

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
STARRED QUESTION NO. 69
ANSWERED ON 24.07.2026

PENDING RAILWAY PROJECTS IN ANDHRA PRADESH

*69 SHRI BHASHYAM RAMA KRISHNA:

Will the Minister of RAILWAYS be pleased to state:

- (a) details of ongoing and pending railway projects in Andhra Pradesh as on date, including new lines, doubling, RUB/ROB and station redevelopment, project-wise;
- (b) the current status of each project indicating year of sanction, estimated cost, expenditure incurred so far, physical progress and target date of completion;
- (c) the total amount of funds sanctioned, released and utilised for these projects, project-wise;
- (d) whether there are any long delays in completion of these projects, if so, the details and reasons thereof; and
- (e) whether Government has taken any steps to expedite completion of these projects and ensure timely commissioning, if so, the details thereof?

ANSWER

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND
ELECTRONICS & INFORMATION TECHNOLOGY
(SHRI ASHWINI VAISHNAW)

(a) to (e): A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (e) OF STARRED QUESTION NO.69 BY SHRI BHASHYAM RAMA KRISHNA ANSWERED IN RAJYA SABHA ON 24.07.2026 REGARDING PENDING RAILWAY PROJECTS IN ANDHRA PRADESH

(a) to (e):

ANDHRA PRADESH:

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Andhra Pradesh is as under:

Period	Outlay
2009-2014	₹886 Cr./year
2026-2027	₹10,134 Cr. (more than 11 times)

Track Construction:

The details of commissioning/laying of new track falling fully/partly in the State of Andhra Pradesh during 2009-14 and 2014-26 is as under:

Period	New Track Commissioned	Average Commissioning of new tracks
2009-14	363 Km	73 Km per year
2014-26	1,759 Km	147 Km per year (2 times)

Projects Sanctioned:

As on 01.04.2026, 42 projects (12 New Line and 30 Doubling), covering a total length of 4,768 Km length, costing ₹77,855 crore, falling fully/partly in Andhra Pradesh, have been sanctioned. The summary is as under:

Category	No. of projects	Total Length (Km)	Length Commissioned till March, 2026 (in Km)	Total Exp. upto March, 2026 (Rs. in Cr.)
New Line	12	1595	235	7,074
Multi-tracking/Doubling	30	3174	1230	20,077
Total	42	4,768	1,465	27,851

Recently Completed Projects:

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

S.No.	Name of Project	Cost (Rs. in cr.)
1	Nandyal-Yerraguntla New line (126 Km)	1,050
2	Jaggayyapeta-Janpahad New line (48 Km)	737
3	Obulavaripalle-Krishnapattnam New line (113 Km)	2,300
4	Vizianagaram-Kottavalasa 3 rd Line (35 Km)	285
5	Raichur-Guntakal Doubling (81 Km)	388
6	Guntur-Tenali Doubling (24 Km)	205
7	Guntakal-Kalluru Doubling (41 Km)	410
8	Motumari-Bypass with overhead alignment (2 Km)	39
9	Yelahanka-Penukonda Doubling (123 Km)	1,104
10	Vijaywada-Narsapur, Gudivada-Machlipatnam & Bhimavaram-Nidadavolu Doubling with electrification (221 km)	4,688
11	Gooty-Dharmavaram Doubling (90 Km)	1,800
12	Penukonda-Dharmavaram Doubling (42 Km)	308

Ongoing Projects:

Some of the major projects falling fully/partly in the State of Andhra Pradesh which have been taken up are as under:

S.No.	Name of Project	Cost (Cr.)
1	Kotipalli-Narsapur New Line (57 Km)	2,120
2	Nadikude-Srikalahasti New Line (309 Km)	3,407
3	Rayadurg-Tumkur New Line (207 Km)	4,565
4	Malugur – Palasamudram New Line (18 Km)	342
5	Malkangiri-Bhadrachalam-Pandurangapuram New Line (174 Km)	3,592
6	Errupalem-Amravati-Namburu New Line(57 Km)	2,047
7	Vizianagram-Titlagarh 3 rd line (265 Km)	6,996
8	Nergundi – Barang, Khurda Road – Vizianagaram 3 rd line (385 Km)	4,963
9	Kottavalasa-Koraput Doubling (189 Km)	3,580
10	Kazipet-Vijaywada 3 rd line (220 km)	3,315
11	Vijaywada- Gudur 3 rd line (287 Km)	6,509
12	Guntakal - Guntur Doubling(401 Km)	4,692
13	Guntur - Bibinagar Doubling (239 Km)	2,853
14	Mudkhed – Medchal, Mahbubnagar - Dhone Doubling (417 Km)	4,686
15	Motumari-Vishnupuram Doubling (89 Km)	1,596
16	Gudur-Renigunta 3 rd Line(83 Km)	877
17	Tirupati-Katpadi Doubling (104 Km)	1,216
18	Rajahmundry- Visakhapatnam 3 rd & 4 th line (198 Km)	9,889
19	Guntakal-Wadi 3 rd & 4 th line (230 Km)	4,758

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

- Land acquisition
- 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.

Station Redevelopment:

Ministry of Railways has launched Amrit Bharat Station Scheme for redevelopment of stations with a long-term approach.

The scheme involves preparation of master plans and their implementation in phases to improve and upgrade the stations of Indian Railways. The master planning, keeping in view the necessity of each station, includes:

- Improvement of access to station and circulating areas
- Integration of the station with both sides of the city
- Improvement of the station building/new second entry station building
- Improvement of waiting halls, toilets, sitting arrangement, water booths
- Provision of wider foot over bridge/subway to commensurate with passenger traffic
- Provision of lifts/escalators/ramps
- Improvement of platform surface/extension of platforms/provision of platform shelter
- Provision of kiosks for local products through schemes like 'One Station One Product'
- Parking development
- Amenities for Divyangjans
- Better passenger information systems
- Air concourse, executive lounges, Multimodal integration, landscaping, etc.

The scheme also envisages sustainable and environment friendly solutions etc. as per necessity, phasing and feasibility and creation of city centre at the station in the long term.

So far, 1,340 stations have been identified for development under this scheme, out of which 74 stations are located in Andhra Pradesh. The names of stations identified for development under Amrit Bharat Station Scheme in Andhra Pradesh are as following:

State	No. of Stations	Name of Stations
Andhra Pradesh	74	Adoni, Anakapalle, Anantapur, Anaparthi, Araku, Bapatla, Bhimavaram Town, Bobbili Jn, Chipurupalli, Chirala, Chittoor, Cuddapah, Cumbum, Dharmavaram, Dhone, Donakonda, Duvvada, Elamanchili, Eluru, Giddalur, Gooty, Gudivada , Gudur, Gunadala, Guntur, Hindupur, Ichchpuram, Kadiri, Kakinada Town Jn, Kottavalasa Jn, Kuppam, Kurnool City, Macherla, Machilipatnam, Madanapalle Road, Mangalagiri, Mantralayam Road, Markapur Road, Nadikude Jn, Nandyal Jn, Narasapur, Narasaraopet, Naupada Jn, Nellore, Nidadavolu Jn, Ongole, Pakala Jn, Palasa, Parvatipuram, Piduguralla, Piler, Pithapuram, Rajahmundry, Rajampet, Rayanapadu, Renigunta, Repalle, Samalkot , Sattenapalle, Satya Sai Prashanti Nilayan, Simhachalam, Singaraykonda, Sri Kalahasti, Srikakulam Road, Sullurpeta, Tadepalligudem, Tadipatri, Tenali, Tirupati, Tuni, Vijayawada, Vinukonda, Vishakhapatnam, Vizianagaram Jn

Completed stations:

Development works at railway stations under Amrit Bharat Station Scheme in Andhra Pradesh have been taken up at a good pace. Details of stations completed in Andhra Pradesh are as under:

State	No. of stations	Name of stations
Andhra Pradesh	08	Cumbum, Eluru, Kakinada Town Junction, Mangalagiri, Nidadavolu Junction, Rayanapadu, Sullurpeta, Tuni

The activities for development at other stations have also been taken up at good pace and progress of some of the stations is as given below:

- Tirupati station: The works of new South side station building (G+3+Basement), structural works of new North side station building, two nos. air concourses, underground and overhead water tanks, sewage treatment plant, rainwater harvesting, ramp to foot over bridge, lifts and escalators have been completed. The finishing works of station building, connecting bridge, approach road and platform shelters have been taken up.

- Nellore station: The structural works of West and East side station building, waiting hall, structural work of air concourse and extension of subway have been completed. The finishing works of station building, sewage treatment plant, improvement of platform surface, platform shelters, lifts and escalators have been taken up.
- Kurnool City station: The works of platform extension, improvement of platform surface platform shelter at platform no. 1 & 2/3 and improvement of Pay & Use toilet have been completed. The works of improvement of station building, entry/exit gate at main entry, booking office, improvement of circulating area parking and 12 m wide foot over bridge have been taken up.
- Kuppam station: The works of platform shelter, toilet and parking have been completed. The works of station building at main entry, station building at second entry, waiting hall, improvement of circulating area, approach road, lift, amenities for Divyangjan and 12 m wide foot over bridge have been taken up.
- Hindupur station: The works of improvement of waiting hall and Rail Main Service building have been completed. The works of improvement of station building at main entry, entrance porch at main entry, new station building at second entry, platform shelter, parking, toilets, improvement of circulating area, lift and 12 m wide foot over bridge have been taken up.

Further, development / redevelopment / upgradation / modernisation of stations on Indian Railways is a continuous and ongoing process and works in this regard are undertaken as per requirement, subject to inter-se priority and availability of funds. Development / redevelopment / upgradation / modernisation of a station is carried out based on category of station/condition/traffic handled etc.

Indian Railways has a well established mechanism to monitor implementation of projects including their reviews, inspection, check for quality of works and audits. Works are carried out adhering to the standards and specifications laid down in various codes and manuals. Inspections/audits/checks are carried out from time to time by various agencies/officials/multi-disciplinary teams as per laid down instructions and actions for correction including damages are taken immediately. This is a continuous and ongoing process.

Development / upgradation of railway stations is a complex in nature involving safety of passengers & trains and requires various statutory clearances such as tree cutting, heritage, fire clearance, airport clearance etc. These stations are in operation since long, so brownfield work challenges are being faced, such as shifting of utilities (involving water/sewage lines, optical fibre cables, gas pipelines, power/signal cables, etc.), infringements, operation of trains without hindering passenger movement,

speed restrictions due to works carried out in close proximity of the tracks and near to high voltage power lines, etc. and these factors affect the progress of work and completion time.

Development / upgradation / modernisation of stations including under Amrit Bharat Station Scheme is generally funded under Plan Head-53 'Customer Amenities'. The details of allocation and expenditure under Plan Head-53 are maintained Zonal Railway-wise and not station-wise or state-wise. Andhra Pradesh is covered under the jurisdiction of five railway zones, namely, East Coast Railway, Southern Railway, South Central Railway, South Coast Railway and South Western Railway. For these zones, an allocation of 3,134 crore has been made for the current financial year 2026-27, out of which an expenditure (up to June, 2026) of ₹ 1,361 crore has been incurred so far.

ROBs/ RUBs:

Nos. of ROBs/ RUBs constructed on Indian Railways during the period 2004-14 viz-a-viz 2014-26 (Upto May'26) is as under:

Period	ROBs/ RUBs constructed
2004-14	4,148 Nos.
2014-26 (Upto May'26)	14,451 Nos. (including 838 Nos. in the State of Andhra Pradesh)

As on 01.06.2026, 4,993 Nos. ROBs/ RUBs are sanctioned at the cost of ₹1,17,492 Cr on Indian Railways including 301 Nos. Road Over Bridge (ROB)/Road Under Bridge (RUB) at a cost of ₹ 11,686 Cr. in Andhra Pradesh which are at various stages of planning and execution.

Sanctioning of proposals for construction of ROBs/RUBs in lieu of Level Crossings is a continuous and dynamic process of Indian Railways. Such works are prioritised and taken up on the basis of its impact on safety in train operations, mobility of trains & impact for road users and feasibility etc.

Andhra Pradesh was earlier covered under the jurisdiction of four railway zones namely East Coast Railway, Southern Railway, South Central Railway and South Western Railway (South Coastal Railway is functional since 01.06.2026). For these zones, an allocation of ₹ 1940 Cr has been made for the current financial year 2026-27, out of which an expenditure (upto June'2026) of ₹ 674 Cr has been incurred so far.

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of

infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc. All these factors affect the completion time of the projects / works.

Further, Railways have taken following measures to expedite the progress of work:

- i). Joint survey with concerned State Govt./Road Owning Authority is done before finalizing the General Arrangement Drawing (GAD) to ensure smooth execution.
- ii). Periodic meetings of Railway & State Government officials are done to resolve various issues related to ROB/RUB works.
- iii). Standardization of superstructure and substructure drawings for various combinations of span, skewness and width of road on the Railway portion has been done to avoid delays during the design approval. This has been issued in the form of a compendium, which can be directly adopted for Road Over Bridge across Railway lines for expeditious planning.
