

GOVERNMENT OF INDIA
MINISTRY OF HOUSING AND URBAN AFFAIRS
RAJYA SABHA
UNSTARRED QUESTION NO. 1042
ANSWERED ON 09/02/2026

OPERATIONAL AND FINANCIAL STATUS OF DELHI METRO

1042. MS. SWATI MALIWAL:

Will the Minister of HOUSING AND URBAN AFFAIRS be pleased to state:

- (a) the average monthly ridership of the Delhi Metro during each of the last five years, along with train frequency during peak and non-peak hours;
- (b) the annual revenue generated and operating expenditure incurred in the same period, including profit or loss;
- (c) whether overcrowding has increased recently and, if so, the steps taken to enhance train frequency, add new rakes and expand network coverage;
- (d) the status of ongoing and proposed Delhi Metro expansion projects, their completion timelines and expected additional passenger capacity; and
- (e) the measures taken by DMRC to improve financial sustainability, operational efficiency and service quality?

ANSWER

**THE MINISTER OF STATE IN THE MINISTRY OF HOUSING AND URBAN AFFAIRS
(SHRI TOKHAN SAHU)**

(a): The details of the average daily ridership are as per Annexure-I. Presently, train frequency ranges from 2 minutes 49 seconds to 10 minutes and from 3 minutes 30 seconds to 12 minutes during peak and non-peak hours respectively, along different operational lines of DMRC.

(b) : The details of the revenue generated and expenditure incurred are as per Annexure-II.

(c) & (d): During last five years, 128.503 kms have been sanctioned to the network of Delhi Metro. Further, the details regarding sanctioned Delhi Metro Projects are as per Annexure-III.

(e): The measures taken by DMRC to improve financial sustainability, operational efficiency and service quality are as under:

- Achieved operational self-sufficiency through a balanced mix of Fare Box Revenue and Non-Fare Box Revenue (NFBR) through property business, property development, external projects, and consultancy services.
- Reduced energy-related operational costs by adopting solar power, meeting about 33% of total energy demand and 65% of daytime requirements from renewable sources. Further, achieved 30–40% savings in traction energy through regenerative braking. Also, advancing towards round-the-clock renewable energy usage through implementation of Battery Energy Storage Systems (BESS).
- Implemented India's first fully automated Unattended Train Operations (UTO) on Magenta and Pink Lines (approx. 97 km), enhancing safety, capacity, operational flexibility, and reducing operating costs. Further, leveraged IoT sensors, machine learning, centralized dashboards, and automated workflows to enable condition-based maintenance, improving asset reliability, uptime, and operational efficiency.
- Optimized system performance through advanced automation and data-driven decision-making.

- Developed a universally accessible metro system with seamless multimodal integration including buses, auto/e-rickshaws, cabs, bike rentals, railways, RRTS stations, and airport terminals.
- Progressed towards a Mobility-as-a-Service (MaaS) framework, integrating metro, buses, ride-sharing, parking, and last-mile connectivity into a unified digital ecosystem.
- Introduced the Ease of Booking initiative with multiple digital ticketing options such as Smart Cards, NCMC, Virtual Smart Cards, and QR tickets. Further, enabled ticketing across platforms including Delhi Metro Sarthi App, WhatsApp, PayTM, PhonePe, Rapido, and ONDC, along with digital integration with Railways, RRTS, buses, and Rapid Metro Gurugram.

ANNEXURE REFERRED TO IN REPLY TO PART (a) OF THE RAJYA SABHA UNSTARRED QUESTION NO. 1042 FOR ANSWER ON 09.02.2026 REGARDING OPERATIONAL AND FINANCIAL STATUS OF DELHI METRO ASKED BY MS. SWATI MALIWAL

DETAILS OF AVERAGE DAILY RIDERSHIP OF DELHI METRO DURING THE LAST FIVE YEARS:

Financial Year	Average Daily Ridership (in lakhs)
2021-22	39.75
2022-23	55.77
2023-24	64.92
2024-25	69.16
2025-26 (Till Dec, 2025)	70.86

ANNEXURE REFERRED TO IN REPLY TO PART (b) OF THE RAJYA SABHA UNSTARRED QUESTION NO. 1042 FOR ANSWER ON 09.02.2026 REGARDING OPERATIONAL AND FINANCIAL STATUS OF DELHI METRO ASKED BY MS. SWATI MALIWAL

DETAILS OF REVENUE GENERATED AND EXPENDITURE INCURRED:

Year	Revenue (in crores)	Operating expenditure (in crores)	Operating Surplus/(Deficit) (in crores)
2020-21	876.98	2638.21	-1761.23
2021-22	1975.99	3226.91	-1250.92
2022-23	3633.18	3573.31	59.87
2023-24	4204.20	3832.68	371.52
2024-25	4600.62	4187.83	412.79

ANNEXURE REFERRED TO IN REPLY TO PART (c) & (d) OF THE RAJYA SABHA UNSTARRED QUESTION NO. 1042 FOR ANSWER ON 09.02.2026 REGARDING OPERATIONAL AND FINANCIAL STATUS OF DELHI METRO ASKED BY MS. SWATI MALIWAL

DETAILS REGARDING SANCTIONED DELHI METRO PROJECTS:

S. No.	Name of the Project	Sanctioned Date	Length (in Kms)	Total Cost (Rs. In Crore)	Projected Ridership (as per DPR)	Physical Progress
1.	Delhi Metro Phase IV (03 Priority Corridors)	02.01.2020	65.202	24948.65	9,72,000 (2031)	74.55%,
2.	Delhi Metro Phase IV (Remaining 2 corridors)	28.03.2024	20.762	8399.81	5,01,487 (2031)	Preliminary Works Started
3.	Delhi Metro Phase IV (Remaining 1 corridor) (Rithala – Kundli)	03.01.2025	26.463	6230.99	1,26,000 (2028)	Preliminary Works Started
4.	Delhi Metro Phase-V(A) Project: Extension of Line – 8 Corridor from Ramakrishna Ashram Marg to Indraprastha (via Central Vista) and Extension of Aerocity-Tughlakabad Corridor (Line-10) on both ends i.e. (a) from Tughlakabad to Kalindi Kunj & (b) from Aerocity to Indira Gandhi Domestic (IGD) Airport Terminal-1	07.01.2026	16.076	12,014.91	2,61,038 (2028)	Preliminary Works Started