

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 2017
TO BE ANSWERED ON 11.02.2026**

UPGRADATION OF KOLKATA METRO STATION

2017. SHRI JAGANNATH SARKAR:

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the Government is aware that the air-conditioning and ventilation systems of the Kolkata Metro's Blue Line underground stations, installed over 40 years ago, are undergoing a major upgradation and if so, the details thereof;**
- (b) whether the Government plans to sanction Rs. 500 crores for the said upgradation project and if so, the details thereof;**
- (c) the details of the proposed works including the replacement of water-cooled chillers with air-cooled chillers, expected savings in groundwater and overall project timelines; and**
- (d) whether the commuters are likely to face service disruptions during the implementation period and if so, the details thereof and the steps being taken by the Government to minimize inconvenience?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

(a) to (d): The Kolkata Metro, India's oldest metro system, opened its first underground section in 1984. The original Environmental Control System (ECS) and ventilation were designed considering lower ambient temperatures, non-AC trains, and lower ridership. After more than four decades of service to the nation, its environmental control and ventilation infrastructure including air-conditioning, tunnel airflow systems, and smoke extraction mechanisms is being significantly modernized to meet contemporary comfort, safety, and environmental standards.

Contd.2/..

The up-gradation works have been sanctioned at a total cost of Rs.1,201 Crores, which includes state-of-art system of Tunnel Ventilation System, Environment Control (commonly known as Air-conditioning System) System along with its related Power Supply Systems and other Electrical works.

It will provide better passenger comfort by cooler, better-ventilated platforms and tunnel environments, at the same time will be energy-efficient. Modern tunnel ventilation will enhance safety by smoke control and safe passenger evacuation.

For cooling fifteen stations of blue line, Kolkata Metro Railway uses 18 Cr liters of water annually for the use of water-cooled chillers. After installation of air-cooled chillers, this water will be saved.

Implementation of the up-gradation work is planned meticulously, to avoid service disruptions and minimize inconvenience to the passengers.

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 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.

(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 Beleghata – 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 - 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.