**GOVERNMENT OF INDIA**
**MINISTRY OF ROAD TRANSPORT AND HIGHWAYS**

**LOK SABHA**
**UNSTARRED QUESTION NO. 4679**
**ANSWERED ON 21ST AUGUST, 2025**

**InvIT ISSUE BROUGHT BY NHAI**

**4679. MR PATHAN YUSUF:**

**Will the Minister of ROAD TRANSPORT AND HIGHWAYS**
सड़क परिवहन और राजमार्ग मंत्री

**be pleased to state:**

**(a) whether the National Highways Authority of India (NHAI) has decided to set aside rupees 25,000 crore worth of units for retail investors in its Infrastructure Investment Trust (InvIT) issues during the current fiscal year, if so, the details thereof;**

**(b) whether the Government is aware that skipping the lowest-bidder system in awarding Detailed Project Report (DPR) contracts may lead to allegations of favouritism or cost inflation, if so, the details thereof;**

**(c) the mechanisms being planned to ensure fair competition;**

**(d) the reasons for shifting from the traditional Engineering, Procurement and Construction (EPC) model to the InvIT model for monetization of highways; and**

**(e) whether any independent economic impact study has been conducted regarding the longterm consequences of such privatisation, if so, the details thereof?**

**ANSWER**
**THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS**

**(SHRI NITIN JAIRAM GADKARI)**

**(a) The Government has decided to set up a Public InvIT in addition to National Highways Infra Trust (NHIT). However, the size of the bundle of the National Highways or the extent of offerings for retail investors is to be decided.**

**(b) & (c) The Government has come across a number of quality, quantity as well as design issues in Detailed Project Reports (DPRs) leading to frequent changes of scope, etc. To solve these issues and in order to ensure fair competition, Government is contemplating to award the work of DPR Consultancy based on H-1 bidder which shall be decided through QCBS (Quality and Cost Based Selection) process. The system envisages a fair and objective assessment of past performance as well as credentials and capacities of the DPR consultants and bidding to be undertaken on the performance back guarantee.**

**(d) Engineering, Procurement and Construction (EPC) is one mode of construction of highways through competitive bidding process where as InvIT model is a monetization of constructed highways adopted by the Government. As such, there is no question of EPC mode competing with InvIT.**

**(e) The Government has undertaken monetization of National Highways under National Monetization Pipelines, whereby only tolling rights are auctioned to Concessionaires through a transparent bidding process (SEBI-regulated book building and bond issuing process in case of InvIT) for a fixed period after which the tolling rights revert to the Government. In all cases, the road assets remain vested in the Government and user fee (toll) charges are in accordance with Rules made under the National Highways Act, 1956.**

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