

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

**LOK SABHA
UNSTARRED QUESTION NO. 1141
ANSWERED ON 5TH FEBRUARY, 2026**

ANNUAL PASS SYSTEM FOR COMMERCIAL TAXI DRIVERS

1141. SHRI GURMEET SINGH MEET HAYER:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) whether the Government has considered extending the annual toll pass system, presently available only for private non-commercial vehicles to commercial taxis, cab aggregators and fleet operators and if so, the status and proposed terms of such a scheme;

(b) whether the Government has any data on the State entry tax burden faced by commercial taxis and fleet vehicles operating across State boundaries and if so, whether any policy measures are under consideration to harmonise such taxes so that a single national payment mechanism can be used with revenue fairly distributed to States; and

(c) whether the Government proposes to put caps on daily driving hours or driver rest requirements for commercial taxi drivers to enhance road safety and if so, whether regulatory or technological mechanisms (e.g., digital logs or telematics) are being considered to enforce such limits?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) The issue of extending the benefit of annual pass for non-commercial vehicles to commercial taxis, cab aggregators is not under consideration. As per National Highways Fee (Determination of Rates and Collection) Rules, 2008, there is a provision for other discounts in user fee for commercial vehicles registered in the district and monthly passes for regular users of National Highways.

(b) The Motor Vehicles (MV) Act, 1988 provides the legal framework for registration, permits and movement of motor vehicles across the country. However, levy and collection of taxes on motor vehicles, including entry taxes, fall within the constitutional domain of States, and such taxes are governed by respective State Motor Vehicle taxation laws.

(c) Under the provisions of Section 91 of the MV Act read with the Motor Transport Workers Act, 1961, working hours of the drivers operating transport vehicles have been limited to 08 hours a day and 48 hours in a week. These regulations limit driving time and mandate rest periods to prevent fatigue enhancing road safety for drivers as well as passengers.

Further, in compliance with the Supreme Court's directions dated 17.04.2025 in IA No. 127506 of 2024 in WP (C) No. 295 of 2012 regarding enforcement of statutory driver working-hour provisions, a committee of State Labour and Transport Secretaries has been constituted to recommend actionable measures. The committee has submitted a consolidated report covering short- and long-term steps such as monitoring of driving hours, provision of two-driver systems on long routes, use of fatigue-monitoring technology, command-control centre integration and mechanisms for improving driver welfare and awareness.
