GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS

LOK SABHA
UNSTARRED QUESTION NO. 6421
ANSWERED ON 2ND APRIL, 2026

TOLL MONETISATION

6421. SMT. PRATIMA MONDAL:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS

सड़क परिवहन और राजमार्ग मंत्री

be pleased to state:

(a) the manner in which the Government justifies aggressive toll monetisation under asset recycling models and the safeguards that exist to prevent long-term user burden;

(b) whether the National Highways are being redesigned to withstand extreme heat, flooding and landslides, if so, the details thereof and the percentage of new projects that incorporate climate-risk assessments; and

(c) the data that demonstrates recent highway expansion has reduced freight turnaround time and logistics costs for Indian industry?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) National Monetization Pipeline (NMP) is a strategic initiative by the Government of India to unlock the value of public assets for infrastructure development.

These models are designed to generate funds for new infrastructure development without transferring ownership of assets. Safeguards are built into concession agreements to protect road users, including regulated user fee rates, defined concession periods, and performance standards for maintenance and operation. Presently, user fees at fee

plazas are levied in accordance with the provisions of the National Highways Fee (Determination of Rates and Collection) Rules, 2008. A uniform methodology is followed for calculation of user fees across the country, irrespective of the mode of contract, including asset monetization contracts.

(b) All National Highway projects are designed in accordance with the Indian Roads Congress (IRC) codes, which already include provisions to address climate conditions such as extreme heat, flooding, landslides, and seismic risks. Accordingly, all new projects incorporate climate and disaster risk considerations, along with environmental impact assessments at the preparation of Detailed Project Report (DPR) stage. Key technical initiatives include:

(i) The use of Polymer Modified Bitumen (PMB) and Crumb Rubber Modified Bitumen (CRMB) has been mandated for high-traffic corridors to prevent deformation and rutting under extreme ambient temperatures exceeding 45-50°C.

(ii) Design discharge calculations for bridges and culverts now factor in increased rainfall intensity. Use of reinforced drainage systems and higher vertical clearance (Freeboard) for bridges is being implemented in flood-prone zones to ensure all-weather connectivity.

(iii) In hilly terrains, specialized slope stabilization techniques such as hydro-seeding, rock bolting, and soil nailing are utilized. Furthermore, early warning systems and real-time monitoring of slopes are being piloted in vulnerable stretches.

(iv) In addition, the DPR preparation process mandatorily includes multi-hazard risk modelling, hydrological studies, and comprehensive drainage planning.

(c) Assessment of logistics costs in India was carried out by the Department for Promotion of Industry and Internal Trade (DPIIT) in association with the National Council of Applied Economic Research (NCAER). As per this study, logistics costs in India are estimated at about 8% of Gross Domestic Product (GDP), which is comparable to developed economies.

Further, High-speed corridors, expansion of National Highways, and access controlled highways have significantly improved freight movement and reduced logistics costs for Indian industry. In addition, all lanes at fee plazas on National Highways were declared as FASTag lanes with effect from midnight of 15th/16th February, 2021, enabling seamless movement, reduced waiting time, and easing congestion. As per the Impact Assessment of the National Electronic Toll Collection (NETC) Programme conducted during 2024–25, the average time for a vehicle to cross a fee plaza under Electronic Toll Collection (ETC) is about 40 seconds, compared to 12.23 minutes under the earlier manual tolling system, indicating significant improvement in traffic flow and reduction in congestion.

*****