

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS

RAJYA SABHA
STARRED QUESTION NO.255
ANSWERED ON 11.08.2023

**SUBURBAN RAILWAYS SERVICES OF HOWRAH AND SEALDAH RAILWAY
STATIONS**

*255 SHRI JAWHAR SIRCAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) the details of projects to improve passenger travel in the suburban railway services of Howrah and Sealdah Railway stations during the last three years and the current year;
- (b) whether frequencies and speeds can be increased and if not, the reasons therefor;
- (c) the new projects that are being envisaged for these suburban rail services;
- (d) the annual capital and revenue expenditure for these suburban rail services as percentage of total railway budget; and
- (e) the measures taken to improve and increase the metro rail services in Kolkata and by when will the current extension projects be completed?

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 STARRED QUESTION NO. 255 BY SHRI JAWHAR SIRCAR ANSWERED IN RAJYA SABHA ON 11.08.2023 REGARDING SUBURBAN RAILWAYS SERVICES OF HOWRAH AND SEALDAH RAILWAY STATIONS

(a) to (e) : Suburban services and long distance services use the same railway network in Howrah & Sealdah and improvement in railway network improves the suburban services as well. Railways have taken up/commissioned 08 Railway projects (06 Doubling, 01 Gauge Conversion and 01 New Line) costing ₹ 4,118 Cr. to improve passenger travel for suburban railway services for Howrah and Sealdah Railway stations in the last 3 years and the current Financial Year 2023-24 as detailed below:-

S. No.	Name of the Project	Cost (₹ in Cr.)	Status
1	Sondalia – Champapukur (23.64 Km) Doubling	279	Commissioned
2	Dankuni – Chandanpur (25.41 Km) 4th line	697	Commissioned
3	Boinchi – Shaktigarh (25.83 Km) 3rd line	517	Commissioned
4	Bandel – Boinchi (30.53 Km) 3rd line	595	Commissioned
5	Bhattanagar – Baltikuri (2.70 Km)	77	Commissioned
6	Naihati-Ranaghat (36 Km) 3rd line	284	Naihati – Kalyani (10.37 Km) 3rd line section commissioned. Kalyani – Ranaghat (25.17 Km) 3rd line section taken up.
7	Krishnanagar – Amghata (8.30 Km) Gauge Conversion	50	Work taken up
8	Tarkeshwar-Bishnupur New Line Project (82 Km)	1619	<ul style="list-style-type: none"> • Tarakeshwar -Goghat (33.93 Km) & Mayonapur - Bishnupur (22.68 km) sections have been commissioned. • Goghat- Kamarpukur (5.5 Km): Work has been stopped by local villagers at Bhabadighi Tank. • Kamarpukur- Mayonapur (20.35 Km) : Work taken up. Work on remaining section kept in abeyance due to land acquisition issue in West Bengal.

Also 05 Metro projects covering 98 Kms length under Kolkata Metro rail has been taken up out of which approximately 20 Km sections have been commissioned. During last 3 years, an expenditure of ₹ 8,289 Cr. has been incurred on Metro projects in Kolkata.

Increase in frequency and speeding up of existing services is an ongoing process over Indian Railways subject to operational feasibility, traffic justification, resources availability, etc.

Upgradation/ modernization of stations on Indian Railways is also a continuous and on-going process. As per Minimum Essential Amenities norms, all passenger amenities/facilities are provided as per the respective category of the station. Further, enhanced/desirable amenities are provided depending upon need, volume of passenger traffic and inter-se priority and also subject to availability of funds.

Recently, the Amrit Bharat Station Scheme has been launched for development of Railway stations on Indian Railways. This scheme envisages development of stations on a continuous basis with a long-term approach. It involves preparation of Master Plans and their implementation in phases to improve the amenities at the stations like improvement of station access, circulating areas, waiting halls, toilets, lift/escalators as necessary, cleanliness, free Wi-Fi, kiosks for local products through schemes like “One Station One Product”, better passenger information systems, executive lounges, nominated spaces for business meetings, landscaping etc. keeping in view the necessity at each such station.

The scheme also envisages improvement of building, integrating the station with both sides of the city, multimodal integration, amenities for Divyangjans, sustainable and environment friendly solutions, provision of ballast less tracks, Roof Plazas as per necessity, phasing and feasibility and creation of city centres at the station in the long term.

So far, 1,309 Stations including Howrah and Sealdah Railway Stations have been identified under this scheme over Indian Railways.

Speed upgradation is a continuous process in Indian Railways. Sectional speed of most of the suburban sections of Howrah and Sealdah divisions in Eastern Railway is varying between 100 kmph to 110 kmph. During last 2 years, sectional speed has been raised to 100/110 kmph in 599 km of above suburban sections. Further raising of sectional speed will not be of much use as Trains stop at every station in suburban sections.

In Accounting and Budgeting Heads of the Railway Budget, Budget provision is made under the relevant heads meant for different activities under Revenue and Capital grants.

Suburban services in Kolkata area are being run on Eastern Railway (ER), South Eastern Railway (SER) and Metro services on Metro Railway Kolkata. Provision of funds is made as per requirement and overall availability of resources. Expenditure under these Railways in Revenue and Capital grants in the last three years and provision for the current year is shown in the following table. Besides, funds are also provided to Kolkata Metro Rail Corporation Ltd. (KMRCL) for execution of East-West Corridor of Kolkata Metro. Expenditure and outlay for the same is also shown in the table.

Capital Segment

(₹ in crore)

	Actual 2020-21	% of total	Actual 2021-22	% of total	Actual 2022-23 (Prov.)	% of total	Budget Estimate 2023-24	% of total
Eastern	4745	3.1%	5356	2.8%	5269	2.6%	4516	1.7%
South Eastern	6441	4.2%	8990	4.7%	9106	4.5%	7017	2.7%
Metro Rly	1174	0.8%	2512	1.3%	3188	1.6%	3467	1.3%
KMRCL	800	0.5%	300	0.2%	300	0.1%	500	0.2%

Revenue Segment

(₹ in crore)

	Actual 2020-21	% of total	Actual 2021-22	% of total	Actual 2022-23 (Prov.)	% of total	Budget Estimate 2023-24	% of total
Eastern	9564	7.0%	10626	6.8%	11451	6.4%	12357	6.6%
South Eastern	8200	6.0%	8972	5.7%	9690	5.4%	10628	5.6%
Metro Rly	438	0.3%	473	0.3%	529	0.3%	597	0.3%

Completion of any railway project depends on various factors like 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 condition of area, law and order situation in the area of the project site, number of working months in a year for particular site due to climatic conditions, etc. and all these factors affect the completion time of the project.
