

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO.4420
TO BE ANSWERED ON 20.08.2025**

COASTAL RAILWAY CORRIDOR IN ANDHRA PRADESH

4420. SHRI TANGELLA UDAY SRINIVAS:

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government is planning for the construction of a dedicated Coastal Railway Corridor in Andhra Pradesh particularly to connect key coastal towns such as Annavaram, Kakinada, Machilipatnam and Bapatla;

(b) if so, the details and current status of the proposal including any feasibility studies conducted or sanctioned;

(c) whether the Government has assessed the potential economic benefits of such a corridor in terms of facilitating agricultural exports, fisheries, petroleum logistics and coastal tourism and if so, the details thereof;

(d) the details of the estimated cost, proposed timeline and funding pattern for the project, if approved; and

(e) the details of the steps being taken to expedite the development of rail infrastructure to improve port connectivity and boost economic activity along the Andhra Pradesh coastline?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (e) To improve the connectivity in Coastal area of Andhra Pradesh, Kotapalli-Narsapur new line project of 57 km costing Rs.2120

crore has been taken sanctioned. Work on important bridges and Land acquisition have been taken up.

Kakinanda is already connected to Annavaram via Samalkot through double line section.

To further improve the connectivity of Coastal region of Andhra Pradesh and ports, following surveys have been sanctioned for preparation of the Detailed Project Report(DPR):

- 1. Haridaspur-Vizianagram 4th line (450 km)**
- 2. Bapatla-Repalle new line (46 km)**
- 3. Machilipatnam-Repalle new line (45 km)**
- 4. Narsapur-Machilipatnam new line (74 km)**
- 5. Kottavalasa-Anakapalle bypass (35 km)**
- 6. Nidadavolu-Duvvada 3rd and 4th line (198 km)**

After firming up of Detailed Project Report (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.

The completion of any Railway project depends on various factors like quick land acquisition by State Government, forest clearance by officials of forest department, deposition of cost share by State Government in cost sharing projects, priority of projects, shifting of infringing utilities, statutory clearances from various authorities, geological and topographical conditions of area, law and order situation in the area of project(s) site, number of working months in a year for particular project site due to climatic conditions etc.

Andhra Pradesh

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:-

Year	Budget outlay	Increase w.r.t. average annual allocation during 2009-14
2009-2014	₹886 cr/year (including Telangana)	-
2025-2026	9417 cr	More than 11 times

Commissioning of infrastructure projects falling fully/partly in the State of Andhra Pradesh is as under:

Period	Total Length Commissioned	Average Length Commissioned	change w.r.t. average commissioning during 2009-14
2009-14	363 km	72.6 km/Year	-
2014-25	1,582 km	143.82 km/Year	More than 4 times

As on 01.04.2025, 39 projects(12 New Lines and 27 Doubling), covering total length of 4,498km length, costing ₹70,231crore, falling fully/partly in Andhra Pradesh, are sanctioned, out of which 1,179 km length has been commissioned and an expenditure of ₹28,039 crore has been incurred upto March 2025. The status of the work is summarized as:

Category	No. of sanctioned projects	Total Length (in km)	Length Commissioned (Km)	Exp upto March 2025 (₹. in cr.)
New Line	12	1595	199	6413
Double Line	27	3904	979	21626
TOTAL	39	4499	1178	28,039

Railway projects are surveyed/ sanctioned/executed Zonal Railway wise and not State-wise/Division-wise as the Railway projects may span across State boundaries. Railway projects are sanctioned on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, demands raised by State Governments, Central Ministries, Members of Parliament, other public representatives, Railway's own operational requirement, socio-economic considerations etc. depending upon throwforward of ongoing projects and overall availability of funds.

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