

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO. 137
TO BE ANSWERED ON 19.12.2018**

NALGONDA-MACHERLA RAILWAY LINE

***137. SHRI GUTHA SUKENDER REDDY:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that the Nalgonda-Macherla Railway Line was sanctioned in 1997-98 and mere budgetary allocations were made every year in the Railway Budget and if so, the details thereof;**
- (b) the reasons for sudden decision of the Railways to shelve the project on the pretext of non-viability;**
- (c) the reasons for allocating funds every year for this project, if the project was non-viable; and**
- (d) the stand of the Government in this regard?**

ANSWER

MINISTER OF RAILWAYS AND COAL

(SHRI PIYUSH GOYAL)

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

**STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF
STARRED QUESTION NO. 137 BY SHRI GUTHA SUKENDER REDDY
TO BE ANSWERED IN LOK SABHA ON 19.12.2018 REGARDING
NALGONDA-MACHERLA RAILWAY LINE**

(a) to (d): Nalgonda-Macherla New Railway Line (81.60 Km) was included in Supplementary Budget 1997-98 at an abstract cost of ₹125.09 crore.

The detailed estimate for ₹456.26 crore was sanctioned in 2011. Subsequently bankability study of the project was done in September 2012 and it was observed that the project is not financially viable due to its low traffic potential and resource crunch. Therefore, the project was kept in abeyance.

Since the project has been kept in abeyance, nominal funds are allotted to project every year.
