

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**STARRED QUESTION NO.77**  
**ANSWERED ON 09.02.2024**

**IMPLEMENTATION OF KOTIPALLI-NARASAPUR RAILWAY PROJECT**

\*77 SHRI KANAKAMEDALA RAVINDRA KUMAR :

Will the Minister of RAILWAYS be pleased to state:

- (a) whether it is a fact that Government is implementing Kotipalli-Narasapur railway project on the basis of cost sharing with Government of Andhra Pradesh;
- (b) if so, the details thereof and the amount deposited by Government of Andhra Pradesh;
- (c) whether Government of Andhra Pradesh is also required to hand over certain extent of land for this project; and
- (d) if so, the details regarding the handing over of the required land by Government of Andhra Pradesh?

**ANSWER**

MINISTER OF RAILWAYS, COMMUNICATIONS AND  
ELECTRONICS & INFORMATION TECHNOLOGY

(SHRI ASHWINI VAISHNAW)

(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.77 BY SHRI KANAKAMEDALA RAVINDRA KUMAR ANSWERED IN RAJYA SABHA ON 09.02.2024 REGARDING IMPLEMENTATION OF KOTIPALLI-NARASAPUR RAILWAY PROJECT**

(a) to (d) Kotipalli-Narsapur (57.21 km) new line Project was sanctioned in 2000-01 with 25% cost sharing by Government of Andhra Pradesh. Sanctioned cost of the project is ₹2120 crore and an expenditure of ₹1115 crore has been incurred upto March, 2023.

So far Government of Andhra Pradesh has deposited only ₹52.69 crore towards their share in project and amount of ₹477.39 crore is outstanding from Government of Andhra Pradesh towards their share in project.

In this project only about 162.52 Hectare land has been handed over by Government of Andhra Pradesh out of total requirement of about 421.35 Hectare.

Works on Kotipalli-Narsapur new line project is held up as Government of Andhra Pradesh is not depositing their outstanding cost share for the project and delay in handing over of the land. The work is in progress in available land.

Since 2014, there has been substantial increase in fund allocation and commensurate commissioning of projects across Indian Railways. 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	-
2023-2024	₹8406 cr	More than 9 times

Though fund allocation has increased manifold but pace of execution of project is dependent on expeditious land acquisition. Railway acquires the land through State Government. State Government assesses the compensation amount and advises to Railway. On receipt of demand from State Government, Railway deposits compensation amount with concerned District Land Acquisition Authority. Execution of important infrastructure projects falling fully/partly in the State of Andhra Pradesh is held up due to delay in land acquisition and only about 2023 Hectare land has been acquired out of total requirement of about 4373 Hectare. Railway had initiated efforts for acquisition of land but could not succeed in acquiring land for projects. Support of the Government of Andhra Pradesh is needed to expedite the land acquisition.

Railway has taken up 07 projects on cost sharing basis with Government of Andhra Pradesh. Government of Andhra Pradesh is not depositing their share in cost sharing projects, an amount of ₹6958 crore is outstanding from Government of Andhra Pradesh towards their share in projects

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

Period	Total Length Commissioned	Average Length Commissioned	Increase w.r.t. average commissioning during 2009-14
2009-14	363 km	72.6 km/Year	-
2014-23	1,266 km	140.67 km/Year	Approx 2 times

\*\*\*\*\*

भारत सरकार  
रेल मंत्रालय

राज्य सभा  
09.02.2024 के  
तारांकित प्रश्न सं. 77 का उत्तर

कोटिपल्ली-नरसापुर रेलवे परियोजना का कार्यान्वयन

\*77 श्री कनकमेदला रवींद्र कुमार:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

- (क) क्या यह सच है कि सरकार आंध्र प्रदेश सरकार के साथ लागत साझेदारी के आधार पर कोटिपल्ली-नरसापुर रेलवे परियोजना लागू कर रही है;
- (ख) यदि हां, तो तत्संबंधी ब्यौरा क्या है और इसके लिए आंध्र प्रदेश सरकार द्वारा कितनी धनराशि जमा की गई है;
- (ग) क्या आंध्र प्रदेश सरकार को इस परियोजना के लिए कुछ भूमि सौंपने की भी आवश्यकता है; और
- (घ) यदि हां, तो आंध्र प्रदेश सरकार द्वारा अपेक्षित भूमि सौंपे जाने के संबंध में ब्यौरा क्या है?

उत्तर

रेल, संचार एवं इलेक्ट्रॉनिकी और सूचना प्रौद्योगिकी मंत्री

(श्री अश्विनी वैष्णव)

(क) से (घ): विवरण सभा पटल पर रख दिया गया है।

\*\*\*\*\*

कोटिपल्ली-नरसापुर रेलवे परियोजना के कार्यान्वयन के संबंध में दिनांक 09.02.2024 को राज्य सभा में श्री कनकमेदला रवींद्र कुमार के तारांकित प्रश्न सं. 77 के भाग (क) से (घ) के उत्तर से संबंधित विवरण।

(क) से (घ) कोटिपल्ली-नरसापुर (57.21 किमी) नई लाइन परियोजना 2000-01 में आंध्र प्रदेश सरकार द्वारा 25% लागत भागीदारी के साथ स्वीकृत की गई थी। परियोजना की स्वीकृत लागत ₹2120 करोड़ है और मार्च, 2023 तक ₹1115 करोड़ का व्यय किया गया है।

अब तक, आंध्र प्रदेश सरकार ने परियोजना में अपने हिस्से के तौर पर केवल ₹52.69 करोड़ जमा किए हैं और परियोजना में आंध्र प्रदेश सरकार के हिस्से के ₹477.39 करोड़ की राशि बकाया है।

इस परियोजना में आंध्र प्रदेश सरकार द्वारा लगभग 421.35 हेक्टेयर की कुल आवश्यकता में से केवल 162.52 हेक्टेयर भूमि ही सौंपी गई है।

कोटिपल्ली-नरसापुर नई लाइन परियोजना पर कार्य रुका हुआ है क्योंकि आंध्र प्रदेश सरकार परियोजना के लिए लागत का अपना बकाया हिस्सा जमा नहीं कर रही है और भूमि सौंपने में देरी कर रही है। उपलब्ध भूमि पर कार्य प्रगति पर है।

2014 से, भारतीय रेल में निधि आवंटन में पर्याप्त वृद्धि की गई है और तदनुरूप, परियोजनाओं की कमीशनिंग की गई है। आंध्र प्रदेश राज्य में पूर्णतः/आंशिक रूप से पड़ने वाली अवसंरचना परियोजनाओं और संरक्षा कार्यों के लिए बजट आवंटन निम्नानुसार है:

अवधि	बजट परिव्यय	2009-14 के दौरान औसत वार्षिक आवंटन की तुलना में वृद्धि
2009-2014	₹886 करोड़/वर्ष	-
2023-2024	₹8406 करोड़	9 गुना से अधिक

यद्यपि निधि आवंटन कई गुना बढ़ गया है, लेकिन परियोजना के निष्पादन की गति शीघ्र भूमि अधिग्रहण पर निर्भर है। रेलवे, राज्य सरकार के माध्यम से भूमि का अधिग्रहण करती है। राज्य सरकार मुआवजा राशि का आकलन कर रेलवे को सूचित करती है। राज्य सरकार से मांग प्राप्त होने पर, रेलवे संबंधित जिला भूमि अधिग्रहण प्राधिकरण के पास मुआवजा राशि जमा करती है। आंध्र प्रदेश राज्य में पूर्णतः/आंशिक रूप से पड़ने वाली महत्वपूर्ण अवसंरचना परियोजनाओं का निष्पादन भूमि अधिग्रहण में देरी के कारण रुका हुआ है और लगभग 4373 हेक्टेयर भूमि की कुल आवश्यकता में से, केवल 2023 हेक्टेयर भूमि का अधिग्रहण किया गया है। रेलवे ने परियोजनाओं के लिए भूमि अधिग्रहण के प्रयास शुरू किए थे लेकिन भूमि अधिग्रहण नहीं कर सकी। भूमि अधिग्रहण में तेजी लाने के लिए आंध्र प्रदेश सरकार के सहयोग की आवश्यकता है।

रेलवे ने आंध्र प्रदेश सरकार के साथ लागत भागीदारी के आधार पर 07 परियोजनाएं शुरू की हैं। आंध्र प्रदेश सरकार लागत भागीदारी परियोजनाओं में अपना हिस्सा जमा नहीं कर रही है, परियोजनाओं में आंध्र प्रदेश सरकार पर उनके हिस्से की ₹6958 करोड़ की राशि बकाया है।

आंध्र प्रदेश राज्य में पूर्णतः/आंशिक रूप से पड़ने वाली अवसंरचना परियोजनाओं की कमीशनिंग का विवरण निम्नानुसार है:

अवधि	कमीशन की गई कुल लंबाई	कमीशन की गई औसत लंबाई	2009-14 के दौरान औसत कमीशनिंग की तुलना में वृद्धि
2009-14	363 किलोमीटर	72.6 किलोमीटर/वर्ष	-
2014-23	1,266 किलोमीटर	140.67 किलोमीटर/वर्ष	लगभग 2 गुना

\*\*\*\*\*

SHRI KANAKAMEDALA RAVINDRA KUMAR: Sir, I have gone through the answer given by the Hon. Minister. Out of Rs.477.39 crores, the State Government has deposited Rs.52.69 crores. Likewise, out of 421.35 hectares, 162.52 hectares has already been handed over with regard to the project. Similarly, Nadikudi - Srikalahasti new line, Bhadrachalam - Kovvur new line, Vijayawada - Gudivada - Bhimavaram - Narsapur new line, Gudivada - Machilipatnam - Bhimavaram new line, Kadapa - Bangalore - Tumkur - Rayadurga new line, Visakhapatnam metro line, these projects are already there pending for the last several years. All these projects are non-started ones. Despite the small contribution by the Government, as per the answer, the State Government did not allocate the sufficient lands and funds. In view of these non-started projects for the last few years, is there any proposal from the Central Government, on its own, to take up the railway projects due to the financial doldrums of the State of Andhra Pradesh, in view of the present system?

SHRI ASHWINI VAISHNAW: Mr. Chairman, Sir, the Hon. Member has raised a very valid point. When there was a very clear agreement between a State Government and the Central Government for a particular project, then that agreement should be honoured. Wherever the Central Government has taken up the projects on their own, and, of course, all those decisions are taken in consultation with the State Governments, the projects have been fully funded by the Central Government. But, in the cases that Hon. Member has mentioned, the State Government had promised to contribute because those projects had some financial viability issues. So, the State Government must honour their commitment, Sir.

MR. CHAIRMAN: Second Supplementary, Shri Kanakamedala Ravindra Kumar.

SHRI KANAKAMEDALA RAVINDRA KUMAR: Sir, as per the provisions of the A.P. Reorganization Act, South-Central Railway Zone has to be established in the State of Andhra Pradesh, Visakhapatnam. Despite the proposal made by the Central Government, according to the Central Government, the State Government did not allocate the sufficient land as per the answer given earlier by the Hon. Railway Minister. But, the State Government is expressing its opinion. We have already addressed a letter to the Central Government. Despite the State Government's willingness, the Railway Department did not come forward to establish the Railway Zone.

MR. CHAIRMAN: What is your supplementary?

SHRI KANAKAMEDALA RAVINDRA KUMAR: What is the impediment in proceeding further in respect of the Railway Zone?

SHRI ASHWINI VAISHNAW: The land which has been identified so far, it is a 52 acre plot, that is the backwater of a lake. This is highly waterlogged land, which is not suitable for constructing a South-Coast Zone Building. That is why we have requested that a suitable land may be identified by the State Government. That process is on. In the meanwhile, I would also like to point out that the Hon. Prime Minister, Shri Narendra Modi, has allocated record amount of funds for development of Railways in Andhra Pradesh. During the period 2009 to 2014, the average allocation for Andhra and Telangana, the undivided State, used to be only Rs. 886 crore. In the current Budget, Hon. Prime Minister has allocated Rs.9,138 crore. Sir, the Prime Minister has always said, '*Sabka Sath, Sabka Vikas, Sabka Vishwas aur Sabka Prayas*'. That fourth element is very important '*Sabka Prayas*'. *Sabka Prayas* will mean that the State Government also must come with rapid land acquisition with support in the law and order. Out of 4,373 hectare land required for development of Railway projects in Andhra, only 2,023 hectares have been acquired so far. So, I will request the Hon. Member, through you, Sir, to kindly request the State Government as far as possible to support the development of Railways.

MR. CHAIRMAN: Third Supplementary, Shri Saket Gokhale.

SHRI SAKET GOKHALE: Sir, through you, I would like to inform the Hon. Minister that there are constant reports and complaints on social media from passengers regarding overcrowding in general compartments of trains and that unreserved passengers have now begun travelling in Sleeper and 3-Tier AC coaches. I just want to ask the Hon. Minister as to what steps the Railways are taking to reduce overcrowding in trains and how does the Railways plan to increase the passenger capacity, since it is clear today that the number of passengers far exceeds the available capacity.

SHRI ASHWINI VAISHNAW: Sir, I will request your goodself to have an orientation course of the Hon. Member because when a supplementary question has to be asked, that has to be related to the questions.

MR. CHAIRMAN: Please take your seat. ...*(Interruptions)*... Mr. Gokhale, do not make it a habit. ...*(Interruptions)*... The question is 'Implementation of Kotipalli-Narasapur Railway Project'. ...*(Interruptions)*...

SHRI SAKET GOKHALE: Sir, it is related to the Railways. The questions have been asked earlier also about things which are not related to the main question.

MR. CHAIRMAN: Now, fourth supplementary; Shri Niranjana Bishi. ...*(Interruptions)*... Sorry and do not do it like this. ...*(Interruptions)*... Do not make it a habit. ...*(Interruptions)*... Try to learn. ...*(Interruptions)*... No, no; it has become your habit. ...*(Interruptions)*... You can ask a question. ...*(Interruptions)*... Sit down first. ...*(Interruptions)*... Take your seat. ...*(Interruptions)*... Hon. Members, when questions are raised and Jairam Rameshji, you are here, when a question is raised, it is with respect to a specific matter. Am I right? The Hon. Minister is required and expected to be fully updated on that question. ...*(Interruptions)*...

SHRI SAKET GOKHALE: Sir, in the answer, he has given his election speech ....*(Interruptions)*...

MR. CHAIRMAN: I hereby name... ..*(Interruptions)*... Could you take your seat? Do not force me. Hon. Members, I need your guidance. The question was specific: 'Implementation of Kotipalli-Narasapur Railway Project'. The Hon. Minister has given response to it. The Hon. Member was not present after giving his name to a supplementary on the earlier question. Looking to the situation, he is a young Member, I again gave him precedence. We expect younger Members to read the rules and not get into such things. ...*(Interruptions)*... Mr. Gokhale, your conduct is ignoble, indecorous, against the rules. Your party leaders need to enlighten you, and Mr. Sukhendu Sekhar Ray, before you take the floor, I want to say that I am extremely pained. It is expected of the floor leader to enlighten the young Member. He makes it a habit day in and day out and force my hand... This is not a mileage matter. Would anyone in the House with any sense of proportionality expect the Hon. Minister to respond immediately on an issue which is not subject matter of the question? Sukhendu Sekhar Rayji, I strongly appeal to you. Take up the matter in your parliamentary party forum; take up the matter with your leadership. I have highest regard for all political parties. I want this House to be a platform to hold the Government accountable. But you cannot be part of a shouting brigade and that also

getting into absolute irrational approach. Yes, Mr. Sukhendu Sekhar Ray, what do you have to say? Do you support him at the moment?

SHRI SUKHENDU SEKHAR RAY: Sir, according to the Minister or the Chair, the question that was put by Hon. Member of my party may not be related with the main question. The Minister could have said that since is not related to the question, he will not answer it. Instead of that, in an excitement, he said that there should be an orientation course for the new Member, etc.

MR. CHAIRMAN: He did not say that. ...*(Interruptions)*... I have said it. ...*(Interruptions)*...

SHRI SUKHENDU SEKHAR RAY: He said it. Sir, I am not supporting what my Member has said. But that does not mean...

MR. CHAIRMAN: One minute...

SHRI SUKHENDU SEKHAR RAY: Sir, I am pointing out.

MR. CHAIRMAN: Please give me a minute so that I have my bit of a say. Mr. Sukhendu Sekhar Ray, when the Hon. Minister said, what he meant was that the supplementary is not related to the question. And when the Member persists, he is up on his seat; again, look at him, look at him! ...*(Interruptions)*... Sorry, I would urge Mr. Sukhendu Sekhar Ray to kindly make it convenient to see me in the Chamber today. I take a very serious view of the matter. I would greatly appreciate if you can spare time to see me in the Chamber so that this public time for which public exchequer pays hugely is not misutilised. Now, next supplementary.

SHRI NIRANJAN BISHI: Thank you Hon. Chairman, Sir, for permitting me to speak. I, first of all, express my thanks to the Hon. Minister of Railways, Shri Ashwini Vaishnaw, for granting Railway Wagon Workshop at Kantabanji and stoppage of Durg Puri express train at Loisingha. I want to appeal to the Hon. Minister to kindly approve extension of Samta Express Train from Balangir to Delhi and Prayagraj because there is no train from district headquarters of Balangir to Delhi. So, people at Railway Users' Association are demanding it. So, I appeal to our Minister to take steps in this regard.

MR. CHAIRMAN: Have you noted the appeal?

SHRI ASHWINI VAISHNAW: Yes, Sir. ...*(Interruptions)*...

MR. CHAIRMAN: Dr. John Brittas, there is a ruling of the Chair that the Hon. Minister has noted the appeal. I think that should satisfy the Member and everyone else.

DR. JOHN BRITTAS: I am sorry, Sir.

MR. CHAIRMAN: Your 'sorry' is not taken on record, and I am so glad that Mr. Saket Gokhale is smiling. Saket, you also spare some time to see me in the Chamber today. Dr. Fauzia Khan. Before I call her, Dr. Fauzia Khan is a Member of this House who is extremely well prepared, thoroughly well prepared and asks very relevant supplementaries. Everyone asks, but I single out her because she does it invariably.

DR. FAUZIA KHAN: Sir, as per the February, 2023 flash report by the Infrastructure and Project Monitoring Division of the MoSPI on Railway projects, 173 out of 174 are delayed. The Munirabad-Mahabubnagar project faces a significant delay of 276 months while Udhampur-Srinagar Baramullah project lacks by 247 months. Sir, what steps are being taken to address the root causes of these delays and what measures are in place to prevent similar setbacks in future projects?

SHRI ASHWINI VAISHNAW: Sir, this is a very important matter which Hon. Member has rightly raised and I support your kind observation that Dr Fauzia Khan is always very well prepared. I would like to take a couple of minutes to explain this point. When in 2014, Hon. Prime Minister, Narendra Modiji, took the responsibility of this country, at that point of time, the average pace of construction of Railway tracks in the country was only four kilometers per day. During the entire 2004-2014 period, only 14,900 kilometre tracks were laid. I am very happy to inform you and through you, to your kind self and to the entire House and the country that today the pace of construction is 15 kilometres per day. सर, आज देश में प्रति दिन 15 किलोमीटर नए रेलवे ट्रैक बन रहे हैं। 2014 से 2023-24 का अब तक का जो period है, अभी तो इस financial year में दो महीने और बाकी हैं, इसमें कुल मिला कर 30,336 किलोमीटर नए रेलवे ट्रैक्स बने हैं। काम में जितने भी systematic improvements करने थे, there are lots and lots of reforms which the Prime Minister has done in Railways. बहुत सारे डॉक्यूमेंट्स का standardization करना था, बहुत जगहों पर design में दिक्कत आ रही थी, इसलिए design का standardization करना था। कई जगहों पर organization की strength को इम्पूव करना था, कई जगहों पर processes को चेंज

करना था, जिससे कि काम तेजी से अपूव हो और सबसे बड़ी बात फंडिंग की थी। 2014 में जनरल बजट से एक negligible amount आता था, लेकिन आज मोदी जी ने इस बजट में रेलवे के डेवलपमेंट के लिए 2 लाख 52 हजार करोड़ रुपए का एलोकेशन किया है। सर, रेलवे गरीबों की सवारी है, रेलवे मिडल क्लास की सवारी है और इस पर मोदी जी का एकदम स्पष्ट फोकस है। यह मोदी की गारंटी है कि रेलवे टोटली ट्रांसफॉर्म होकर रहेगा।

MR. CHAIRMAN: Q. No. 78. Shri K.R.N. Rajeshkumar, not present. Any supplementaries?