

**GOVERNMENT OF INDIA  
MINISTRY OF RAILWAYS**

**LOK SABHA  
UNSTARRED QUESTION NO.2987  
TO BE ANSWERED ON 17.12.2025**

**RAILWAY PROJECTS IN WEST BENGAL**

**†2987. SHRI JYOTIRMAY SINGH MAHATO :**

**Will the Minister of RAILWAYS be pleased to state:**

**(a) whether it is a fact that many important railway projects across West Bengal, including Purulia, have been pending for years simply due to the administrative apathy of the State Government, non-issuance of necessary NOC, non-availability of land and unnecessary delay in various approvals, while the Central Government has been continuously trying to push these projects forward and if so, the details thereof;**

**(b) whether the Government has a detailed list of such projects where land transfer could not be started and construction work is stalled due to the inaction of the State Government and if so, the details thereof:**

**(c) whether the Government proposes fixing accountability of the State Government or resolving the delays through a special coordination mechanism to move forward these stalled projects and if so, the details thereof; and**

**(d) whether it is a fact that continuous delays on part of the State Government are seriously affecting passenger safety, regional connectivity and overall development and if so, the details thereof?**

**ANSWER**

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

**(SHRI ASHWINI VAISHNAW)**

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

**Contd...2/-**

<b>Total Land required</b>	<b>4,564 Ha</b>
<b>Land Acquired</b>	<b>1,250 Ha (27%)</b>
<b>Balance Land to be acquired</b>	<b>3,314 Ha (73%)</b>

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

<b>SN</b>	<b>Name of the project</b>	<b>Total land required (in Ha)</b>	<b>Land acquired (in Ha)</b>	<b>Balance Land to be acquired (in Ha)</b>	<b>Amount Paid to State (in Cr.)</b>
<b>1.</b>	<b>Chandil- Purulia - Anara- Burnpur - 3rd line</b>	<b>8.15</b>	<b>0</b>	<b>8.15</b>	<b>0</b>
<b>2.</b>	<b>Nabadwipghat- Nabadwipdham new line</b>	<b>106.71</b>	<b>0</b>	<b>106.71</b>	<b>50</b>
<b>3.</b>	<b>Byepass at Sainthia</b>	<b>22.28</b>	<b>0</b>	<b>22.28</b>	<b>0</b>
<b>4.</b>	<b>Naihati – Ranaghat 3<sup>rd</sup> line</b>	<b>13.33</b>	<b>0</b>	<b>13.33</b>	<b>1.3</b>
<b>5.</b>	<b>Sivok-Rangpo new line</b>	<b>134.62</b>	<b>127.54</b>	<b>7.08</b>	<b>7.98</b>
<b>6.</b>	<b>Kaliyaganj-Buniadpur new line</b>	<b>167.804</b>	<b>0</b>	<b>167.804</b>	<b>0</b>
<b>7.</b>	<b>Canning- Bagankhali new line</b>	<b>18.36</b>	<b>0</b>	<b>18.36</b>	<b>0</b>
<b>8.</b>	<b>Adra- Sanka- Rukni doubling</b>	<b>5.14</b>	<b>0</b>	<b>5.14</b>	<b>0</b>

**Contd...3/-**

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.**

**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.**

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

**Kolkata Metro:**

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

<b>Period</b>	<b>Metro Commissioned</b>
<b>1972 to 2014 ( 42 years)</b>	<b>28 km</b>
<b>2014 to 2025 ( 11 years)</b>	<b>45 km</b>

**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 (6.62 km) has been taken up. However, progress of the work is affected due to the following issues:**

<b>S.No.</b>	<b>Location</b>	<b>Issues</b>
<b>1.</b>	<b>Khidderpur Metro Station</b>	<b>1. 837 square meter permanent and 1702 sq.m. temporary land of Kolkata Armed Police (KAP) was required for utility shifting and road traffic diversion for which proposal was sent to State Government on 24.08.2020.</b> <b>2. Multiple meetings with officials of Government of West Bengal (GoWB) were held.</b> <b>3. State Government finally accorded approval on 09.07.2025 after almost 5 years.</b>

**Contd...5/-**

2.	<b>Dr. B.C. Roy Market</b>	<p><b>1. For construction of Esplanade Metro Station, temporary shifting of unauthorised 528 Shops at B.C. Roy Market on Defence land was required. The proposal for NOC of temporary shifting of market was submitted in February, 2022.</b></p> <p><b>2. Shops for temporary shifting were also constructed.</b></p> <p><b>3. The State Government has been requested to facilitate shifting. Regular coordination with PWD is being done also, a meeting was held with Hon'ble Mayor of Kolkata on 30.07.2025.</b></p> <p><b>4. Issue is pending for more than 3.5 years.</b></p>
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**(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:**

<b>S.No</b>	<b>Location</b>	<b>Issues</b>
1.	<b>Chingrighata Crossing (Between Belegghata – Gour Kishore Ghosh station)</b>	<b>1. Temporary traffic diversion at Chingrighata crossing for launching of viaduct segments is required for 3 + 3 nights (8 hours each) on each side of road alternately. The proposal was submitted to Government of West Bengal (GoWB) in February, 2025.</b>

		<p><b>2. The diversion road as desired by Kolkata traffic police has already been constructed in February, 2025.</b></p> <p><b>3. Multiple meetings were held with various State Government and Kolkata police officials for NOC.</b></p> <p><b>4. The NOC is still awaited even after about 10 months.</b></p>
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**(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.**

<b>S.No.</b>	<b>Location</b>	<b>Issues</b>
<b>1.</b>	<b>New Barrackpore to Barasat</b>	<p><b>1. Land acquisition (23000 sq. m) and removal of heavy encroachments (1277 hutments, 764 shops) are involved in this section.</b></p> <p><b>2. The matter is not yet resolved by GoWB.</b></p>

**(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.**

<b>S.No.</b>	<b>Location</b>	<b>Issues</b>
<b>1.</b>	<b>Baranagar to Barrackpore</b>	<p><b>1. The original alignment along the B.T road was agreed in 2011 as per MoU between Metro Railway, RVNL and Kolkata Municipal Corporation.</b></p>

		<p><b>2. As per MoU, existing pipeline was to be replaced by new 64 inch pipeline by the State Government.</b></p> <p><b>3. Shifting of 64 inch pipeline was completed in 2012.</b></p> <p><b>4. Now, the State Government is insisting for construction of a new 90 inch pipeline costing about ₹1400 crore.</b></p> <p><b>5. The demand is not covered under the cost of the project and MoU provisions.</b></p> <p><b>6. NOC is still awaited from GoWB.</b></p>
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**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:-**

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

**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:**

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

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

<b>S. No.</b>	<b>Project</b>	<b>Cost (Rs. in Cr.)</b>
<b>1</b>	<b>Rampurhat-Mandarhill new line and Rampurhat-Murarai 3rd line (159 Km)</b>	<b>1,500</b>
<b>2</b>	<b>Azimganj-Murshidabad new line (7 Km)</b>	<b>164</b>
<b>3</b>	<b>Bardhaman-Katwa Gauge Conversion (52 Km)</b>	<b>696</b>
<b>4</b>	<b>Ahmedpur-Katwa Gauge Conversion (52 Km)</b>	<b>440</b>
<b>5</b>	<b>Panskura Kharagpur Doubling (45 Km)</b>	<b>408</b>
<b>6</b>	<b>Lalgola – Jiaganj Doubling (23 Km)</b>	<b>124</b>



<b>7</b>	<b>Krishnanagar-Bethuadahari Doubling (28 Km)</b>	<b>152</b>
<b>8</b>	<b>Nabadwipdham-Patuli Doubling (22 Km)</b>	<b>170</b>
<b>9</b>	<b>Bethuadhahari-Plassey Doubling (23 km)</b>	<b>132</b>
<b>10</b>	<b>Ambikakalna-Nabadwipdham Doubling (23 km)</b>	<b>145</b>
<b>11</b>	<b>Nalhati-Sagardighi Doubling (26 km)</b>	<b>193</b>
<b>12</b>	<b>Tamluk Jn.- Basulya Sutamata Doubling (24 km)</b>	<b>245</b>
<b>13</b>	<b>Plassey- Jiaganj Doubling (54 km)</b>	<b>234</b>
<b>14</b>	<b>Azimganj-Manigram Doubling (21 km)</b>	<b>150</b>
<b>15</b>	<b>New Coochbehar-Gumanihat Doubling (29 km)</b>	<b>330</b>
<b>16</b>	<b>New Coochbehar-Samuktala Road Doubling (29 km)</b>	<b>445</b>
<b>17</b>	<b>Sainthia-Tarapith 3rd line (22 Km)</b>	<b>186</b>
<b>18</b>	<b>Ambari Falakata-New Maynaguri Doubling (37 km)</b>	<b>843</b>
<b>19</b>	<b>Bandel-Boinchi - 3rd line (31 km)</b>	<b>546</b>
<b>20</b>	<b>Boinchi-Shaktigarh 3rd line (26 km)</b>	<b>424</b>
<b>21</b>	<b>Bazar Sau-Azimganj Jn. Doubling (42 km)</b>	<b>343</b>
<b>22</b>	<b>Sagardighi- Malda Town Doubling (25 Km)</b>	<b>248</b>
<b>23</b>	<b>Kharagpur-Narayangarh 3rd line (24 km)</b>	<b>270</b>
<b>24</b>	<b>Monigram-Nimtita Doubling (24 Km)</b>	<b>713</b>
<b>25</b>	<b>Purulia-Kotshila Doubling (36 Km)</b>	<b>393</b>

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

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

**During last three years (i.e. 2022-2023, 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.**

**Sanction of any railway project depend 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 and cost of the project/s.**

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