

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO. 5504  
TO BE ANSWERED ON 25.03.2026**

**RAIL CONNECTIVITY FOR NAGARKURNOOL**

**5504. DR. MALLU RAVI:**

**Will the Minister of RAILWAYS be pleased to state:**

- (a) whether the Government is aware that large parts of southern Telangana, particularly Nagarkurnool Lok Sabha Constituency still lack direct railway connectivity despite decades of proposals and if so, the details thereof;**
- (b) whether the Government has received representations seeking construction of new railway lines such as Dornakal–Nalgonda–Kalwakurthy–Nagarkurnool, Wanaparthy–Gadwal and Jadcherla–Nandyal via Nagarkurnool and Kollapur to improve connectivity in the region and if so, the details thereof;**
- (c) whether the Government has conducted any feasibility study or Final Location Survey for new railway corridors connecting unserved districts of southern Telangana including Nagarkurnool and if so, the details thereof;**
- (d) whether it is a fact that railway infrastructure projects in Telangana have faced delays due to land acquisition issues and funding gaps and if so, the details thereof;**
- (e) the details of railway projects sanctioned, under survey or pending approval in Telangana during the last five years particularly those affecting backward districts such as Nagarkurnool; and**
- (f) the timeline proposed by the Government for improving rail connectivity and initiating new railway line projects in the region?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

**(a) to (f): Dornakal, Nalgonda, Gadwal, Jadcherla, Nandyal are existing railway stations. For improving the connectivity in Southern Part of Telangana,**

survey for Dornakal-Gadwal new line (296 Km) has been sanctioned for preparation of Detailed Project Report (DPR). The survey has been completed. The line passes through Suryapet, Nalgonda, Kalwakurthy, Nagarkurnool and Wanaparthy.

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 depend upon appraisals and approvals by various stakeholders.

Survey for Jadcherla-Nandyal new line (182 Km) was carried out. The project has low traffic projections.

**TELANGANA:**

**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 Telangana is as under:

Period	Outlay
2009-14	₹886 Cr./Yr.(including Andhra Pradesh)
2025-26	₹5,337 Cr.

**Track Construction:**

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	New Track Commissioned	Average Commissioning of new tracks
2009-14	87 Km	17.4 Km/per year
2014-25	774 Km	70.4 Km /per year (more than 4 times)

**Projects sanctioned:**

As on 01.04.2025, 20 Railway projects (6 New Lines and 14 Doubling), of a total length of 2,166 Km, costing ₹35,045 crore falling fully/partly in the

**State of Telangana have been sanctioned. The summary is as under:-**

<b>Category</b>	<b>No. of projects</b>	<b>Total Length (in Km)</b>	<b>Length Commissioned till March, 2025 (in Km)</b>	<b>Total Exp. upto March, 2025 (₹ in Cr.)</b>
<b>New Line</b>	<b>6</b>	<b>840</b>	<b>245</b>	<b>4,611</b>
<b>Doubling/Multi-tracking</b>	<b>14</b>	<b>1,326</b>	<b>303</b>	<b>6,939</b>
<b>Total</b>	<b>20</b>	<b>2,166</b>	<b>548</b>	<b>11,550</b>

**Recently completed projects:**

**Details of some of the completed projects falling fully/partly in the State of Telangana are as under:**

<b>S. No.</b>	<b>Project</b>	<b>Cost (₹ in Cr.)</b>
<b>1</b>	<b>Peddapalli - Nizamabad new line (178 Km)</b>	<b>926</b>
<b>2</b>	<b>Jaggayyapeta - Janpahad new line (48 Km)</b>	<b>737</b>
<b>3</b>	<b>Akkanapet - Medak new line (17 Km)</b>	<b>205</b>
<b>4</b>	<b>Bhadrachalam Road - Sattupalli new line (56 Km)</b>	<b>990</b>
<b>5</b>	<b>Raghavapuram - Mandamari Doubling (24 Km)</b>	<b>165</b>
<b>6</b>	<b>Raichur - Guntakal Doubling (81 Km)</b>	<b>388</b>
<b>7</b>	<b>Secunderabad- Mehboobnagar Doubling (85 Km)</b>	<b>1,266</b>
<b>8</b>	<b>Multi- Modal Transport System (MMTS) Phase-II, Hyderabad (103 Km)</b>	<b>1,156</b>
<b>9</b>	<b>Byepass line at Peddapalli (2 Km)</b>	<b>37</b>

**Ongoing Projects:**

**Details of some of the projects falling fully/partly in the State of Telangana which have been taken up are as under:**

<b>S.N</b>	<b>Name of Project</b>	<b>Cost (Cr)</b>
<b>1</b>	<b>Manoharabad - Kothapalli new line (151 Km)</b>	<b>2,781</b>
<b>2</b>	<b>Malkangiri - Pandurangapuram new line (174 Km)</b>	<b>3,592</b>
<b>3</b>	<b>Kazipet - Vijaywada 3rd line (220 Km)</b>	<b>3,315</b>
<b>4</b>	<b>Kazipet -Ballarshah 3rd line (202 Km)</b>	<b>3,183</b>
<b>5</b>	<b>Guntur - Bibinagar Doubling (239 Km)</b>	<b>2,853</b>
<b>6</b>	<b>Mudkhed - Medchal - Dhone Doubling (417 Km)</b>	<b>4,686</b>
<b>7</b>	<b>Bhadrachalam Road - Dornakal Doubling (55 Km)</b>	<b>770</b>
<b>8</b>	<b>Motumari - Vishnupuram doubling and RoR at Motumari (100 Km)</b>	<b>1,596</b>

<b>S.N</b>	<b>Name of Project</b>	<b>Cost (Cr)</b>
<b>9</b>	<b>Nashkal (Pindial) - Hasanparthi Road bypass (25 Km)</b>	<b>465</b>
<b>10</b>	<b>Secunderabad (Sanathnagar) - Wadi 3rd and 4th line (173 Km)</b>	<b>5,012</b>
<b>11</b>	<b>Dornakal Rail over Rail (RoR) Flyover (11 Km)</b>	<b>327</b>

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 total length of 5,665 Km have been sanctioned falling fully/partly in the State of Telangana.

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 operational requirements
- Socio-economic considerations
- Overall availability of funds

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:

<b>Total Land required</b>	<b>2,343 Ha</b>
<b>Land Acquired</b>	<b>1,580 Ha (67%)</b>
<b>Balance Land to be acquired</b>	<b>764 Ha (33%)</b>

Details of some major projects which are delayed due to land acquisition are as under:-

<b>SN</b>	<b>Name of the project</b>	<b>Total land required (Ha)</b>	<b>Land acquired (Ha)</b>	<b>Balance Land to be acquired (Ha)</b>	<b>Amount Paid to State (Cr.)</b>
<b>1.</b>	<b>Guntur - Bibinagar Doubling</b>	<b>31</b>	<b>0</b>	<b>31</b>	<b>40</b>

<b>2.</b>	<b>Mudkhed – Medchal &amp; Mahbubnagar – Dhone Doubling</b>	<b>70</b>	<b>0</b>	<b>70</b>	<b>30</b>
<b>3.</b>	<b>Kazipet - Vijaywada 3rd Line</b>	<b>135</b>	<b>118</b>	<b>17</b>	<b>159</b>
<b>4.</b>	<b>Manoharabad – Kothapalli New Line</b>	<b>1146</b>	<b>1050</b>	<b>96</b>	<b>-</b>

**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.**

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