

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 1744
TO BE ANSWERED ON 10.12.2025**

EXTENSION OF KOLKATA METRO TO KALYANI AIIMS

1744. SHRI PARTHA BHOWMICK:

Will the Minister of RAILWAYS be pleased to state:

- (a) Whether there are any plans to extend Kolkata Metro up to Kalyani, AIIMS for easy access to the people of Barrackpore; and**
(b) if so, the details thereof and if not, the reasons therefor?

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) and (b) 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

Presently, 4 metro corridors of total 52 km are under construction in and around Kolkata out of which 20 km is held up due to land acquisition and utility shifting issues pertaining to State Government. The status of these corridors is as given below:

(i) Joka - 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

SN	Location	Issues
		<p>have also been constructed by Railway.</p> <ul style="list-style-type: none"> • 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.

(ii) New Garia - 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 Belegghata – 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 10 months.

- (iii) **Noapara - 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 GoWB.

- (iv) **Baranagar - Barrackpore - Dakshineshwar (14.5 km):** Baranagar - Dakshineshwar (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.

The Baranagar - Barrackpore section has been sanctioned, and approval of its alignment is pending with the Government of West Bengal.

Further, Kalyani is an existing station of Indian Railway Network on Sealdah - Ranaghat section. However, survey for new metro corridor from Barrackpore to Kalyani was carried out but the project could not be taken forward due to low traffic projection.

West Bengal

Budget allocation in the recent years has increased significantly. 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)

As on 01.04.2025, 42 projects (12 New Lines, 04 Gauge Conversions and 26 Doubling), of total length of 4,402 km, costing ₹67,991 crore falling fully/partly in the State of West Bengal have been sanctioned, out of which, 1,702 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

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

SN	Project	Cost (₹ in Cr.)
1	Rampurhat-Mandarhill new line & Rampurhat-Murarai 3rd 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	Nabadwip Dham - Patuli Doubling (22 km)	170
9	Bethuadahari - Plassey Doubling (23 km)	132
10	Ambikakalna - Nabadwip Dham 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
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 3rd line (31 km)	546
20	Boinchi - Shaktigarh 3rd line (26 km)	424
21	Bazar Sau - Azimganj Jn. Doubling (42 km)	343
22	Sagardighi - Malda Town Doubling (25 km)	248
23	Kharagpur - Narayangarh 3rd line (24 km)	270
24	Monigram - Nimtita Doubling (24 km)	713
25	Purulia - Kotshila Doubling (36 km)	393

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

SN	Project	Cost (₹ in Cr.)
1	Tarakeshwar - Bishnupur new line (83 km)	1,542
2	Sivok - Rangpo new line (44 km)	11,973
3	Balurghat - Hilli new line (30 km)	1,209
4	Kaliyaganj - Buniadpur new line (33 km)	1,147
5	Katihar - Kumedpur and Katihar - Mukuria Doubling (65 km)	943
6	Kharagpur - Adityapur 3rd line (132 km)	3,250
7	Narayangarh - Bhadrak 3rd line (153 km)	2,136
8	Chandil – Anara - Damodar 3rd line (121 km)	1,932
9	Kalipahari - Bakhtarnagar 5th line (18 km)	350
10	Dankuni - Baltikuri 3rd & 4th line (18 km)	429
11	Murarai - Barharwa 3rd line (49 km)	935
12	Ranaghat - Krishnanagar City 3rd line (26 km)	446
13	Aluabari Road - New Jalpaiguri 3rd & 4th line (57 km)	1,630

During last three years (i.e. 2022-23, 2023-24, 2024-25) and current Financial Year i.e. 2025-26, total 97 Nos. of Surveys (10 New Line, 87 Doubling) falling fully/partly in the State of West Bengal having a total length of 4,004 km have been sanctioned. Some of the important surveys that have been taken up are as under:-

SN	Project	Length (km)
1	Kharagpur - Bhadrak 4th line	173
2	Kharagpur - Tatanagar 4th line	134
3	Chandil - Anara - Burnpur 4th line	125
4	Malda town - Kumedpur 3rd and 4th line	61
5	Gumani - Malda town 3rd and 4th line including bridge over river Ganga	163

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

Total Land required	4,564 Ha
Land Acquired	1,250 Ha (27%)
Balance Land to be acquired	3,314 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)	Amount Paid to State (in Cr.)
1.	Nabadwip Ghat - Nabadwip Dham new line	106.71	0	106.71	50
2.	Byepass at Sainthia	22.28	0	22.28	0
3.	Naihati - Ranaghat 3rd line	13.33	0	13.33	1.3
4.	Sivok - Rangpo new line	134.62	127.54	7.08	7.98
5.	Kaliyaganj - Buniadpur new line	167.804	0	167.804	0
6.	Canning - Bagankhali new line	18.36	0	18.36	0
7.	Chandil - Anara- Burnpur 3rd line	8.15	0	8.15	0
8.	Adra - Sanka - Rukni doubling	5.14	0	5.14	0
9.	Kalipahari - Bakhtarnagar 5th line	14.55	0	14.55	0

10.	Rail Flyover at Anara from Rukni to Anara station	34.90	0	34.90	0
11.	Rail Flyover at Gourinathdham end to Purulia	34.12	0	34.12	0
12.	Chandanpur Shaktigarh 4th line	5	0	5	0

Further, Tarakeswar - Bishnupur (83 km) new line project is held up due to law and order issues in Goghat - Kamarpukur section falling in Hooghly district. The work was stopped by local villagers in about 900m length near Bhabadighi Pond. The work is held up since 2016.

Deshapran - Nandigram (18.5 km) line was sanctioned in 2009-10 at a 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 Deshapran to 5.0 km could not be completed due to law and order issues. As Deshapran is the connecting station, acquisition of this land is essential for commissioning of this project.

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 own operational requirements**
- **Socio-economic considerations**
- **Overall availability of funds**

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

- **Land acquisition by State Government**
- **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 of the project/s.
