

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
STARRED QUESTION NO.236
TO BE ANSWERED ON 11.12.2024**

EXTENSION OF METRO LINE

***236. SMT. RACHNA BANERJEE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government has received representations/ requests from local bodies, peoples representatives requesting for extension of Metro line from Howrah to Chuchura in Eastern Railway;**
- (b) if so, the details thereof;**
- (c) whether the Government proposes to consider the requests for extension of the line in view of horrible situation of the railway passengers in this section due to dangerous overcrowding with increased population in the last decades;**
- (d) if so, the details thereof; and**
- (e) the action taken/being taken by the Government in this regard?**

ANSWER

**MINISTER OF RAILWAYS, INFORMATION & BROADCASTING 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 LOK SABHA STARRED QUESTION NO. 236 TO BE ANSWERED ON 11.12.2024

(a) to (e): Proposals/suggestions/representations, both formal and informal including those from Hon'ble Members of Parliament, Ministers of Central Government, elected representatives, Railways' own requirements, organizations/rail users etc. are received at various levels of Railway Administration viz. Division, Zonal Headquarter and Railway Board's level for introduction of new trains, extension of existing trains, provision of stoppages, new lines, Gauge conversion, Doubling, Road Over Bridges/Road Under Bridges etc., a compendium of which is not maintained. However, these are examined and action as found feasible and justified is taken from time to time.

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.

Presently, Chuchura is an existing station of Indian Railway Network situated on Howrah - Bandel Jn main line having 3 to 5 tracks.

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 5981 Cr
2014 to 2024 (10 years)	38 km	Rs 23050 Cr

Presently, 59 km metro is under construction in and around Kolkata. Out of which, 20 km is held up due to land acquisition and utility shifting related issues as given below:

- New Barrackpore – Barasat (7.5 Km) is held up due to land acquisition and encroachment issues.**
- Baranagar – Barrackpore (12.5 Km) is held up due to pending utility (water pipeline of Kolkata Municipal Corporation) shifting in the alignment.**

Further, 6.65 Km metro from Salt lake Sector-V to Haldiram (Teghoria) is held up due to cost sharing consent from the State Government.

Support of the State Government of Bengal is required for land acquisition and other issues.

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.

Various steps taken by the Government for speedy approval and implementation of Railway projects include (i) setting up of Gati Shakti units (ii) prioritisation of projects (iii) substantial increase in allocation

of funds on priority projects (iv) delegation of powers at field level (v) close monitoring of progress of project at various levels, and (vi) regular follow up with State Governments and concerned authorities for expeditious land acquisition, forestry and wildlife clearances and for resolving other issues pertaining to projects. This has led to substantial increase in rate of commissioning since 2014.
