

GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 2526
ANSWERED ON 13.03.2026

**DELAY IN FINALISATION OF FOURTH RAILWAY LINE BETWEEN SANTRAGACHI AND
KHARAGPUR**

2526 SHRI SAMIK BHATTACHARYA:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the proposal for construction of a fourth railway line between Santragachi and Kharagpur on the Howrah–Kharagpur section has been under consideration for several years but remains at the survey/DPR stage;
- (b) present status of the DPR, including the reasons for its non-finalisation and approval so far;
- (c) whether land acquisition, forest clearance or coordination with State Government of West Bengal has affected progress of the project; and
- (d) the timeframe proposed for completion of DPR and commencement of construction, in view of the strategic and economic importance of this route?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): The work of Santragachi - Kharagpur (111 Km) 4th line has been sanctioned.

West Bengal

Railway Budget:

Budget allocation in the recent years has increased significantly. Budget allotment of projects is made commensurate to the progress achieved in any project. Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of West Bengal is as under:-

Period	Outlay
2009-14	₹ 4,380 Cr./year
2025-26	₹ 13,955 Cr. (More than 3 times)

Project Sanctioned:

As on 01.04.2025, 42 projects (12 New Lines, 04 Gauge Conversions and 26 Doubling), of total length of 4402 Km, costing ₹67,991 crore falling fully/partly in the State of West Bengal are sanctioned, out of which, 1702 km length has been commissioned and an expenditure of ₹23,410 crore has been incurred upto March, 2025. The summary is as under:

Category	No. of projects	Total Length (in Km)	Length Commissioned till March, 2025 (in Km)	Total Exp. upto March, 2025 (₹ in Cr.)
New Lines	12	1,032	337	11,368
Gauge Conversion	4	1,201	854	3,673
Doubling/Multi-tracking	26	2,169	511	8,370
Total	42	4,402	1,702	23,410

Recently Completed Projects:

Details of some of the recently completed projects falling fully/partly in the State of West Bengal are as under:

S. No.	Name of Project	Cost (₹ in Cr.)
1	Rampurhat-Mandarhill new line and Rampurhat-Mururai 3 rd line (159 Km)	1,500
2	Azimganj-Murshidabad new line (7 Km)	164
3	Bardhaman-Katwa Gauge Conversion (52 Km)	696
4	Ahmedpur-Katwa Gauge Conversion (52 Km)	440
5	Panskura Kharagpur Doubling (45 Km)	408
6	Lalgola – Jiaganj Doubling (23 Km)	124
7	Krishnanagar-Bethuadahari Doubling (28 Km)	152
8	Nabadwipdham-Patuli Doubling (22 Km)	170
9	Bethuadahari-Plassey Doubling (23 km)	132
10	Ambikakalna-Nabadwipdham Doubling (23 km)	145
11	Nalhati-Sagardighi Doubling (26 km)	193
12	Tamluk Jn.- Basulya Sutahata Doubling (24 km)	245
13	Plassey- Jiaganj Doubling (54 km)	234

S. No.	Name of Project	Cost (₹ in Cr.)
14	Azimganj-Manigram Doubling (21 km)	150
15	New Coochbehar-Gumanihat Doubling (29 km)	330
16	New Coochbehar-Samuktala Road Doubling (29 km)	445
17	Sainthia-Tarapith 3rd line (22 Km)	186
18	Ambari Falakata-New Maynaguri Doubling (37 km)	843
19	Bandel-Boinchi - 3 rd line (31 km)	546
20	Boinchi-Shaktigarh 3 rd line (26 km)	424
21	Bazar Sau-Azimganj Jn. Doubling (42 km)	343
22	Sagardighi- Malda Town Doubling (25 Km)	248
23	Kharagpur-Narayangarh 3 rd line (24 km)	270
24	Monigram-Nimtita Doubling (24 Km)	713
25	Purulia-Kotshila Doubling (36 Km)	393

Ongoing Projects:

Some of the projects falling fully/partly in the State of West Bengal which have been taken up are as under:

S. No.	Name of Project	Cost (₹ in Cr.)
1	Chandil-Purulia-Anara-Damodar 3 rd Line(121 Km)	1,932
2	Tarakeshwar-Bishnupur New Line (83 Km)	1,542
3	Sivok-Rangpo New Line (44 Km)	11,973
4	Balurghat-Hilli New Line (30 Km)	1,209
5	Kaliyaganj-Buniadpur New Line (33 Km)	1,147
6	Katihar-Kumedpur and Katihar-Mukuria Doubling (65 Km)	943
7	Kharagpur-Adityapur 3 rd line (132 Km)	3,250
8	Narayangarh-Bhadrak 3 rd line (153 Km)	2,136
9	Kalipahari-Bakhtarnagar 5 th Line (18Km)	350
10	Dankuni-Baltikuri 3 rd & 4 th line (18 Km)	429
11	Murarai-Barharwa 3 rd Line (49 Km)	935
12	Ranaghat-Krishnanagar City 3 rd Line (26 Km)	446
13	Aluabari Road-New Jalpaiguri 3 rd & 4 th Line (57 Km)	1,630

Land Acquisition:

Execution of important infrastructure projects falling fully/partly in the State of West Bengal are held up due to delay in land acquisition. Status of land acquisition in West Bengal is as under:

Total Land required	4,662 Ha
Land Acquired	1,273 Ha (27%)
Balance Land to be acquired	3,389 Ha (73%)

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

SN	Name of the project	Total land required (in Ha)	Land acquired (in Ha)	Balance Land to be acquired (in Ha)
1.	Chandil-Anara- Burnpur - 3 rd line	8	0	8
2.	Nabadwipghat-Nabadwipdham new line	107	0	107
3.	Byepass at Sainthia	22	0	22
4.	Naihati – Ranaghat 3 rd line	13	0	13
5.	Sivok-Rangpo new line	135	128	7
6.	Kaliyaganj-Buniadpur new line	168	0	168
7.	Canning- Bagankhali new line	18	0	18
8.	Adra- Sanka- Rukni doubling	5	0	5
9.	Kalipahari-Bakhtarnagar 5 th line	15	0	15
10.	Rail Flyover at Anara from Rukni to Anara station	35	0	35
11.	Rail Flyover at Gourinathdham end to Purulia	34	0	34
12.	Chandanpur Shaktigarh 4 th Line	5	0	5

Further, Tarakeshwar-Bishnupur (83 Km) New Line Project is held up since 2016 due to non-cooperation by state Govt. of West Bengal. The work was stopped by local villagers in about 900 m length near “Bhabadighi” pond in Hooghly district. Honourable High Court, Kolkata in March, 2025 directed State Govt of WB to provide all necessary support and deploy adequate police force to enable the Railways to commence the work within 3 months.

Deshpran -Nandigram (18.5 km) Line was sanctioned in 2009-10 at cost of ₹ 121.44 crores. The entire Project length is located in East Midnapore District. The project could not progress due to problems in land acquisition and was kept in abeyance. In April 2023 it was decided to re-start the work. However, Survey for Land Acquisition from Deshpran to 5.0 Km could not be completed due to law and order issues. As Deshpran is the connecting station, acquisition of this land is essential for commissioning of this project.

Several meetings have been held with officials of Government of West Bengal for land acquisition for the above projects.

Kolkata Metro:

Metro project in Kolkata started in 1972. The details of the Metro commissioned since then are as under:

Period	Metro Commissioned
1972 to 2014 (42 years)	28 km
2014 to 2025 (11 years)	45 km

The details of Metro Corridors commissioned are as under:

S.No.	Metro Corridor	Section Commissioned
1	Kavi Subash – Noapara (28 Km) (Blue Line)	This Corridor commissioned before year 2014 (This required about 42 years to complete)
2	Noapara – Dakshineswar (4.14 Km) (Extension of Blue Line)	This Corridor commissioned in 2020-21
3	Noapara – Jaihind Airport - Barasat (18 Km) (Yellow Line)	Noapara – Jaihind Airport section (6.77 Km) Commissioned in 2025-26
4	Joka – Majerhat - Esplanade (14 KM) (Purple Line)	Joka – Majerhat section (7.74 Km) Commissioned in stages from 2022 to 2024
5	New Garia - Belaghata - Dumdum Airport (32 Km) (Orange Line)	New Garia – Belaghata (9.8 Km) Commissioned in stages between 2023-26
6	Howrah Maidan – Salt Lake Sec. V (16.55 Km) (Green Line)	This Corridor commissioned in stages from 2019 to 2025

Further, work pertaining to 4 Metro corridors at total length of about 52 km is under progress, out of which 20 km of work is held up due to land acquisition and utility shifting issues pertaining to State Government. In the rest of the Metro stretch, though the work is in progress yet facing difficulties due to one or other reasons at the end of State Government. Details are as below:

- (i) **Noapara – Jaihind Airport - Barasat (18 km):** Noapara - Jai Hind Airport (6.77 km) has been commissioned and work from Jai Hind Airport to Michael Nagar is in progress. However, work from New Barrackpore to Barasat (7.5 km) is held up due to land acquisition and encroachment issues by State authorities.

SN	Location	Issues
1.	New Barrackpore to Barasat	<ul style="list-style-type: none"> Land acquisition (23,000 sq. m) and removal of heavy encroachments (1277 hutments, 764 shops) are involved in this section. The matter is not yet resolved by Government of West Bengal (GoWB).

(ii) Joka –Majerhat - Esplanade (14 km):- Joka - Majerhat (7.74 km) has been commissioned and balance work from Majerhat to Esplanade (6.26 km) has been taken up. However, progress of the work is affected due to the following issues:

SN	Location	Issues
1.	Khidderpur Metro Station	<ul style="list-style-type: none"> For utility shifting and road traffic diversion, 837 sqm permanent and 1,702 sqm temporary land of State Government (Kolkata Armed Police) is required. The proposal of this land was sent to State Government on 24.08.2020. Several meetings were held with officials of Government of West Bengal (GoWB) for transfer of above land. After lot of persuasion, State Government finally accorded approval in July 2025 only after almost 5 years.
2.	Dr. B.C. Roy Market	<ul style="list-style-type: none"> For construction of Esplanade Metro Station, temporary shifting of unauthorised 528 Shops at B.C. Roy Market on Defence land is required. The proposal for NOC of temporary/permanent shifting of these shops was submitted to State Government in February 2022. Shops for temporary shifting of these unauthorized shops have also been constructed by Railway. The State Government has been requested to facilitate shifting. Regular follow up with State PWD is also being done. Issue is pending for more than 3.5 years.

(iii) New Garia –Belaghata - Dum Dum Airport (32 km): New Garia - Belaghata (9.8 km) has been commissioned and balance work from Belaghata to Dum Dum Airport (22.2 km) has been taken up. However, progress of the work is affected due to the following issues:

SN	Location	Issues
1.	Chingrighata Crossing (Between Belegkata – Gour Kishore Ghosh stations)	<ul style="list-style-type: none">• Temporary traffic diversion at Chingrighata crossing for launching of viaduct segments is required for 3 nights each on either side of the road (8 hours on every night).• The proposal was submitted to Government of West Bengal (GoWB) in December 2024.• The diversion road as desired by Kolkata traffic police has already been constructed in February 2025.• Since then, several meetings have been held with various State Government and Kolkata police officials for NOC.• The NOC is still awaited even after about 12 months.

(iv) Baranagar - Barrackpore - Dakshineswar (14.5 km): Baranagar - Dakshineswar (2 km) has been commissioned and balance work from Baranagar to Barrackpore (12.5 km) is held up due to pending utility shifting in the alignment by state government authorities. The details are as below:

SN	Location	Issues
1.	Baranagar to Barrackpore	<ul style="list-style-type: none">• The original alignment along the B.T road was agreed in 2011 as per MoU among Metro Railway, RVNL and Kolkata Municipal Corporation.• As per MoU, existing pipeline was to be replaced by new 64-inch diameter pipeline by the State Government.• Shifting of this pipeline was completed in 2012.• However, NOC is still awaited from Government of West Bengal.

Government of India is geared up to execute projects, however success depends upon the support of Government of West Bengal.

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

Completion of Railway project/s depends on various factors which include the following:

- Land acquisition
- 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.
