

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
STARRED QUESTION NO. 285
ANSWERED ON 20.12.2024

DELAY IN CONSTRUCTION AND OPERATIONALISATION OF KOLKATA METRO

*285 SHRI SAMIK BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

- (a) the update on the current timelines for the completion of Line 2, 3, 4, 5 and 6 of the Kolkata Metro, and the expected operational dates for each line;
- (b) the primary reasons for the delays in the construction and operationalization of these Kolkata Metro lines, and the measures being taken to address these issues; and
- (c) whether Government is planning to construct a new metro line from Kavi Subhas (New Garia) to Baruipur, if so, the current status of this project and its expected timeline?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

- (a) to (c) A Statement is laid on the Table of the House.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF STARRED QUESTION NO. 285 BY SHRI SAMIK BHATTACHARYA ANSWERED IN RAJYA SABHA ON 20.12.2024 REGARDING DELAY IN CONSTRUCTION AND OPERATIONALISATION OF KOLKATA METRO

(a) to (c): Railway projects are surveyed/sanctioned/executed Zonal Railway wise and not State-wise as the Railways' 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 throw forward of ongoing projects and overall availability of funds.

Metro project in Kolkata started in 1972. Since then 66 km metro line has been constructed as given below:

Period	Metro Constructed in and around Kolkata	Expenditure
1972 to 2014 (42 years)	28 km	Rs 5,981 Cr
2014 to 2024 (10 years)	38 km	Rs 23,050 Cr

Presently, 5 metro corridors of total 59 km are under construction in and around Kolkata. The status of these is as given below:

Name of Corridor & Length (km)	Work Completed (km)	Balance Length (km)	Status
East West Metro corridor (Salt lake Sector V – Howrah Maidan)(16.55 km)	14.1 km (Salt lake Sector V-Sealdah and Esplanade - Howrah Maidan)	2.45 km (Sealdah – Esplanade)	Work is in advanced stage in balance section.

New Garia-Dum Dum Airport (32 km)	9.8 km (New Garia- Belaghata)	22.2 km (Belaghata- Dum Dum Airport)	Work progress is slow due to delay in traffic diversion permission from state authorities.
Joka – BBD (Binoy- Badal-Dinesh) Bagh (14 km)	7.74 km (Joka- Majerhat)	6.26 km (Majerhat - Esplanade)	Work is progressing slowly due to land acquisition and utility diversion issues by state authorities.
Noapara - Barasat (18 km)	2.84 km (Noapara- Dum Dum Cantt.)	15.16 km (Dum Dum Cantt.- Barasat)	Work from Dum Dum Cantt.- Michael Nagar is in progress. Work from Michael Nagar- Barasat (8.12 Km) is held up due to land acquisition and encroachment issues by state authorities.
Baranagar- Barrackpore (12.5 km)	Work is held up due to pending utility (water pipeline of Kolkata Municipal Corporation) shifting in the alignment by state government authorities.		

Further, extension of East-West Metro corridor by 6.65 Km from Salt lake Sector-V to Haldiram (Teghoria) is held up due to cost sharing consent from the state government of West Bengal. In this regard, Ministry of Railway is again sending proposal to government of West Bengal for extension of East-West corridor on 50:50 cost sharing basis through a tripartite agreement among Ministry of Railways, government of West Bengal and Reserve Bank of India.

Metro projects under construction in Kolkata and around are being delayed due to delay in land acquisition, removal of encroachment, realignment of metro corridor, utility shifting and road traffic diversion by state government. Support of the state government of West Bengal is required for land acquisition and other issues.

Survey for new metro corridor from Baruipur to Kavi Subhas was done. However, the project could not be taken forward due to low traffic projection.

Sanctioning of Railway projects is a continuous and dynamic process of Indian Railway. Railway infrastructure projects are taken up on the basis of remunerativeness, traffic projections, last mile connectivity, missing links and alternate routes, augmentation of congested/saturated lines, socio-economic considerations etc. depending upon liabilities of ongoing projects, overall availability of funds and competing demands.

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. As such exact timelines cannot be fixed.
