

**GOVERNMENT OF INDIA  
ROAD TRANSPORT AND HIGHWAYS  
LOK SABHA**

UNSTARRED QUESTION NO:606

ANSWERED ON:09.12.2013

GQ AND NS EW CORRIDOR PROJECTS

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Smt. Shah;Naranbhai Shri Kachhadia;Paranjpe Shri Anand Prakash

**Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:**

- (a) whether the projects under Golden Quadrilateral (GQ) and North-South and East- West (NS-EW) Corridors have been completed;
- (b) if so, the details of the projects along with the total cost of these projects, project-wise;
- (c) if not, the reasons for the delay along with their present status and the details of cost escalation as a result thereof project-wise; and
- (d) the action taken or proposed to be taken by the Government to expedite completion of these projects and the time by which the same are likely to be completed?

**Answer**

THE MINISTER OF STATE IN THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (SHRI SARVEY SATHYANARAYANA)

(a) to (d) The Golden Quadrilateral (GQ) of 5846 km length has already been completed. The total length of North-South and East-West (NS-EW) corridors is 7142 km, out of which 6177 kms have been completed and works in 593 kms under implementation and 372 kms are balance for award. The approved cost of phases I and II of National Highway Development Project (which includes GQ, NS-EW corridors, port connectivity and others) is Rs. 64,639 crore.

There has been delays in implementation of some projects. The delays are due to problems such as land acquisition, shifting of utilities, environmental and forest clearance, approval for rail over bridges, law & order problem as well as shortage of skilled / semi-skilled manpower, poor performance of contractors and economic slowdown. The cost overrun is applicable only to the item rate contractor. In such contracts, there is a provision for payment of escalation due to delays. In case the project is delayed due to reasons attributable to the contractor, liquidity damage are to be imposed and no escalation is paid. Actual escalation due to delays or cost overrun will be known only after completion of the project and final settlement of bills.

In order to expedite implementation of the projects, Regional Offices have been set up by National Highway Authority of India (NHAI) headed by Chief General Manager. Powers have been delegated to the Chief General Managers. Special land acquisition units are also set up to expedite land acquisition. Chief Secretaries of State Government have also been nominated as Nodal officers to expedite pre-construction activities. Projects are also closely and periodically reviewed at Headquarter as well as field units. Recently, the issues of delinking environmental clearance from forest clearance and exempting linear stretches from the requirement of NOC from Gram Sabha have been resolved. Reserve Bank of India has given dispensation to treat the debt due to lenders, to the extent assured by Project Authorities in terms of concession agreement, as secured loan. Disinvestment of 100% equity to other willing buyers has been allowed after completion of the construction and also substitution of concessionaire allowed after achievement of financial closure to salvage the languishing projects. The NHAI has also constituted Negotiation / Reconciliation Settlement Committees and also High Level Expert Settlement Advisory Committee to settle the claims / disputes.