

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
UNSTARRED QUESTION NO.1570
ANSWERED ON 12.12.2025

NEW RAILWAY LINE BETWEEN VIKARABAD TO KRISHNA

1570 SHRI ANIL KUMAR YADAV MANDADI :

Will the Minister of RAILWAYS be pleased to state:

- (a) whether Detailed Project Report (DPR) for New Railway Line connecting Vikarabad and Krishna has been prepared by Railways; and
- (b) if so, the details thereof, and if not, the reasons therefor?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) and (b) Vikarabad and Krishna are already connected through existing railway network via Wadi Junction. However, to provide direct connectivity survey of Vikarabad-Krishna (130 Km) new line has been sanctioned for preparation of DPR. The field survey has been completed. 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 own operational requirements
- Socio-economic considerations
- Overall availability of funds

Telangana

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:

Year	Budget outlay
2009-2014	₹886 cr/year (including Andhra Pradesh)
2025-2026	₹5,337 cr (more than 6 times)

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	Total Length Commissioned	Average Length Commissioned
2009-14	87 Km (Andhra Pradesh including Telangana)	17.4 Km/Year
2014-25	774 Km	70.4 Km/Year

As on 01.04.2025, 20 projects (6 New Lines and 14 Doubling), of total length of 2,165 Km, costing ₹35,045 crore falling fully/partly in the State of Telangana have been sanctioned, out of which, 547 km length has been commissioned and an expenditure of ₹11,549 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 Lines	6	840	245	4,611
Doubling/Multi-tracking	14	1,326	303	6,939
Total	20	2,165	547	11,549

Details of some of the recently 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

S. No.	Project	Cost (Rs. in Cr.)
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

Some of the projects falling fully/partly in the State of Telangana which have been taken up recently 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	DornakalRail over Rail (RoR) Flyover (11 Km)	327

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 length of 5,672 km have been sanctioned falling fully/partly in the State of Telangana .

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 (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)	Amount Paid to State (in Cr.)
1.	Guntur- Bibinagar Doubling	31	0	31	40
2.	Mudkhed – Medchal & Mahbubnagar – Dhone	70	0	70	30

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)	Amount Paid to State (in Cr.)
	Doubling				
3.	Kazipet-Vijaywada 3rd line	135	118	17	159
4.	Manoharabad – Kothapalli New Line	1146	1050	96	-

Government of Telangana has to provide land free of cost for Manoharabad – Kothapalli new line. From Manoharabad to Siddipet, 76 km has already been commissioned. Siddipet – Siricilla (31km) section out of 151 km is pending since January 2025 is targeted for commissioning in FY 2025-26. However, for Forest land diversion in 2.1 km near Siricilla, Rs 10.10 Cr was demanded in Jan-25 but money required has not yet been deposited by Telangana Govt. till date. Commissioning of Siddipet – Siricilla (31km) is held up due to this account.

04 projects in Telangana have been sanctioned on cost sharing basis at a cost of Rs 4,704 Cr Share of Telangana Government in these projects is Rs.2,181 Cr. Telangana had to deposit Rs 1,708 Cr to Ministry of Railways for these cost sharing projects. However they have deposited only Rs 894 Cr. Thus there is a shortfall of Rs 814 Cr which is adversely affecting progress of works.

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

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