

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

**LOK SABHA
UNSTARRED QUESTION NO - 3183
ANSWERED ON 18th DECEMBER 2025**

CONSTRUCTION OF GREENFIELD EXPRESSWAY

3183. SHRI AMAR SHARADRAO KALE:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

- (a) the specific targets set for Greenfield Expressway construction for the remaining part of the financial year 2025-26;**
- (b) the manner in which the ministry is using the InvIT mechanism to monetise highway assets and generate fresh capital after August 2025;**
- (c) whether any new policy has been adopted to expedite land acquisition by streamlining the compensation process, if so, the details thereof;**
- (d) the progress in the implementation of Satellite-Based Toll Collection System (SBTC) on major corridors, and**
- (e) the measures taken by the Ministry to promote the use of recycled materials like plastic and fly ash in road construction?**

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

- (a) The Government in the Ministry of Roads Transport & Highways has set a target of construction of National Highways (NHs) for about 10,000 km for the current Financial Year 2025-26 including Greenfield Expressways.**

(b) The following strategy is adopted while monetizing highways assets through InvIT mechanism:

(i) Structured Identification of Appropriate Projects and Preparation of an Asset Register: An asset register will be created which will include a list of highway assets that will be attractive to road infrastructure players and private investors looking to participate in National Highways Authority of India (NHAI)'s asset monetization program;

(ii) Technical and Traffic Evaluation of Asset: A 360-degree evaluation of the asset will be done using field investigations to determine the existing quality of the asset, its capacity augmentation requirements (if any), and its revenue potential (with respect to traffic);

(iii) Fair Asset Valuation: The reserve price of the assets needs to be determined fairly and it should be ensured that the awarded amount of each monetized bundle (monetized through InvIT) is mandatorily greater than the bundle's reserve price, i.e., IECV (Initial Estimated Concession Value);

(iv) Asset Categorization: Once technical evaluation and traffic estimation of individual assets has been determined, assets will be categorized into various classes based on toll revenue per km and toll revenue growth rate;

(v) Identification of Asset Bundles: Once eligible assets have been shortlisted, they will be pooled together to create bundles that are of sizeable value and attractive to potential investors;

(vi) Execution of Monetization Process and Timing of Operations: Once bundles of adequate size and attractiveness are identified, they will be issued for bidding in the investor markets. The bundles will be issued on an annual basis by NHAI, depending on prevailing market conditions. Timelines of the process along with all necessary information will be provided at bidding stage.

(vii) 9 stretches of total length 536.5 km have been identified for monetisation under InvIT to generate fresh capital after August 2025. The proceeds from monetization are deposited into the Consolidated Fund of India.

(c) The Government, through its platform, BhoomiRashi portal, has digitized various stages of notification pertaining to the acquisition of the land. The portal supports the plotting of the GIS based land acquisition maps, and is integrated with Public Financial Management System (PFMS) for disbursement of compensation. It is now further integrated with Aadhaar for facilitating payment compensation.

(d) Government has taken up Automatic Number Plate Registration (ANPR) based barrier-free Electronic Toll Collection (ETC) System on National Highways (NHs). So far works on 10 Toll Plaza stretches have been awarded and Bids have been invited in another 6 toll Plaza stretches.

Satellite-based user fee collection system have not been taken up so far in view of security and privacy considerations and overall operational control.

(e) Adoption of recycled materials like plastic and fly ash in highway construction is a continuous process. NHs Projects are generally implemented on Engineering, Procurement & Construction (EPC)/Hybrid Annuity Model (HAM)/Build-Operate-Transfer (BOT) mode where contractor / concessionaire carry out their own design in accordance with applicable manual, standards / guidelines / codes, etc. and then these are reviewed / approved by Authority Engineer (AE) / Independent Engineer (IE) before its actual use in a NH project. Various kinds of waste materials such as fly ash, plastic waste, and construction debris are used in different NH projects in embankment/different pavement courses/different concrete items, etc. depending upon availability, suitability and feasibility of use.

Further, use of fly ash is mandatory for all NH embankments, approach works, backfilling and subgrade layers as per Indian Road Congress (IRC) standards, within 300 km radius of thermal power plants and for waste plastic usage. Use of processed waste plastic as a binder modifier or for coating aggregates in bituminous mixes has been allowed subject to quality control and compliance with IRC standards.
