

GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS

**RAJYA SABHA**  
**UNSTARRED QUESTION NO. 2989**  
**ANSWERED ON 20.12.2024**

**FINANCIAL PERFORMANCE OF BLUE LINE OF KOLKATA METRO**

2989 SHRI SAMIK BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the blue line of Kolkata Metro is currently operating at a profit or a loss;
- (b) the total income generated and expenses incurred by the blue line of Kolkata Metro during the last three financial years;
- (c) the measures being taken to improve the financial performance of the blue line and achieve profitability; and
- (d) whether any fare revisions or operational adjustments have been proposed to address financial challenges faced by the blue line of Kolkata Metro?

**ANSWER**

MINISTER OF RAILWAYS, INFORMATION & BROADCASTING AND  
ELECTRONICS & INFORMATION TECHNOLOGY  
(SHRI ASHWINI VAISHNAW)

(a) to (d) Metro Railway, Kolkata does not maintain line-wise data of Income and Expenditure. Accordingly, data for Blue line is not maintained separately. The total revenue receipts and expenditure incurred by Kolkata Metro during the last three financial years is as under:

(₹ in Crore)

Financial Year	Total Revenue Receipts	Total Revenue Expenditure	Loss
2021-22	146.68	634.05	487.37
2022-23	308.16	732.40	424.24
2023-24	341.17	806.28	465.11

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

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

Presently, metro corridors of total 59 km are under construction in and around Kolkata. Once the following lines joining Blue Line are completed they are likely to further boost the ridership on Blue Line of Kolkata Metro.

Name of Corridor & Length (km)	Work Completed (km)	Balance Length (km)	Status
New Garia-Dum Dum Airport (32 km) joins Blue Line at Kavi Subhash ( New Garia)	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 – Esplanade (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) joins Blue Line at Noapara.	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-Barackpore (12.5 km) joins Blue Line	Work is held up due to pending utility (water pipeline of Kolkata Municipal Corporation) shifting in the alignment by State government authorities.
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Further, several measures have been taken, focusing on both operational efficiency and financial performance:

- **Optimizing Train Frequency and Timetable:** Train schedules based on demand patterns to ensure that services are available during peak hours.
- **Energy Efficiency:** Metro Railway is replacing high resistivity steel third rail by low resistivity aluminum third rail which will result in less energy loss in traction.
- **Increasing Ridership:** The blue line has expanded over time to increase ridership. The recent expansion to Dakshineswar station has helped in boosting ridership especially for north Kolkata commuters. Further, integration of new lines at Esplanade and Kavi Subhash stations has boosted the ridership of Blue Line.
- **Pricing Strategies:** Offering smart cards at a discount has helped in promoting usage of smart cards.
- **Smart Ticketing and Cashless Payments:** Metro Railway is expanding the use of digital ticketing systems, such as QR ticketing, Whatsapp ticketing, mobile apps, and contactless payments, to improve the overall commuter experience.

Evaluation of various alternatives relating to rationalization of the passenger fare is an ongoing process.

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