

**GOVERNMENT OF INDIA
MINISTRY OF RAILWAYS**

**LOK SABHA
UNSTARRED QUESTION NO. 3147
TO BE ANSWERED ON 11.03.2026**

BUDGET ALLOCATION FOR WEST BENGAL

**3147. SMT. JUNE MALIAH:
SHRI KALYAN BANERJEE:**

Will the Minister of RAILWAYS be pleased to state:

- (a) the State-wise details of the amount allocated (in Rs.) for Railway budget during the years 2014 and 2026;**
- (b) the details of the total allocation of Budget for Rail projects for West Bengal in comparison to other States along with the projects proposed/expected project outcomes and the expected year of completion;**
- (c) whether it is a fact that the average railway budget to Gujarat increased 29 times, Delhi increased by 28 times, Chhattisgarh and Madhya Pradesh increased by 24 times, Maharashtra increased by 20 times, Tamil Nadu increased by 9 times and West Bengal increased by 3 times;**
- (d) the details of high speed corridors that will pass through the State including expected deadline of completion thereof;**
- (e) the zone-wise details of railway projects and expansion being implemented in West Bengal since 2020; and**
- (f) the train-wise details of the progress on the deployment of the 'Kavach' automatic train protection system on major routes within the State?**

ANSWER

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

(SHRI ASHWINI VAISHNAW)

- (a): Gross Budgetary Allocation for Railway has increased approximately 8 times from Rs. 32,300 crore in 2014-15 to Rs. 2,52,200 crore in 2025-26.**

(b), (c) & (e): Budget allocation in the recent years has increased significantly over entire Indian Railways. Budget allotment of projects is made commensurate to its readiness for execution and considering the progress achieved in the projects.

Budget allocation for infrastructure projects and safety works, falling fully/partly in the State of West Bengal is as under:-

Period	Outlay
2009-14	Rs.4,380 Cr./year
2025-26	Rs. 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 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 (Rs. 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:

S. No.	Project	Cost (Rs. in Cr.)
1	Rampurhat-Mandarhill new line and 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	Nabadwipdham-Patuli Doubling (22 Km)	170
9	Bethuadhahari-Plassey Doubling (23 km)	132
10	Ambikakalna-Nabadwipdham Doubling (23 km)	145
11	Nalhati-Sagardighi Doubling (26 km)	193
12	Tamluk Jn.- BasulyaSutahata 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 (Rs. in Cr.)
1	Chandil-Purulia-Anara-Damodar 3rd 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 3rd line (132 Km)	3,250
8	Narayangarh-Bhadrak 3rd line (153 Km)	2,136

9	Kalipahari-Bakhtarnagar 5th Line (18Km)	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

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)	Amount Paid to State (in Cr.)
1.	Chandil-Anara- Burnpur - 3rd line	8	0	8	0
2.	Nabadwipghat- Nabadwipdham new line	107	0	107	50
3.	Byepass at Sainthia	22	0	22	0
4.	Naihati – Ranaghat 3rd line	13	0	13	1.3
5.	Sivok-Rangpo new line	135	128	7	7.98
6.	Kaliyaganj-Buniadpur new line	168	0	168	0
7.	Canning- Bagankhali new line	18	0	18	0
8.	Adra- Sanka- Rukni doubling	5	0	5	0
9.	Kalipahari- Bakhtarnagar 5th line	15	0	15	0

10.	Rail Flyover at Anara from Rukni to Anara station	35	0	35	0
11.	Rail Flyover at Gourinathdham end to Purulia	34	0	34	0
12.	ChandanpurShaktigarh 4th Line	5	0	5	0

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

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:**

S.No.	Location	Issues
1.	Khidderpur Metro Station	<p>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.</p> <p>2. Multiple meetings with officials of Government of West Bengal (GoWB) were held.</p> <p>3. State Government finally accorded approval on 09.07.2025 after almost 5 years.</p>
2.	Dr. B.C. Roy Market	<p>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.</p> <p>2. Shops for temporary shifting were also constructed.</p> <p>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.</p> <p>4. Issue is pending for more than 3.5 years.</p>

(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:**

S.No.	Location	Issues
1.	Chingrighata Crossing (Between	1. Temporary traffic diversion at Chingrighata crossing for launching of viaduct segments is required for 3 + 3 nights (8 hours each) on

	Belegkata – Gour Kishore Ghosh station)	<p>each side of road alternately. The proposal was submitted to Government of West Bengal (GoWB) in February, 2025.</p> <p>2. The diversion road as desired by Kolkata traffic police has already been constructed in February, 2025.</p> <p>3. Multiple meetings were held with various State Government and Kolkata police officials for NOC.</p> <p>4. The NOC is still awaited even after about 10 months.</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.

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

S.No.	Location	Issues
1.	Baranagar to Barrackpore	<p>1. The original alignment along the B.T road was agreed in 2011 as per MoU between Metro Railway, RVNL and Kolkata Municipal Corporation.</p> <p>2. As per MoU, existing pipeline was to be replaced by new 64 inch pipeline by the State Government.</p> <p>3. Shifting of 64 inch pipeline was completed in</p>

		<p>2012.</p> <p>4.Now, the State Government is insisting for construction of a new 90 inch pipeline costing about ₹1400 crore.</p> <p>5.The demand is not covered under the cost of the project and MoU provisions.</p> <p>6.NOC is still awaited from GoWB.</p>
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ROBs/RUBs: Out of 302 Nos. sanctioned ROB/RUB works in West Bengal, 99 Nos. ROB/RUB works are delayed on account of the State Govt. The details are as under:

SN	Reason	ROB/RUB works (in Nos.)
1.	Finalization of Alignment	41
2.	General Arrangement Drawing stage	14
3.	NOC for closure of LC	27
4.	Land Acquisition	10
5.	Law & Order/ Public Protest	7
	Total held up due to Govt. of West Bengal	99

Completion & commissioning of ROB/RUB works depends on various factors like cooperation of State Governments in giving consent for closure of LC, fixing of approach alignment, approval of General Arrangement Drawing (GAD), land acquisition, removal of encroachment, shifting of infringing utilities, statutory clearances from various authorities, law and order situation in the area of project / work sites, duration of working season in a year for the particular project / area due to climatic conditions etc.

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 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. Budgetary allocations are made considering all these factors.

(d): Presently, the Mumbai - Ahmedabad High Speed Rail (MAHSR) Project (508 km) is under execution with technical and financial assistance from Government of Japan.

Further, to strengthen the national transport infrastructure and provide a fillip to regional economic growth, the Government has proposed the development of following seven new High-Speed Rail (HSR) corridors in the Union Budget 2026-27:-

- i. Mumbai – Pune**
- ii. Pune – Hyderabad**
- iii. Hyderabad – Bengaluru**
- iv. Hyderabad – Chennai**
- v. Chennai – Bengaluru**
- vi. Delhi – Varanasi**
- vii. Varanasi – Siliguri**

Out of the above, Varanasi-Siliguri corridor passes through the state of West Bengal. However, the decision to sanction any HSR Corridor/Project being highly capital intensive depends on many factors such as outcome of

DPR, techno-economic feasibility studies and availability of resources such as financing options etc.

(f):

- 1. Kavach is an indigenously developed Automatic Train Protection (ATP) system. Kavach is a highly technology intensive system, which requires safety certification of highest order (SIL-4).**
- 2. Kavach aids the Loco Pilot in running of trains within specified speed limits by automatic application of brakes in case Loco Pilot fails to do so and also helps the trains to run safely during inclement weather.**
- 3. The first field trials on the passenger trains were started in February 2016. Based on the experience gained and Independent Safety Assessment of the system by Independent Safety Assessor (ISA), three firms were approved in 2018-19, for supply of Kavach Ver 3.2.**
- 4. Kavach was adopted as National ATP system in July, 2020.**
- 5. Implementation of Kavach System involves following Key Activities:**
 - a. Installation of Station Kavach at each and every station, block section.**
 - b. Installation of RFID Tags throughout the track length.**
 - c. Installation of telecom Towers throughout the section.**
 - d. Laying of Optical Fibre Cable along the track.**
 - e. Provision of Loco Kavach on each and every Locomotive running on Indian Railways.**
- 6. Based on deployment of Kavach version 3.2 on 1465 RKm on South Central Railway and experience gained, further improvements were made. Finally, Kavach specification version 4.0 was approved by RDSO on 16.07.2024.**
- 7. Kavach version 4.0 covers all the major features required for the diverse railway network. This is a significant milestone in safety for Indian Railways. Within a short period, IR has developed, tested and started deploying Automatic Train Protection System.**
- 8. Major improvement in Version 4.0 includes increased Location Accuracy, Improved Information of Signal Aspects in bigger yards,**

Station to Station Kavach interface on OFC and Direct Interface to existing Electronic Interlocking System. With these improvements, Kavach Ver.4.0. is planned for large scale deployment over Indian Railways.

9. After extensive and elaborate trials, Kavach Version 4.0 has been successfully commissioned on 1452 Route Kilometres, covering the high density Delhi- Mumbai and Delhi-Howrah routes. On the Delhi-Mumbai route Kavach ver 4.0 has been commissioned on Junction cabin-Palwal-Mathura-Nagda section (667 Rkm) & Vadodara- Virar section (336 Rkm), and Vadodara - Ahmedabad section (96 Rkm) and on the Delhi-Howrah route Kavach ver 4.0 has been commissioned on Gaya Sarmatanr section (93 Rkm) and Howrah-Bardhaman- Chota Ambana section (260 Rkm).

10. Within the state of West Bengal, Kavach Ver 4.0 has been commissioned from Howrah to Barakar (229 RKm) which lies in the important Delhi - Howrah Route.

11. Further, track side Kavach implementation work has been taken up on 24,427 RKM covering all GQ, GD, HDN and identified sections of Indian Railways.

12. Progress of key items of Kavach on High density routes including Delhi- Mumbai & Delhi- Howrah corridors as on 28.02.26 are as under:

SN	Item	Progress
i	Laying of Optical Fibre Cable	8570 Km
ii	Installation of Telecom Towers	1100 nos
iii	Station Data Centre	767 nos
iv	Installation of Track side equipment	6776 RKm
v	Provision of Kavach in Loco	4154 nos

13. In addition, Work for installation of Kavach on 8979 Locomotives and 1200 EMU/MEMU Rakes has been taken up.

14. Specialized training programmes on Kavach are being conducted at centralized training institutes of Indian Railways to impart training to all concerned officials. By now more than 55,000 technicians, operators and engineers have been trained on Kavach technology. This includes about

47,500 Loco Pilots & Assistant Loco Pilots CLIs and Instructors. Courses have been designed in collaboration with IRISSET.

- 15. The cost for provision of Track Side including Station equipment of Kavach is approximately Rs. 50 Lakhs/Km and cost for provision of Kavach equipment on locomotives is approximately Rs. 80 Lakh/Loco.**
- 16. The funds utilized on Kavach works so far up to Feb'26 is Rs. 2,763.90 Crores. The allocation of funds during the year 2025-26 is Rs. 1673.19 Crores. Requisite funds are made available as per the progress of works.**
