



# ALL INDIA MOTOR TRANSPORT CONGRESS

THE APEX ORGANISATION OF MOTOR TRANSPORT OPERATORS AFFILIATING STATE/REGIONAL ASSOCIATIONS

Official Journal "motor transport"

By/Toll/140/2022-23  
September 21, 2022

Ms. Alka Upadhyay, IAS  
Chairperson, NHAI  
National Highways Authority of India  
G5&6, Sector-10, Dwarka,  
New Delhi - 110075

**Sub.: Request for your kind intervention in upholding of the law of the land by the Department reg. Implementation of 40% Toll Fee after the completion of Concessionaire Period**

**Respected Madam,**

We would like to introduce All India Motor Transport Congress (AIMTC) as a NON-POLITICAL, NOT-FOR-PROFIT-apex trade body of Transporters - (both Cargo and Passenger) serving the industry from last 86 years, representing approx. 95 lacs Truckers and approx. 50 lacs Bus & Tourist Operators. It is an umbrella body covering over 3500 Taluka, Distt., State level Federations & Transport Associations. We may mention here that the Transport Industry provides direct and indirect employment to up to 20 crore people of our country.

The National Highways Authority of India is upbeat over developing roads as good as American ones but the same becomes a pain with ever rising Toll charges, which have become largely unaffordable. Without any alternative routes available the vulnerable road users feel fleeced and extorted by the Government.

**1.0) We would like to bring to your kind notice that there is utter disregard to implementation of the provisions regarding collection of 40% Toll Fee at the Tolls whose tenure is completed. These Toll Plazas continue to charge full Fees thus fleecing the poor and vulnerable road users.**

**2.0) We cite herewith one such example (out of numerous such instances) of the Baroda to Mumbai route, which is a very busy highway and the traffic has to cross 5 – 6 toll booths as the entire stretch from Ahmedabad to Mumbai is a Toll road. The details of various toll stretches as below:**

Sr. No.	Toll Location	Stretch	Concessionaire	Type / Period
1	Karjan	Baroda - Bharuch	Ayush Ajay Construction Pvt Ltd	March 22 to June 22 (OMT)
2	Choryasi	Bharuch - Surat	Asfaltin & Toll Highways India Ltd	April 22 to June 22 (OMT)
3	Boriach	Surat - Dahisar	IRB	Feb 09 to Feb 21
4	Charoti	Surat - Dahisar	IRB	Feb 09 to Feb 21
5	Bhagwada	Surat - Dahisar	IRB	Feb 09 to Feb 21
6	Khaniwade	Surat - Dahisar	IRB	Feb 09 to Feb 21

3.0) You will kindly appreciate Toll at serial No 1 & 2 tenure is complete and the BOT concessionaire handed over the charge back to the NHAI. Now the NHAI has appointed new agencies on OMT basis for maintenance of the Toll stretch. Same way for Toll at serial No. 3 to 6 have also completed their tenure and the same concessioner has been either allowed to operate or the process must be on to take back the charge of the stretch to give it to some other agency on OMT.

4.0) Another Four Toll on Palanpur - Radhanpur stretch where the OMT concessioner is collecting 100% of the Toll value and the concessioner tenure was over in April 2019.

Sr. No.	Toll Location	Stretch	Concessionaire	Period
1	Varahi	Palanpur-Radhanpur	Ms Highways and Tandon Tollways	27-04-2010 to 26-04-2019
2	Makhel	Palanpur-Radhanpur	Ms Ayushajay Construction Pvt Ltd.	27-04-2010 to 26-04-2019
3	Bhiladi	Palanpur-Radhanpur	Ms Ashirwad Smart Infralink Pvt. Ltd.	27-04-2010 to 26-04-2019
4	Bhalgam (Belgaum)	Palanpur-Radhanpur	Ms Highways and Tandon Tollways	27-04-2010 to 26-04-2019

5.0) Further to above Tolls **three other public funded Tolls** as listed below to which we want to draw your attention **THAT THE CAPITAL COST AFTER 12% DISCOUNT ON COLLECTION OF TOLL HAS BEEN RECOVERED, AS DISPLAYED ON <https://tis.nhai.gov.in/> WEBSITE.**

Sr. No.	Toll Location	Stretch	Concessionaire	Type
1	Vantada (Public Funded)	Ratanpur-Himmatnagar	Anil Kumar Shukla	OMT
2	Surajbari (Public Funded)	Garamore-Samakhyali	Ms Riddhi Siddhi Associates	OMT
3	Kathpur (Public Funded)	Himmatnagar-Chiloda	Ms. Feedback Highways OMT Pvt Ltd.	OMT



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***It is submitted that:***

When this OMT agreement were to finalise then as per the provisions of the Office orders and the Notification mentioned in point no. 2.0, Toll at the rate 40% of the existing user rate has to be implemented, for maintenance purposes only. But the government has instructed or they themselves are charging the same 100% user fee. This is in contravention of the stated policy and rules.

Please find reference to the following, the same is attached herewith for ready reference.

- i) Office Memorandum F. No. RW/NH – 37013 /05 /2012/PPP dated 24-01-2013
- ii) Office Memorandum dated April 25, 2013
- iii) Notification No.: GSR 15 (E') dated January 12, 2011
- iv) FAQ on NHAI and MoRTH website also.

**6.0)**It may be mentioned herewith that at NHAI website, in the FAQ section, it is very clearly mentioned that once a highway is built "fee is to be collected to recover the cost. Once cost is recovered the fee is collected at a reduced rate of 40% as the road is to be maintained in good condition for travellers".

You will kindly appreciate that the provisions of the Notification are not being honoured and as a result the vulnerable users are at a receiving end. There are lots of Toll roads of such kind where rules either the concessionaire period is over or the cost of project is recovered, yet the Toll fees is being collected at 100% rate.

**We hope that you will look into the matter on a serious note and issue directions for enquiry about all such Tolls where project cost is recovered and direct the concerned to reduce the Toll rates to provide some respite to the people the country.**

**Thanking you  
Yours faithfully**

**AMRITLAL MADAN  
PRESIDENT  
#9322656812**