



MoRTH notifies amendment to streamline fee for overloaded vehicles on National Highways

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The Ministry of Road Transport and Highways has notified the National Highways Fee (Determination of Rates and Collection) Fourth Amendment Rules, 2026, aimed at strengthening enforcement and ensuring rationalized fee collection for overloaded vehicles on National Highways.

The amended rules will come into force from 15th April, 2026.

As per the notification, a revised framework has been introduced under Rule 10 for levy of fees on vehicles carrying loads beyond the permissible Gross Vehicle Weight (GVW).

The amendment seeks to promote compliance with prescribed load limits and enhance road safety while protecting highway infrastructure.

Key Highlights:

Revised Fee Structure for Overloading:

Vehicles found carrying excess load will be charged based on the percentage of overloading:

Up to 10% excess load: No overload fee

Over 10% and up to 40%: Fee charged at 2 times the base rate

Above 40%: Fee charged at 4 times the base rate

Scientific Weight Measurement:

Overloading will be determined using certified weight measurement devices installed at fee plazas.

No Fee Without Weighment Facility:

In cases where weighment facilities are not available at fee plazas, no overload fee shall be levied.

Digital Payment Mandate:

Overloading fees shall be collected through FASTag only.

Mandatory Reporting:

Details of overloaded vehicles will be recorded and reported to the National Vehicle Register (VAHAN).

FASTag Compliance:

Vehicles entering National Highways without a valid FASTag will attract applicable provisions under existing rules.

Applicability Clause:

The provisions will not apply to certain private investment projects executed prior to commencement, unless concessionaires consent to adopt the revised rules.

Illustration Provided in Rules:

The notification includes a detailed illustration explaining calculation of overload fees for different categories of vehicles based on permissible weight limits, ensuring clarity and transparency in implementation.

The amendment is expected to improve compliance, reduce road damage caused by overloaded vehicles, and promote safer and more efficient movement of goods across National Highways seamless with WIM.

GDH / DS

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