MUNICIPAL CORPORATION OF DELHI
(Toll Tax Department)
14th Floor, Dr. SPM Civic Centre
Minto Road, JLN Marg, New Delhi-110002
E-mail ID: adc.tolltax@mcd.nic.in
(PH- 011-23226422)

No: DC/TT/HQ/2026/D-548 Dated 20/11/2026

Sub:- Regarding Notification of the Delhi Municipal Corporation (Toll Tax) Amendment Bye-Laws-2026.

The Municipal Corporation of Delhi intend to make the following amendments in the Toll Tax Bye Laws-2007 and the same is to be published for inviting the objections/ suggestions, if any. The same may be sent on the email ID i.e. adc.tolltax@mcd.nic.in or ao.tolltax@mcd.nic.in on or before 30.11.2026 at 5.00 PM so that the same may be considered at the appropriate level before the implementation of the same:

Draft Proposed amended Bye-Laws-2007

Draft Notification
To be published in the Delhi Gazette, Extraordinary, Part IV
Municipal Corporation of Delhi
Notification
Delhi, the ___ day of _____, 2026

No. F._____/MCD/Toll Tax/2026.- In exercise of the powers conferred by entry (9) of List "A" below sub-section (1) of section 481, read with sections 113 and 483 of the Delhi Municipal Corporation Act, 1957 (66 of 1957), and all other powers enabling him in this behalf, the Commissioner, Municipal Corporation of Delhi, with the approval of the Corporation, after previous publication and with the prior approval of the Government of National Capital Territory of Delhi, hereby makes the following bye-laws further to amend the Delhi Municipal Corporation (Toll Tax) Bye-Laws, 2007, namely:-

1. ***Short title and commencement***

(1) These bye-laws may be called the Delhi Municipal Corporation (Toll Tax) Amendment Bye-Laws, 2026.
(2) They shall come into force on the date of their publication in the Official Gazette.

2. ***Amendment of bye-law 2***

In the Delhi Municipal Corporation (Toll Tax) Bye-Laws, 2007, in bye-law 2, in sub-bye-law (1), after clause (c), the following clauses shall be inserted, namely:-

"(d) 'authorised municipal enforcement officer' means any municipal officer or other municipal employee of the Corporation who is authorised by the Commissioner, by general or special order in writing, including an order issued under section 491 of the Act, to perform all or any of the functions relating to enforcement, interception, detention, impounding,

issuance or service of notices or warrants, verification of records, and recovery proceedings under these bye-laws;

(e) 'automatic number plate recognition system' or 'ANPR system' means an electronic camera-based or sensor-assisted system, approved by the Commissioner, capable of capturing, reading, recording, storing, transmitting and verifying the registration mark, image, class, date, time, location, lane or route details, and other relevant particulars of a vehicle for the purposes of levy, collection, detection of evasion, and enforcement of toll tax under these bye-laws;

(f) 'designated portal' means the web-based platform, mobile application, electronic gateway, or such other digital interface as may be specified or approved by the Commissioner for payment of toll tax, viewing of notices and warrants, tracking of unpaid toll tax, and such other purposes as may be prescribed under these bye-laws;

(g) 'electronic toll collection infrastructure' means the MLFF system, ANPR system, RFID readers, tag readers, cameras, sensors, servers, software, communication network, back-office processing system, digital payment interface, control room system, handheld enforcement device, and every other electronic, digital or technological installation approved by the Commissioner for detection, assessment, collection, monitoring, reconciliation, or enforcement of toll tax;

(h) 'notice' means a written or electronic notice issued by, or under the authority of, the Commissioner or the authorised municipal enforcement officer, upon detection of entry or passage of a commercial vehicle without lawful payment of toll tax, specifying the particulars of the vehicle, the date, time and place of occurrence, the amount of unpaid toll tax, the penalty payable, the time allowed for payment, and the consequences of non-payment;

(i) 'e-warrant' means an electronic warrant of distress issued by, or under the authority of, the Commissioner, after failure to comply with a notice issued under these bye-laws within the prescribed period, specifying the particulars of the vehicle, the date, time and place of occurrence, the amount of unpaid toll tax, penalty, damages, costs or other charges claimed, and the consequences of non-payment;

(j) 'MLFF system' or 'multi-lane free flow system' means a barrier-less or free-flow toll collection system using electronic toll collection infrastructure, whether alone or in combination with ANPR, RFID, tag-based identification, image analytics, or such other approved technology, for automatic detection of the entry of toll-liable vehicles into Delhi and for assessment and collection of toll tax without requiring the vehicle to stop at a toll booth or barrier;

(k) 'registered owner' means the person in whose name the motor vehicle stands registered in the certificate of registration or in the records of the registering authority or the National Register of Motor Vehicles, and includes any person in possession of the vehicle under a hire-purchase agreement, lease, hypothecation, fleet arrangement, or any other lawful arrangement recognised under law;

(l) 'toll transaction record' means the electronic, digital, photographic, video, tag-based, sensor-based, or system-generated record created by the electronic toll collection

infrastructure in relation to a vehicle, and includes the registration number, image, video frame, vehicle class, tag details, date, time, place, route or lane particulars, transaction reference number, payment status, and every other detail relevant to establish passage of the vehicle and the corresponding toll liability;

(m) 'unpaid toll tax' means the toll tax payable in respect of a commercial vehicle entering Delhi where the passage of such vehicle has been recorded by the MLFF system or other approved electronic toll collection infrastructure, but the applicable toll tax has not been realised, whether by reason of non-payment, failed payment, insufficient balance, invalid tag, blacklisted tag, false declaration, or any other cause resulting in non-realisation of the toll tax;

(n) 'vehicle interception report' means a written or electronic record prepared by an authorised municipal enforcement officer at the time of interception, detention, or impounding of a vehicle, containing the registration number, class of vehicle, date, time and place of interception, particulars of unpaid toll tax or other dues, details of the driver or person in charge, if available, inventory of articles or documents taken into custody, if any, and such other particulars as may be specified by the Commissioner;

(o) 'wrongful passage' means the entry of a commercial vehicle into Delhi, being a vehicle liable to toll tax, without lawful payment of such toll tax, and includes entry by use of an obscured, tampered, false, counterfeit, unauthorised, blacklisted or invalid registration mark or tag, insufficient balance where payment consequently fails, false vehicle class declaration, deliberate evasion of electronic detection, unauthorised tailgating, barrier breach where applicable, use of exempt or concessional status without entitlement, or any other act or omission whereby toll tax lawfully payable is not realised."

3. Substitution of bye-law 3

For bye-law 3, the following bye-law shall be substituted, namely:-

3. Vehicles liable to pay Toll Tax and Tax Rates.*(1) The Corporation shall levy toll tax on all commercial vehicles entering Delhi, except the following types of vehicles, namely:*

(a) Ambulance,

(b) Fire Fighting vehicles,

(c) Police Vehicles,

(d) Government vehicles having Red and Amber lights,

(e) Defence Vehicles, and

(f) Hearses.

(2) All such vehicles entering Delhi shall be liable to pay toll tax at such rates as specified by the Corporation from time to time, and published in the leading newspapers, but not exceeding those specified below:

Sl. No.	Type of Vehicles	Toll Tax per entry (Rs.)	Monthly Pass (Rs.)	Quarterly Pass (Rs.)
(1)	(2)	(3)	(4)	(5)

Sl. No.	Type of Vehicles	Toll Tax per entry (Rs.)	Monthly Pass (Rs.)	Quarterly Pass (Rs.)
1.	Taxi, Tempo, Tata-407 and similar type of other commercial vehicles	100	3,000	9,000
2.	Bus, Truck-Nissan, Tata-709/Canter and similar type of other commercial vehicles	200	6,000	18,000
3.	6 Wheels Truck(2 Axle)	400	12,000	36,000
4.	10 Wheel Truck (3 Axle)	800	24,000	72,000
5.	4–6 Axle Truck	2,000	60,000	1,80,000
6.	7 Axle & Above Truck	2,000	60,000	1,80,000

The above toll tax rate for each category may be enhanced by 5% every year (rounded off to nearest 5 rupees) with approval of Corporation.

3. Substitution of bye-law 4

For bye-law 4, the following bye-law shall be substituted, namely:-
"4. Collection of Toll Tax

(1) The toll tax leviable under these bye-laws may be assessed, levied, collected, monitored and enforced through such physical, electronic, digital or hybrid methods as may be approved by the Commissioner from time to time, including through toll collection booths, barriers, RFID systems, FASTag-compatible systems, automatic number plate recognition systems, multi-lane free flow gantries, cameras, sensors, handheld devices, designated portal payment systems, back-office reconciliation systems, or any other technological or operational mechanism considered appropriate for efficient collection and prevention of evasion of toll tax.

(2) The Commissioner may deploy, install, establish, maintain, operate or cause to be deployed, installed, established, maintained or operated such infrastructure, systems, devices, software, platforms, routes, interception points, checking arrangements and support mechanisms as may be necessary or expedient for the purposes of collection, verification, reconciliation, audit, detection of evasion, generation of notices and warrants, and operational enforcement of toll tax under these bye-laws.

(3) The Commissioner may, subject to his overall supervision and control, allot or entrust the whole or any part of the work relating to toll tax collection, operation of toll systems, deployment of technology, transaction processing, data capture, image capture, classification of vehicles, reconciliation of payments, generation of transaction records, detection of unpaid toll tax, notice-generation support, warrant-generation support, field assistance, interception support, customer facilitation, and allied operational functions, in respect of all or any zone, route, entry point or system, to one or more contractors, concessionaires, agencies or service providers, by auction, tender, concession, service agreement, contract or otherwise, on such terms and conditions as may be approved by the Corporation or specified by the Commissioner in accordance with law.

(4) Any contractor, concessionaire, agency or service provider engaged under sub-bye-law (3) may assist the Corporation in identification of toll-liable vehicles, detection of wrongful passage, operation of electronic toll collection infrastructure, maintenance of records, reporting of defaults, support in interception, and such other operational functions as may be specified by the Commissioner.

(5) All coercive powers relating to recovery of toll tax, unpaid toll tax, penalty, damages, costs or other dues under the Act and these bye-laws, including issuance of notice of demand, seizure, detention, impounding, distress, attachment and sale, shall vest only in the Corporation and shall be exercised only by the Commissioner or by such authorised municipal officer or other municipal employee as may be empowered in writing in this behalf under the Act.

(6) The engagement of any contractor, concessionaire, agency or service provider for any function connected with toll tax shall not divest, dilute or derogate from the control, supervision and statutory authority of the Corporation or the Commissioner in respect of levy, collection, verification, enforcement and recovery of toll tax.

(7) The Commissioner may issue such administrative instructions, standard operating procedures, technical standards, data retention requirements, audit protocols, interoperability norms and operational directions, not inconsistent with the Act and these bye-laws, as may be necessary for carrying out the purposes of this bye-law."

4. <u>Substitution of bye-law 5</u>

For bye-law 5, the following bye-law shall be substituted, namely:-

"5. Construction, installation and maintenance of toll collection and enforcement infrastructure

(1) The Commissioner may cause to be planned, established, constructed, erected, installed, commissioned, maintained, upgraded, replaced or operated such physical, electronic, digital or hybrid infrastructure as may be considered necessary or expedient for the efficient levy, collection, monitoring, verification and enforcement of toll tax under these bye-laws.

(2) Without prejudice to the generality of sub-bye-law (1), such infrastructure may include toll collection booths, barriers, lane control devices, traffic channelisers, check-post installations, gantries, multi-lane free flow gantries, automatic number plate recognition systems, RFID readers, FASTag-compatible systems, cameras, sensors, illuminators, scanners, weigh or classification devices, display boards, signages, control room systems, servers, software, data storage systems, networking and communication systems, power supply systems, back-office reconciliation systems, designated portal interfaces, handheld devices, interception bays, vehicle detention spaces, yards, and such other allied installations, structures, devices or technological systems as may be approved by the Commissioner.

(3) The Commissioner may determine the routes, entry points, lanes, corridors, interception locations, checking points, detention areas and other places where such infrastructure is to be established or deployed, and may regulate the manner of its use, operation and maintenance.

(4) Where the work relating to toll tax collection or operation of toll systems is entrusted to a contractor, concessionaire, agency or service provider, the whole or any part of the infrastructure referred to in this bye-law may, subject to the approval, specifications, standards and supervision of the Commissioner, be provided, installed, maintained or operated by such contractor, concessionaire, agency or service provider at its own cost or on such financial and contractual terms as may be determined by the Corporation.

(5) All infrastructure established or deployed for the purposes of toll tax collection or enforcement shall conform to such technical, operational, safety, security, interoperability, signage, audit and data integrity requirements as may be specified by the Commissioner from time to time.

(6) The Commissioner may require that any infrastructure, software, device or system used by a contractor, concessionaire, agency or service provider for the purposes of toll tax collection or enforcement shall be subject to inspection, testing, calibration, certification, audit, integration, monitoring or approval by the Corporation or by any agency authorised by the Commissioner.

(7) The Commissioner may also cause to be erected or displayed at or near entry points, routes, gantries, booths, portals or such other locations as may be deemed fit, such boards, electronic displays, cautionary notices, public information materials, warning signs and enforcement notices as may be necessary to inform owners, drivers and persons in charge of vehicles regarding toll liability, methods of payment, prohibited acts, interception arrangements, consequences of wrongful passage and other matters connected with these bye-laws.

(8) The provision, installation, operation or maintenance of any infrastructure by a contractor, concessionaire, agency or service provider shall not confer upon it any sovereign, statutory or coercive authority, and all powers of seizure, detention, impounding, distress, attachment or compulsory recovery shall be exercised only in accordance with the Act and these bye-laws by the Commissioner or an authorised municipal officer or other municipal employee."

5. *Substitution of bye-law 6*

For bye-law 6, the following bye-law shall be substituted, namely:-

"6. Method of collection of Toll Tax

(1) The collection of toll tax under these bye-laws may be made by the Corporation directly through its own officers or employees, or through one or more contractors, concessionaires, agencies or service providers engaged for the purpose, by using physical, electronic, digital or hybrid methods approved by the Commissioner.

(2) Without prejudice to the generality of sub-bye-law (1), toll tax may be collected through printed coupons, passes, electronic passes, RFID-based systems, FASTag-compatible systems, automatic number plate recognition systems, multi-lane free flow systems, designated portal payments, back-office reconciliation systems, mobile or handheld collection devices, or such other methods and systems as may be specified or approved by the Commissioner from time to time.

(3) A commercial vehicle liable to toll tax shall be deemed to have entered Delhi for the purposes of levy and collection of toll tax when its physical entry is established by any approved mode of detection, including physical checking, coupon issuance, pass verification, tag read, image capture, video capture, sensor detection, toll transaction record, or such other record generated by the approved toll collection infrastructure.

(4) Where toll tax is collected through electronic or digital systems, the toll transaction record generated by the approved electronic toll collection infrastructure shall constitute prima facie evidence of the entry of the vehicle, the class or category of the vehicle, the date, time and place of occurrence, the payment status, and the toll liability arising in relation thereto, unless disproved in accordance with law.

(5) Where toll tax is collected through physical collection points, booths or barriers, the person collecting the toll tax shall issue such receipt, coupon, token, pass or acknowledgement, whether in printed or electronic form, as may be specified by the Commissioner, and the same shall contain such particulars as may be prescribed, including the class or category of vehicle, the amount collected, the date and time of collection, and such other particulars as may be considered necessary.

(6) The registered owner of the vehicle shall be primarily liable for payment of toll tax, unpaid toll tax, and such other lawful dues as may arise under the Act and these bye-laws, without prejudice to the liability of the driver or person in charge of the vehicle at the relevant time, where the circumstances so warrant.

(7) The Commissioner may provide for daily, monthly, quarterly, period-based, trip-based, route-based, category-based or such other passes, coupons, tokens, exemptions, concessions or digital credentials as may be approved by the Corporation from time to time, and may specify the conditions subject to which the same shall be issued, validated, used, renewed, suspended or cancelled.

(8) Any pass, exemption, concession or digital credential issued in respect of a vehicle shall be valid only in the manner, for the class of vehicle, for the period, and subject to the conditions for which it is issued, and no vehicle shall claim exemption or concessional treatment except in accordance with such conditions.

(9) The Commissioner may require that passes, exemptions, concessions, tags, coupons or digital credentials shall be mapped to the vehicle registration number, tag identifier, account details or such other particulars as may be necessary for verification, audit and enforcement.

(10) In cases where the work of collection is entrusted to a contractor, concessionaire, agency or service provider, such entity may, subject to the terms of the contract and the supervision, control and directions of the Commissioner, collect toll tax, operate and manage

the collection system, issue receipts or electronic acknowledgements, generate and maintain records, classify vehicles, reconcile transactions, report defaults, detect cases of evasion, issue system-generated payment intimation, deploy field staff for checking and interception support, and perform such other operational and enforcement-support functions as may be specified by the Commissioner or under the relevant contract. Such entity may also, in such manner and subject to such safeguards as may be prescribed, intercept or cause the stopping of a vehicle for the purposes of verification of toll payment, identification of default, and facilitation of recovery at the point of interception:
Provided that any formal act of seizure, detention, impounding, distress, attachment, sale, or final adjudication of liability under the Act and these bye-laws shall be undertaken only by, or under the authority of, the Commissioner or an authorised municipal officer or other municipal employee.

(11) The Commissioner may prescribe the manner in which toll tax collected physically or electronically shall be accounted for, reconciled, audited, deposited, reported and monitored, and may issue such instructions or standard operating procedures as may be necessary to ensure transparency, efficiency, accuracy and prevention of evasion.

(12) No vehicle liable to toll tax shall be permitted to claim that toll tax has been paid unless payment is evidenced by a valid physical or electronic record recognised under these bye-laws, and in the absence of such record the toll tax shall be treated as unpaid.

(13) The Commissioner may, for the purposes of collection, verification, audit and enforcement, integrate or cause to be integrated the toll tax collection systems with such databases, registries, portals, payment systems, back-office systems and electronic records as may be lawfully permissible and operationally necessary.

(14) The method of collection adopted under this bye-law shall not in any manner derogate from the statutory powers of the Corporation under the Act for recovery of toll tax and other dues in accordance with law."

6. Substitution of bye-law 7

For bye-law 7, the following bye-law shall be substituted, namely:-

"7. Prohibition of wrongful passage and entry without payment of Toll Tax

(1) No commercial vehicle liable to pay toll tax under these bye-laws shall enter Delhi, pass through any notified entry point, route, corridor, gantry, lane or toll collection system, whether physical or electronic, without lawful payment of the toll tax payable in respect of such entry, save where such vehicle is lawfully exempted under these bye-laws or under any order issued by the competent authority.

(2) No owner, registered owner, driver, person in charge of a vehicle, fleet operator, transport operator, or any other person acting on behalf of such vehicle shall cause, permit or attempt any wrongful passage or evasion of toll tax.

(3) For the purposes of these bye-laws, wrongful passage shall include, but shall not be limited to, any of the following acts or omissions, namely:-

(a) *entry of a vehicle without payment of toll tax lawfully payable;*

(b) *entry by bypassing, evading or defeating any toll collection booth, barrier, checking point, interception point, gantry, reader, sensor, camera or electronic toll collection infrastructure;*

(c) *entering through any unauthorised route or by disobeying the directions of toll tax personnel, authorised municipal enforcement officers, traffic regulatory personnel or any person lawfully deployed for toll management or enforcement;*

(d) *use of any obscured, tampered, altered, false, fictitious, counterfeit, unauthorised, unregistered or improperly displayed registration mark;*

(e) *use of any invalid, tampered, blacklisted, suspended, cancelled, unauthorised or improperly affixed RFID tag, FASTag or other electronic identifier;*

(f) *insufficient balance, failed payment instruction, blocked account, tag mismatch, blacklisted vehicle status, false class declaration, or any other circumstance attributable to the vehicle owner, driver or person in charge, whereby lawful toll tax is not realised;*

(g) *unauthorised tailgating, piggybacking, forced crossing, barrier breach, or passage in a manner intended to avoid toll detection or payment;*

(h) *misuse of any exemption, concession, pass, coupon, token, digital credential or payment authorisation without lawful entitlement;*

(i) *furnishing of false, incomplete or misleading information relating to vehicle class, vehicle identity, exemption status, ownership, trip category, route or any other matter relevant for determination or collection of toll tax; and*

(j) *any other act, device, omission or contrivance whereby toll tax lawfully payable is not realised, is short-realised, or recovery thereof is obstructed, delayed or defeated.*

(4) Every commercial vehicle liable to toll tax shall comply with the instructions, lane discipline, signage, digital prompts, stopping directions, verification requirements and enforcement measures issued or indicated by the Corporation, the Commissioner, the authorised municipal enforcement officer, or any person lawfully deployed for toll tax collection, management or enforcement.

(5) No person shall obstruct, resist, threaten, intimidate, assault or interfere with any officer, employee, authorised municipal enforcement officer, or person lawfully deployed by or on behalf of the Corporation in the discharge of any function relating to levy, collection, verification, checking, interception or enforcement of toll tax under these bye-laws.

(6) Where the entry or passage of a commercial vehicle is detected by approved physical, electronic or digital means and the toll tax payable in respect thereof is not realised, such entry or passage shall, unless the contrary is shown in accordance with law, be treated as a case of unpaid toll tax and wrongful passage for the purposes of these bye-laws.

(7) The liability arising from wrongful passage under this bye-law shall be without prejudice to the power of the Corporation to recover toll tax, unpaid toll tax, penalty, damages, costs and other dues in accordance with the Act and these bye-laws, and without prejudice to any other action that may be taken under law."

7. ***Insertion of new bye-laws 7A to 7D***

After bye-law 7, the following bye-laws shall be inserted, namely:-

"7A. Determination of unpaid toll tax and issue of notice

(1) Where the entry or passage of a commercial vehicle liable to toll tax is recorded or detected through any approved physical, electronic, digital or hybrid system, including toll transaction records, image records, video records, ANPR records, RFID or FASTag records, sensor records, interception records, manual checking records, or any other recognised record, and the applicable toll tax is not realised, such case shall be treated as a case of unpaid toll tax and wrongful passage.

(2) The toll transaction record and every connected electronic, digital, photographic, video, sensor-based, tag-based or system-generated record shall be treated as prima facie evidence of the entry or passage of the vehicle, its identity or apparent identity, its class or category, the date, time and place of occurrence, and the toll payable, unless disproved in accordance with law.

(3) The Commissioner or the authorised municipal enforcement officer may, on the basis of the material available on record, determine the amount of unpaid toll tax payable in respect of the vehicle and whether the case involves wrongful passage, repeated default, misuse of exemption or concession, false declaration, tampering, or deliberate evasion.

(4) Upon such determination, a notice shall be issued to the registered owner or other person liable, unless the vehicle is intercepted at the point of crossing or thereafter in the manner provided under these bye-laws.

(5) The liability for unpaid toll tax shall ordinarily be fastened upon the registered owner of the vehicle, without prejudice to the liability of the driver, person in charge, operator, fleet owner, transport operator, or any other person responsible for the entry or passage of the vehicle.

(6) Where it appears on verification that non-realisation of toll tax is due to system error, mistaken identity, duplicate record, wrong classification not attributable to the owner or driver, valid exemption, or any other sufficient cause, no notice shall be issued, or, if already issued, the same may be corrected, modified or withdrawn.

(7) The determination of unpaid toll tax under this bye-law shall form the basis for issuance of notice, interception, recovery, detention, impounding, issuance of e-warrant, distress, attachment, sale of property or vehicle, or such other action as may be permissible under the Act and these bye-laws.

7B. Contents and service of notice

(1) Where unpaid toll tax is determined under bye-law 7A and the vehicle is not intercepted at the point of crossing, the Commissioner or the authorised municipal enforcement officer shall issue a notice.

(2) The notice shall, as far as possible, contain the following particulars:-

(a) registration number and class of the vehicle;
(b) date, time and place of entry or passage;
(c) toll transaction reference, image reference, video reference, or other identifying details;
(d) amount of unpaid toll tax;
(e) penalty payable under bye-law 9;
(f) such charges or other dues, if any, as may be specified;
(g) the time allowed for payment, which shall be seventy-two hours from the time of issue or service; and
(h) the consequences of non-payment, including issuance of warrant of distress, interception, detention, impounding and recovery proceedings.

(3) The notice may be generated, authenticated, transmitted, hosted or served through the designated portal, SMS, e-mail, mobile messaging application, back-office system, physical delivery, or any other approved mode.

(4) Publication or availability of the notice on the designated portal, together with transmission through any approved electronic mode, shall be sufficient service for the purposes of these bye-laws, without prejudice to physical service where necessary.

7C. Payment of notice and closure

(1) Any person against whom a notice is issued shall be liable to pay, within seventy-two hours from the time of its issue or service, the unpaid toll tax together with the penalty under bye-law 9 and such charges or other dues as may be specified therein.

(2) Where the amount payable under sub-bye-law (1) is paid within the said period of seventy-two hours, the notice shall stand satisfied and closed, and no warrant of distress shall be issued in respect of that notice.

(3) Upon such payment, the vehicle shall not be liable to further recovery proceedings in respect of that notice, save where any separate and independent violation, repeated default, damage, tampering, misdeclaration or other distinct liability is made out under these bye-laws or under any other law for the time being in force.

(4) Where payment is not made within the period specified in sub-bye-law (1), the person concerned shall be treated as a defaulter for the purposes of these bye-laws.

7D. Issue of warrant of distress and consequences of default

(1) Where the amount stated in the notice is not paid within seventy-two hours from the time of its issue or service, the Commissioner may issue, or cause to be issued, a warrant of distress, including in electronic form.

(2) The warrant of distress shall specify the unpaid toll tax, the penalty payable under bye-law 9, damages, costs, charges and other dues recoverable.

(3) Upon issuance of the warrant of distress, the vehicle may be flagged as a defaulting vehicle in the toll enforcement system and shall thereafter be liable to interception, detention, impounding and further recovery action in accordance with these bye-laws and the Act.

(4) Where a vehicle in respect of which a warrant of distress has been issued thereafter enters Delhi or is intercepted at any place in Delhi, the owner, registered owner, driver or person in charge shall be liable to pay forthwith the unpaid toll tax together with the penalty under bye-law 9, damages, costs and other lawful dues, and in default of such payment the vehicle may be detained and impounded in accordance with these bye-laws.

(5) The Commissioner may cause the particulars of such default to be entered in records, databases or enforcement lists maintained for toll administration and may share such particulars with such authority, agency, database or system as may be lawfully permissible for recovery, validation of vehicle identity, or prevention of repeated evasion.

(6) No vehicle in respect of which a warrant of distress remains unsatisfied shall be entitled, as of right, to grant or renewal of any monthly pass, quarterly pass, exemption, concession or other toll-related facility, unless otherwise permitted by the Commissioner."

8. <u>Substitution of bye-law 8</u>

For bye-law 8, the following bye-law shall be substituted, namely:-

"8. Recovery of damages to toll collection or enforcement infrastructure

(1) Any person who causes or is responsible for damage to any toll booth, barrier, gantry, camera, sensor, RFID reader, ANPR system, signage, checking installation, lane device, control equipment, handheld device, interception point, detention area, or any other toll collection or enforcement infrastructure shall be liable to pay such damages as may be determined by the Commissioner, in addition to toll tax, penalty and other dues.

(2) The Commissioner or the authorised municipal enforcement officer may assess such damages on the basis of repair cost, replacement cost, restoration cost, supporting records, photographs, video, inspection reports, or other material available.

(3) The amount of damages determined under this bye-law shall be recoverable in the same manner as unpaid toll tax."

9. <u>Substitution of bye-law 9</u>

For bye-law 9, the following bye-law shall be substituted, namely:-

"9. Penalty for toll evasion

(1) Any owner, registered owner, driver, person in charge, operator, fleet owner, transport operator, or other person responsible for a commercial vehicle liable to toll tax, who causes, permits or attempts entry or passage of such vehicle into Delhi without lawful payment of toll tax, or commits wrongful passage, shall be liable to a penalty equal to five times the basic toll tax applicable to that vehicle for each such violation.

(2) The penalty under sub-bye-law (1) shall be in addition to unpaid toll tax, damages, costs, detention charges, towing charges, recovery charges and other lawful dues.

(3) Each act of wrongful passage shall be treated as a separate violation.

(4) Where a vehicle is intercepted at the point of crossing, or thereafter within Delhi, by the contractor, concessionaire, agency, service provider, their deployed personnel, or by the authorised municipal enforcement officer, the penalty equal to five times the applicable toll tax shall become immediately payable, together with unpaid toll tax and other dues.

(5) This bye-law shall be without prejudice to any other remedy or proceeding available to the Corporation under the Act or any other law."

10. <u>Substitution of bye-law 10</u>

For bye-law 10, the following bye-law shall be substituted, namely:-

"10. Interception, immediate recovery, detention and impounding of vehicles

(1) Where a vehicle is liable for unpaid toll tax, is subject to an outstanding notice after expiry of the period specified therein, is subject to a warrant of distress, is identified as a defaulting vehicle, or is reasonably suspected to have committed wrongful passage, such vehicle may be intercepted at any place in Delhi by the Commissioner, the authorised municipal enforcement officer, or by personnel deployed by or through the contractor, concessionaire, agency or service provider for interception and enforcement support, subject to the supervision, control and directions of the Commissioner.

(2) Upon interception, the vehicle may be required to stop, be taken to a checking point, interception point or detention area, and be subjected to verification of registration particulars, toll payment status, tag status, exemption status, goods particulars, trip particulars, or such other matters as may be necessary for toll enforcement.

(3) Where unpaid toll tax or other dues are found payable, immediate payment thereof together with the penalty under bye-law 9, damages, costs and other lawful dues may be demanded.

(4) If the dues demanded under sub-bye-law (3) are paid forthwith, the vehicle may be permitted to proceed, subject to recording of payment in the prescribed manner.

(5) If the dues demanded under sub-bye-law (3) are not paid forthwith, the vehicle may be detained and prevented from proceeding further, and the authorised municipal enforcement officer may impound the vehicle until payment or further orders in accordance with these bye-laws.

(6) Where the authorised municipal enforcement officer is not immediately present, the contractor, concessionaire, agency or service provider or its deployed personnel may, subject to the contract and the directions of the Commissioner, temporarily retain custody and control of the vehicle at the designated interception point and shall immediately report the matter for formal action.

(7) During detention or impounding, keys, documents or such control as may be necessary to prevent unauthorised removal of the vehicle may be taken into custody, and an interception report or inventory may be prepared.

(8) No person shall remove, attempt to remove, or interfere with any vehicle lawfully intercepted, detained or impounded under these bye-laws."

11. Insertion of new bye-laws 10A to 10G

After bye-law 10, the following bye-laws shall be inserted, namely:-

"10A. Temporary custody where vehicle is intercepted by contractor, concessionaire, agency or service provider
(1) Where a vehicle is intercepted by personnel deployed by or through the contractor, concessionaire, agency or service provider, such personnel may require the driver or person in charge to produce proof of toll payment, tag status, registration particulars and other relevant information.

(2) Where payment default is confirmed or reasonably indicated, such personnel may restrain onward movement of the vehicle and keep it at the designated interception point pending immediate payment or handover to the authorised municipal enforcement officer.

(3) Every such case shall be reported immediately through the approved system or in writing, and the authorised municipal enforcement officer shall take over or regularise the action as soon as practicable.

10B. Release of detained or impounded vehicle

(1) A vehicle detained or impounded under these bye-laws may be released upon payment of:-

(a) unpaid toll tax;
(b) penalty under bye-law 9;
(c) damages, if any;
(d) detention, parking, towing and recovery charges, if any; and
(e) such other lawful dues as may be recoverable.

(2) Upon payment or furnishing of security to the satisfaction of the Commissioner or the authorised municipal enforcement officer, an order of release shall be issued and the vehicle shall be released.

10C. Notice of demand, warrant of distress, sale of property or vehicle

(1) Without prejudice to the notice issued under bye-law 7B, where dues remain unpaid after expiry of the period specified in bye-law 7C, the Commissioner may issue, or cause to be issued, a warrant of distress and may also cause a notice of demand to be served in accordance with the Act and thereafter proceed for recovery in accordance with law.

(2) Upon failure to comply with the notice of demand, the Commissioner may proceed for recovery of unpaid toll tax, penalty, damages, costs and other dues recoverable under law.

(3) Recovery proceedings may include distress and sale of property or vehicle, recovery from amounts payable, recourse to revenue recovery machinery where permissible, and such other lawful modes of recovery as may be available.

(4) Where a vehicle has been detained or impounded and dues remain unpaid, the Commissioner may, in accordance with law, continue detention, order impounding, and thereafter proceed to sale of such property or vehicle by public auction, e-auction or such other approved mode, subject to compliance with the Act and prescribed procedure.

10D. Application of sale proceeds

(1) The proceeds realised from sale of any property or vehicle under these bye-laws or the Act shall be applied in the following order:-

(a) expenses of seizure, detention, custody, towing, parking and preservation;
(b) expenses of advertisement, auction and sale;
(c) unpaid toll tax;
(d) penalty under bye-law 9;
(e) damages;
(f) costs of recovery and other lawful dues; and
(g) such contractual operational or enforcement-support charges, if any, as may be admissible under the contract or approved arrangement.

(2) The balance, if any, remaining after such appropriation shall be dealt with in accordance with the Act.

10E. Repeated default

(1) Where a vehicle is found involved in repeated cases of unpaid toll tax or wrongful passage, the Commissioner may classify it as a repeated defaulting vehicle and subject it to enhanced scrutiny, priority interception, blacklisting in the toll enforcement system, suspension or denial of toll-related passes or facilities, and such other lawful measures as may be necessary.

(2) The Commissioner may maintain a digital record of repeated defaulters and may share such information with such systems, databases, toll operators, transport systems or authorities as may be lawfully permissible for prevention of evasion and enforcement support.

10F. Evidentiary value of records

(1) Any toll transaction record, image record, video record, ANPR record, RFID or FASTag record, system log, portal extract, interception report, inventory, back-office report, communication trail, payment record or other electronic or physical record generated, captured, maintained or certified in accordance with these bye-laws may be relied upon for

determination of liability, issue of notice, issue of warrant of distress, interception, recovery and other proceedings under these bye-laws, subject to law.

(2) The Commissioner may prescribe the manner of preservation, certification, retrieval, audit and production of such records.

10G. Remedies cumulative

The remedies provided under these bye-laws shall be cumulative and not exclusive, and the issue of notice, issue of warrant of distress, levy of penalty, detention or impounding of a vehicle, or initiation of recovery proceedings shall be without prejudice to any other remedy, power, right or proceeding available to the Corporation under the Act, the contract or any other law for the time being in force.

Vidyarthi 20/11/26

(Surendra Kumar Vidyarthi)
Assistant Commissioner (LAC)/Toll Tax
Municipal Corporation of Delhi

Assistant Commissioner
Toll Tax Department
Municipal Corporation of Delhi