

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.1085
TO BE ANSWERED ON 26.07.2023**

KADAPA – BENGALURU NEW RAILWAY LINE

1085. SHRI Y.S. AVINASH REDDY:

Will the Minister of RAILWAYS be pleased to state :

(a) the details and the present status of the proposed Kadapa-Bengaluru new railway line as on date;

(b) whether the Railways has received any request for modification and realignment of the line in the district of YSR Kadapa in Andhra Pradesh;

(c) if so, the response of the Government thereto;

(d) whether the Railways has set up any targets to complete the said railway line at the earliest; and

(e) if so, the details thereof?

ANSWER

**MINISTER OF RAILWAYS, COMMUNICATIONS 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 UNSTARRED QUESTION NO.1085 BY SHRI Y.S. AVINASH REDDY TO BE ANSWERED IN LOK SABHA ON 26.07.2023 REGARDING KADAPA-BENGALURU NEW RAILWAY LINE

(a) to (e): The Kadapa-Bangalore (268 km) project was sanctioned in Budget on cost sharing basis with Government of Andhra Pradesh. Accordingly Government of Andhra Pradesh has to share 50% cost of complete project. Anticipated cost of the project is ₹ 2705.98 crore. An expenditure of ₹ 358.60 cr has been incurred upto March 2023 and 21.30 km long Kadapa-Pendlimarri section has been commissioned.

Government of Andhra Pradesh vide their letter dated 15.11.2006 had consented for sharing 50% cost of Kadapa to Bangalore via Madanapalli joining at Kolar rail line. So far, Government of Andhra Pradesh has deposited only ₹ 189.95 crore towards their share in project and are not depositing their cost share further. Government of Andhra Pradesh vide their letter dated 03.11.2020 has informed that State Government will bear only land cost of the project. Further, vide D.O.letter dated 17.06.2021, Government of Andhra Pradesh has suggested a different alignment. Accordingly, Survey for new alignment between Muddanuru – Pulivendula – Mudigubba – Sri Satya Sai Prashanti Nilayam (110 kms) has been sanctioned and the alignment passes through YSR (Kadapa) District.

Since Government of Andhra Pradesh is not depositing their cost share for the project, the execution of the project is held up on this account.

Further, execution will be taken up only after deposition of State cost share by Government of Andhra Pradesh.

The completion of any Railway project(s) depends on various factors like deposition of State share in cost sharing project by State Government, quick land acquisition by State Government, forest clearance by officials of forest department, 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(s) site due to climatic conditions etc. and all these factors affect the completion time of the project(s). Hence, no confirmed time frame can be ascertained for completion of project(s) at this stage.

Since 2014, there has been substantial increase in budget allocation and commensurate commissioning of infrastructure projects. Average annual budget allocation for infrastructure projects and safety works, falling fully/partly in the State of Andhra Pradesh, during 2014-19 has increased to ₹ 2830 crore per year, which is 219% more than average annual budget allocation of ₹ 886 crore per year during 2009-14. Annual budget outlay for these projects have been increased to ₹ 3885 crore in financial year (FY) 2019-20 (338% more than average annual budget outlay during 2009-14), ₹ 4910 crore in financial year (FY)2020-21 (454% more than average annual budget outlay during 2009-14), ₹ 6223 crore in financial year 2021-22 (602% more than average annual budget outlay during 2009-14) and ₹ 7032 crore in financial year 2022-23 (694% more than the average of 2009-14 (₹ 886 Cr/Yr.).

For financial year 2023-24, highest ever budget outlay of ₹ 8406 crore has been proposed for these projects, which is 849% more than average annual budget outlay of 2009-14(₹ 886 crore/year).

During 2014-23, 1266 Km sections (350 km New line and 916 km Doubling) falling fully/partly in the State of Andhra Pradesh have been commissioned at an average rate 140.67 km per year, which is 94% more than commissioning during 2009-14 (72.6 Km/Yr.)
