

**GOVERNMENT OF INDIA  
SHIPPING, ROAD TRANSPORT AND HIGHWAYS  
LOK SABHA**

STARRED QUESTION NO:383  
ANSWERED ON:20.12.2005  
TOLL TAX ON NATIONAL HIGHWAYS  
Bishnoi Shri Jaswant Singh;Singh Shri Uday

**Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:**

- (a) the norms prescribed for allotment of toll barriers on the national highways in the country;
- (b) whether the Government proposes to close down some toll barriers;
- (c) if so, the details thereof alongwith the number of toll barriers on the national highways in the country, State-wise;
- (d) the details with regard to the toll fixed by the Government on the national highways and also for the roads constructed under Build, Operate and Transfer (BOT) basis;
- (e) whether the Government proposes to exempt farmers from paying toll tax;
- (f) if so, the details thereof;
- (g) whether the Government proposes to get the national development projects on BOT basis funded from the nationalised banks; and
- (h) if so, the details thereof alongwith the steps taken/proposed to be taken in this regard?

**Answer**

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T. R. BAALU)

(a) to (h) A Statement is laid on the Table of the House  
STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (h) OF LOK SABHA STARRED QUESTION NO. 383 FOR ANSWER ON 20TH DECEMBER, 2005 ASKED BY SHRI JASWANT SINGH BISHNOI AND SHRI UDAY SINGH REGARDING TOLL TAX ON NATIONAL HIGHWAYS.

- (a) The different norms adopted for allotment of toll barriers are as under:
- i. In case of user fee (toll) based BOT Projects, the concessionaire collects user fee directly.
  - ii. In respect of Public Funded Projects, user fee collection is undertaken in either of the following ways:
    - o Departmental collection where collection accrues to Government by engaging Operation and Maintenance contractor having responsibilities, among others, of collection of user fee (toll) or by engaging ex-serviceman sponsored by the Directorate General of Resettlement, Ministry of Defence or by other societies of ex-servicemen.
    - o By auctioning the toll engaging a private contractor based on competitive bidding.
    - o Collection directly by the State Public Works Department (PWD).

(b) & (c) No, Sir. However, sometimes relocation of toll plazas is done to meet administrative and technical requirements.

(d) The details of the capping rates for user fee fixed for projects involving conversion of existing two-lanes into four-lanes National Highway sections and for bridges are as under:

Conversion of existing two-lanes into four-lanes of National Highways

Type of vehicle prices	Capping rate at June 1997
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Car or Jeep or Van	Rs.0.40 per km
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Light commercial vehicles	Rs.0.70 per km
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Truck or Bus	Rs.1.40 per km
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Heavy construction machinery and earthmoving equipment Rs.3.00 per km

#### Toll rates (Rs. per vehicle) on bridges including approach roads

Initial cost of the bridge and its approaches (Rs. in crores)

	Cars /Jeep, Light Vehicles	Truck/Buses and etc. Commercial Multi Axle Vehicles	Minibuses
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Below 50 ( )	5	10	15
50-75	10	10	25
75-100	10	15	30
100-125	15	20	40
125-150	15	20	40
150-200	15	25	50
Above 200	20	30	60

( ) Bridges costing more than Rs.25 lakhs and completed and opened to traffic between 1st April 1976 and 1st May, 1992; more than Rs.100 lakhs upto 3 rd December 2001 and thereafter costing more than Rs.500 lakhs only will be tolled.

The fee rates for BOT projects for four-laning are generally as per above table. For other BOT projects, rates are fixed keeping in view expenditure involved in construction, maintenance, management, operation, interest on capital, reasonable return and traffic.

(e) & (f) Levy of user fee (Toll) is with reference to type of vehicle and not by occupation of the owner.

(g)&(h) It is for the BOT Concessionaire(s) to get funding from any source which could also include nationalized banks.