

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 698
TO BE ANSWERED ON 04.02.2026**

NEW RAILWAY LINES IN TELANGANA

698. SHRI EATALA RAJENDER:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of Telangana has sent various proposals of new routes including

- 1. Vikarabad-Krishna(122Km)**
- 2. Kalwakurthy-Macherla(120km)**
- 3. Gadwal-Dornakal(316km)**
- 4. Kacheguda-Jaggayyapeta(250km)**
- 5. Patancheru-Adilabad(320km)**
- 6. Bodhan-Latur Road(128km)**
- 7. Akkanapet Bypass(128km)**
- 8. Pandurangapuram-Badrachalam Road(13 km)**

(b) if so, the details and the action taken thereon; and

(c) the details of the funds sanctioned/spent for the said project?

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY**

(SHRI ASHWINI VAISHNAW)

(a) to (c): Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Telangana is as under:

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Period	Outlay
2009-14	Rs. 886 Cr./Yr.(including Andhra Pradesh)
2025-26	Rs. 5,337 Cr.

The details of commissioning/laying of new track falling fully/partly in the State of Telangana during 2009-14 and 2014-25 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	87 Km	17.4 km/per year
2014-25	774 Km	70.4 km /per year (more than 4 times)

Details of some of the completed projects falling fully/partly in the State of Telangana are as under:

S. No.	Project	Cost (Rs. in Cr.)
1	Peddapalli- Nizamabad new line (178 Km)	926
2	Jaggayyapeta- Janpahad new line (48 Km)	737
3	Akkanapet – Medak new line (17 Km)	205
4	Bhadrachalam Road-Sattupalli new line (56 Km)	990
5	Raghavapuram-Mandamari Doubling (24 Km)	165
6	Raichur-Guntakal Doubling (81 Km)	388
7	Secunderabad- Mehboobnagar Doubling (85 Km)	1,266
8	Multi- Modal Transport System (MMTS) Phase-II, Hyderabad (103 Km)	1,156
9	Byepass line at Peddapalli (2 Km)	37

As on 01.04.2025, 20 Railway projects (6 New Lines and 14 Doubling), of a total length of 2,166 Km, costing ₹35,045 crore falling fully/partly in the

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State of Telangana have been sanctioned, out of which, 548 Km length has been commissioned and an expenditure of ₹11,550 crore has been incurred upto March, 2025. The summary is as under:-

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2025 (in Km)	Total Exp. upto March, 2025 (Rs. in Cr.)
New Line	6	840	245	4,611
Doubling/Multi-tracking	14	1,326	303	6,939
Total	20	2,166	548	11,550

Details of some of the projects falling fully/partly in the State of Telangana which have been sanctioned are as under:

S.N	Name of Project	Cost (Cr)
1	Manoharabad-Kothapalli new line (151 Km)	2,781
2	Malkangiri-Pandurangapuram new line (174 Km)	3,592
3	Kazipet -Vijaywada - 3rd line (220 Km)	3,315
4	Kazipet -Ballarshah - 3rd line (202 Km)	3,183
5	Guntur- Bibinagar Doubling(239 Km)	2,853
6	Mudkhed - Medchal - Dhone Doubling (417 Km)	4,686
7	Bhadrachalam Road – Dornakal Doubling(55 Km)	770
8	Motumari-Vishnupuram doubling and RoR at Motumari (100 Km)	1,596
9	Nashkal (Pindial)-Hasanparthi Road bypass (25 Km)	465
10	Secunderabad (Sanathnagar)- Wadi 3rd and 4th line (173 Km)	5,012
11	Dornakal Rail over Rail (RoR) Flyover (11 Km)	327

Pandurangapuram-Bhadrachalam Road are already connected through existing railway network.

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In last 3 years i.e. (2022-23, 2023-24, 2024-25) and current Financial Year i.e.2025-26, 57 surveys (18 New Line and 39 Doubling) covering a total length of 5,665 Km have been sanctioned falling fully/partly in the State of Telangana .

Surveys of following works have been sanctioned for preparation of Detailed Project Report:

S. No.	Name of project
1	Vikarabad–Krishna new line (122 Km)
2	Gadwal–Dornakal via Kalwakurthy new line (316 Km)
3	Kacheguda–Jaggayyapeta new line (250 Km)
4	Patancheru–Adilabad new line (320 Km)
5	Bodhan–Latur Road new line (128 Km)
6	Akkanapet Bypass new line (128 Km)

After preparation of DPR, sanctioning of project requires consultation with various stake-holders including State Governments and necessary approvals viz. appraisal of NITI Aayog, Ministry of Finance etc. As sanctioning of projects is a continuous and dynamic process, exact timelines cannot be fixed.

Sanction of any railway project depends upon many parameters/factors which include the following:

- Anticipated traffic projections and remunerativeness of the proposed route
- First and last mile connectivity provided by the project
- Connection of missing links and providing additional route
- Augmentation of congested/saturated lines
- Demands raised by State Governments/Central Ministries/Public representatives,
- Railway's operational requirements

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- **Socio-economic considerations**
- **Overall availability of funds**

Execution of important infrastructure projects falling fully/partly in the State of Telangana is held up due to delay in land acquisition. Status of land acquisition in Telangana is as under:

Total Land required	2,343 Ha
Land Acquired	1,580 Ha (67%)
Balance Land to be acquired	764 Ha (33%)

Details of some major projects which are delayed due to land acquisition are as under:-

SN	Name of the project	Total land required (Ha)	Land acquired (Ha)	Balance Land to be acquired (Ha)	Amount Paid to State (Cr.)
1.	Guntur- Bibinagar Doubling	31	0	31	40
2.	Mudkhed – Medchal & Mahbubnagar – Dhone Doubling	70	0	70	30
3.	Kazipet-Vijaywada 3rd Line	135	118	17	159
4.	Manoharabad – Kothapalli New Line	1146	1050	96	-

Completion of Railway project/s depends on various factors which include the following:

- **Land acquisition by State Government**
- **Forest clearance**
- **Shifting of infringing utilities**

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- **Statutory clearances from various authorities**
- **Geological and topographical conditions of area**
- **Law and order situation in the area of project site**
- **Number of working months in a year for particular project site etc.**

All these factors affect the completion time and cost of the project/s.

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