacancies on the various routes, the re-adjustment or shifting of bus permits on various routes, may be allowed as per policy, finalized by STA Board in its meeting held on 7.4.2006 & 18.4.2006 (minutes available at url: <http://www.transport.delhigovt.nic.in/>)
