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Kolkata Metro is a Mass Rapid Transit Urban Railway Network serving Kolkata, India. It is notable for being India's first underground railway system, with its operations beginning in October 1984. This metro system is currently in operation and is planned to connect to its twin city, Howrah. While one line is operational, four additional lines are under construction and three more are in the planning stages.

Kolkata Metro Station List: Here is the list of Kolkata Metro Stations.

Station Name | Station Name in Bengali | Line | Layout | Kavi Subhash — Blue Line
Shahid Khudiram — Blue Line Elevated | Kavi Nazrul — Blue Line | Gitanjali — Blue Line Elevated | Masterda Surya Sen — Blue Line | Netaji — Blue Line Elevated | Mahanayak Uttam Kumar — Blue Line at grade | Rabindra Sarobar — Blue Line Underground | Kalighat — Blue Line Underground | Jatin Das Park — Blue Line Underground | Netaji Bhavan — Blue Line Underground | Rabindra Sadan — Blue Line Underground | Maidan — Blue Line Underground | Park Street — Blue Line Underground | Esplanade — Blue Line Underground | Chandni Chowk — Blue Line Underground | Central — Blue Line Underground | Mahatma Gandhi Road — Blue Line Underground | Girish Park — Blue Line Underground | Shobhabazar Sutanuti — Blue Line Underground | Shyambazar — Blue Line Underground | Belgachhia — Blue Line Underground | Dum Dum — Blue Line Elevated | Noapara — Blue Line Elevated | Baranagar — Blue Line Elevated | Dakshineswar — Blue Line Elevated | Salt Lake Sector-V — Green Line Elevated | Karunamoyee — Green Line Elevated | Central Park — Green Line Elevated | City Centre — Green Line Elevated | Bengal Chemical — Green Line Elevated | Salt Lake Stadium — Green Line Elevated | Phoolbagan — Green Line Underground | Sealdah — Purple Line Underground | Joka — Purple Line Elevated | Thakurpukur — Purple Line Elevated | Behala Chowrasta — Purple Line Elevated | Behala Bazar — Purple Line Elevated | Taratala — Purple Line Elevated.

Kolkata Metro Station List: Kolkata Metro Facts: Kolkata Metro is the oldest metro system in India. It is the only metro in India that is controlled by Indian Railways. The system was constructed with the assistance of East Germany, France, and the Soviet Union. Kolkata Metro boasts the lowest fares among all metro systems in India.

Top Attractions Connected by Line 1

Attraction | Nearest Station | Distance from Nearest Station (Km)
Royal Kolkata Golf Club | Mahanayak Uttam Kumar | 2.6
Rabindra Sarobar | Rabindra Sarobar | 1.8
Kalighat Mandir | Kalighat | 0.9
Netaji Bhavan | Rabindra Sadan | 0.8
Nehru's Children Museum | Rabindra Sadan | 0.5
St Paul's Cathedral | Rabindra Sadan | 0.8
Victoria Memorial | Rabindra Sadan | 0.9
Fort William | Maidan | 3.9
Planetarium | Maidan | 0.6
Indian Museum | Park Street | 0.4
Shaheed Minar | Esplanade | 0.8
Eden Gardens | Esplanade | 1
Marble Palace | MG Road | 0.4

Top Attractions Connected by Line 1

Kolkata Metro Map: Kolkata Metro Railway Kolkata Official Website: Read more: Railways Tatkal Waiting List Cancellation Charges and Refund Rules

Kolkata Metro – India's oldest metro, operational since 1984, was first conceptualized in the 1920s. It currently runs two lines: Dakshineswar–Kavi Subhash & Salt Lake Sec-5–Phool Bagan, with four more under construction. Featuring elevated, underground, and at-grade stations, it uniquely operates under Indian Railways as its 17th zone.

Know More: Image Source: google.com

Quick Facts About Kolkata Metro

S.No | Particulars | Details
1 | Owner | Metro Railway, Kolkata
2 | Number of Lines | 2 fully operational, 1 under construction, 1 planned
3 | Line Number/Colour | Operational: Blue Line, Green Line, Purple Line, Orange Line Under Construction: Yellow Line Planned: Pink Line
4 | Number of Stations | 50 operational, 29 under construction, 21 planned
5 | Operations Started | October 24, 1984, oldest metro in India

Loading... PROMOTION

Image Source: google.com

The metro charges are levied in accordance with the distance travelled. As two lines are operational at present, the following charges are applicable for commuters.

Zone | Distance Covered | Fare in Rs
Zone-I | Up to 2 KMRs | 5
Zone-II | Between 2 KM to 5 KMRs | 10
Zone-III | Between 5 KM to 10 KMRs | 20
Zone-IV | Between 10 KM to 20 KMRs | 25
Zone-V | Above 20 KMRs | 30

Token Rules: Valid for a single journey on the day of purchase. Must enter the paid area within 45 minutes of purchase; otherwise, it becomes invalid. No replacement for lost tokens. Collected at the exit gate after journey completion. Smart Card Rules: Available in Rs. 100/200/300/500/1000, including a Rs. 60 security deposit. Rechargeable up to Rs. 5000 in the same denominations. Minimum balance of Rs. 25 required for entry. If not topped at exit, the card locks; a Rs. 25 penalty is deducted at the booking counter to unlock.

Kolkata Metro Timings: Kolkata Metro runs from 7:00 AM to 10:30 PM. During COVID-19, timings were adjusted. Trains halt for 10-20 seconds at stations, causing slight variations in first train arrivals.

Image Source: google.com

Explore More: Properties in Kolkata BUY PROMOTION

Under construction Metro Lines

Image Source: google.com Metro Line | Route | Current Status | Key Highlights
Orange Line (Line 6) | New Garia to NSCBI Airport | Phase 1 (New Garia to Ruby) near completion | Expected to serve 500,000 commuters daily
Purple Line (Line 3) | Joka to Esplanade | Construction progressing rapidly | Will provide vital connectivity to southwestern suburbs
Yellow Line (Line 4) | Noapara to Barasat | Divided into 3 phases | By 2024 Improves access to northern suburbs
Pink Line (Line 5) | Baranagar to Barrackpore | Planned 12.5 km corridor | Enhances connectivity between North Kolkata and central city

Explore More: Properties in Kolkata RENT PROMOTION

Kolkata Metro Expansion: Transforming Urban Commutes

Kolkata Metro is expanding rapidly, adding new lines to improve connectivity and ease congestion. Here's a quick look at the upcoming routes:

Orange Line (Line 6): New Garia → Airport First phase (New Garia–Ruby) almost ready. Expected to serve 500,000+ commuters daily Purple Line (Line 3): Joka → Esplanade Construction in full swing Will link southwest suburbs to the city center Yellow Line (Line 4): Noapara → Barasat Three-phase expansion Trial runs on Noapara–Jai Hind stretch by Dec 2024 Pink Line (Line 5): Baranagar → Barrackpore 12.5 km corridor Enhancing North Kolkata's connectivity

Image Source: google.com

Kolkata's metro network is set for a major upgrade, promising faster and more efficient travel! Explore Real Estate & Investment Opportunities: Looking to invest in property? Whether you're searching for residential plots or prime real estate opportunities in Kolkata, explore premium listings to find a space that suits your needs. Ridership Details: Kolkata Metro, India's pioneering rapid transit system, has witnessed remarkable growth in ridership, reflecting its pivotal role in urban transportation. Here's an overview of the latest ridership statistics:

Kolkata Metro Ridership Overview: Line | Ridership | Operational Since
Blue Line | 10.48 – 600,000 – 650,000 | 1984 Green Line | 49,000 | 2021 Purple Line | 4,000 | 2021 Orange Line | 12 – 15K | not specified

PROMOTION: Tourist Attractions Near Kolkata Metro Stations: Exploring Kolkata is made convenient with its extensive metro network, connecting travelers to numerous cultural and historical landmarks. Here's a curated list of notable tourist attractions and their nearest metro stations:

Tourist Attractions Near Kolkata Metro Stations

Image Source: google.com

Utilizing the Kolkata Metro not only ensures efficient travel but also provides easy access to these iconic sites, enriching your city exploration experience.

UPI Based Ticketing Payment System: Kolkata Metro has embraced digital advancements by introducing a UPI-based ticketing payment system, enhancing convenience for commuters. Here's an overview of this system:

UPI-Based Ticketing Payment System

Feature | Details
Launch Location | Howrah Maidan to Esplanade (Line 1) and Sealdah to Sector Five (Line 2)
Technology | QR Code Ticket Booking – Buy tickets effortlessly & enjoy contactless entry/exit.
Smart Card Recharge – Instantly recharge your metro card for hassle-free travel.

Transaction History – Track bookings & recharges for better expense management. User-Friendly Interface – Smooth navigation for an enhanced travel experience. Technology meets convenience! Kolkata Metro ensures smarter, faster, and easier journeys for all commuters. PROMOTION

Real Estate Trend After Kolkata Metro: Impact on Property Prices: Proximity Advantage: Properties within 500 meters of metro stations have experienced a marked appreciation in value, attributed to enhanced connectivity and accessibility. Specific Corridors: The development along the Southern Bypass stretch has attracted substantial real estate investments, driven by the improved metro connectivity in the region. Notable Areas with Appreciated Property Values: Don't miss out! Find your ideal property on HexaHome!

Image Source: google.com

Future Projections: With ongoing and planned metro projects, such as the extension of the Purple Line to Eden Gardens, further real estate developments and value appreciations are anticipated in the connected regions. In summary, the Kolkata Metro's expansion has been a catalyst for real estate growth, making metro-adjacent areas more attractive to both investors and homebuyers.

PROMOTION: Loading...What is the fare range for the Kolkata Metro? What are the operational hours of the Kolkata Metro? Answer: 7:00 AM to 10:30 PM. Which metro lines are currently operational? Answer: Blue, Green, Purple, and Orange Line. Is there a mobile application for Kolkata Metro? Answer: Yes, "Metro Ride Kolkata" app. Which tourist attractions are near Kolkata Metro stations? Answer: Victoria Memorial, Kalighat Temple, M.P. Birla Planetarium. How has Kolkata Metro impacted real estate prices? Answer: Increased property value near metro stations. What payment methods are accepted for metro ticketing? Answer: UPI and smart card payments. Are there any upcoming metro line expansions? Answer: Yes, Yellow and Pink Line. What is the daily ridership of the Kolkata Metro? Answer: 600,000 – 650,000. Who operates the Kolkata Metro? Answer: Metro Railway, Kolkata.

Kolkata Metro Lines

Metro Line | Status | Active / 2 Inactive | Metro FareMinimum | RS. 5 / Maximum | RS 50

Metro Timing Start 06:50 AM / End 09:58 PM Total Metro Stations 48 Active / 21 Inactive Metro Lines 4 Terminal Stations Metro Lines Terminal Stations Total Stations Status Blue Line Dakshineswar = Kavi Subhash 26 Operational Green Line Howrah Maidan = Esplanade Salt Lake Sector V = Sealdah 12 Operational Purple Line Joka = Majerhat 7 Operational Orange Line Kavi Subhash = Hemanta Mukhopadhyay 6 Operational Yellow Line Noapara = Barasat 0 Under Construction Pink Line Baranagar = Mangal Pandey (Barrackpore) 11 Planned

Kolkata Metro Network Map 2025: Metro Mission & Vision: Mission: Safe and dependable train services Courteous and customer friendly services Clean and environmental friendly atmosphere Requisite amenities to females, senior citizens and Divyangjan passenger Vision: Effective Responsive Transparent Accountable More efficient Commercial Details: Helpline Numbers: Security helpline – 9007041789 & 182 Women helpline – 9007041908 Security Smart Card helpline – 033-22264817 / 033-22553200 / 9007041844

FAQs: Q. In Kolkata Metro return ticket possible? A. NoQ. Can I book ticket online for Kolkata Metro? A. Yes, definitely, you can book online ticket through kolkata metro official App- Metro Ride Kolkata. Q. Which things are available in Kolkata Metro? A. Any person while travelling in Metro Railway may carry only small items e.g; Tiffin basket, small hand bag or attache case in addition to umbrella or walking sticks required for personal use. Q. Which things are not allowed in Kolkata Metro? A. Any person while travelling in Metro Railway may not carry: (1) Offensive articles, such as wet skin, hides, dead poultry and gore etc. (2) Dangerous articles, such as; - explosives of any variety including fire works, arms and ammunitions (3) Inflammable materials, such as; oil, grease, ghee, paint, dry grass and leaves of any variety, waste papers, acids, and other corrosive substances; or dead body. Q. Can I travel in Kolkata Metro with luggage? A. Yes, but not exceed 10 kgs in weight, and are not of bulky nature. Q. Is photography allow in Kolkata Metro? A. No, photography is strictly prohibited in Kolkata Metro. Q. Ladies coaches are available in Kolkata Metro? A. There are no dedicated coaches for women in Kolkata Metro but there are seats reserved for women in all the coaches. Q. Are there Toilets at Kolkata Metro stations? A. It is not available at all stations now, but some of the station Sulabh (Toilet) Facility is available, like Howrah, Dum Dum, Esplanade metro station.

Menu: News & Construction Updates | Overview Information Updates

Metro Railway, Kolkata, which is famous for operational with 4 operational lines and 45 stations is a urban mass rapid transit system serving the city of Kolkata and soon its suburbs. Construction for Kolkata Metro Line-1 started in 1972 and a small 3.40 km section between Esplanade and Netaji Bhavan opened in October 1984, making it the first metro system in India. Between 1984 and 1995, more sections opened up bringing its total length to 16.45 km. After the success of the Delhi Metro's Phase 1, in the mid 2000's another push was made to expand Kolkata Metro's Line-1. This time around, the metro was extended by 10.94 km to New Garia (Kavi Subhash) Station. In 2009, construction began on Kolkata Metro's 14.67 km east-west Line-2 from Salt Lake Sector V to Howrah Maidan, a project that was earlier under the Ministry of Urban Development's belt but later transferred to the central government. The first section of that line opened on February 13, 2020. The final section (Howrah Maidan to Phoolbagan) is expected to become operational in 2023. In the 2010-11 railway budget, the Union Railway Minister announced the addition of new lines to connect with Joka, Dakshineswar, Barrackpore, Barsat and the NSCBI Airport (Biman Bandar) from New Garia. Top Speed: 80 kmph Average Speed: 34 kmph Track Gauge: Broad Gauge – 1676 mm (Line-1) & Standard Gauge – 1435 mm (Line-2) Electrification: 750 V DC Third Rail Signalling: Cab Signalling/Distance to Go (referred locally as "Automatic Signalling system") on Line-1 and CBTC (communication based train control) on Line-2

Key Figures Operational: 58.68 km | Under Construction: 41.94 km | On Hold / Proposed: 44.46 km Daily Ridership: 6.5 lakh/day (July 2023) Rolling Stock: 240 (30 x 8 on Line-1) and 84 (14 x 6 on Line-2) Number of Stations in March 2022: All lines have significant land acquisition issues for constructing their viaducts, stations and depots. Line (Operational) Blue Line (Line-1): Dakshineswar to New Garia (Kavi Subhash) Length: 32.25 km Type: At-Grade, Elevated & Underground Depot: Noapara and New Garia Number of Stations: 26 Station Names: Dakshineswar, Baranagar, Noapara, Dum Dum, Belgachhia, Shyambazar, Shobhabazar, Sutanuti, Girish Park, MG Road, Central, Chandni Chowk, Esplanade, Park Street, Maidan, Rabindra Sadan, Netaji Bhavan, Jatin Das Park, Kalighat, Rabindra Sarobar, Mahanayak Uttam Kumar, Netaji, Masterda Surya Sen, Gitanjali, Kavi Nazrul, Shahid Khudiram, Kavi Subhash (New Garia) Green Line (Line-2): Sector V to Sealdah and Howrah Maidan to Esplanade Length: 13 km Type: Elevated (5.3 km) & Underground (7.7 km) Depot: Central Park in Ridhannagar (Salt Lake) Number of Stations: 12 Station Names: Howrah Maidan, Howrah, Mahakaran, Esplanade, Sealdah, Phoolbagan, Salt Lake Stadium, Bengal Chemical, City Centre, Central Park, Karunamoyee, Salt Lake Sector V Purple Line (Line-3): Joka to Majerhat Length: 7.75 km Type: Elevated Depot: Joka Number of Stations: 7 Station Names: Joka, Thakurpukur, Sakherbazar, Behala Chowrasta, Behala Bazar, Taratala, and Majerhat Orange Line (Line-6): Kavi Subhash (New Garia) to Hemanta Mukherjee (Ruby Hospital) Length: 5.68 km Type: Elevated Depot: New Garia Number of Stations: 5 Station Names: Kavi Subhash, Satyajit Ray, Jyotirindra Nath Nandy, Kavi Sukanta, and Hemanta Mukherjee Kolkata Metro Routes (Under Construction Lines) Green Line (Line-2) – Esplanade – Sealdah (tunnels only) Length: 2 km Type: Underground Number of Stations: 0 Station Names: NA Purple Line (Line-3) – Majerhat to Esplanade Length: 7.55 km Type: Elevated (2.5 km) & Underground (5.05 km) Number of Stations: 5 Station Names: Mominpur, Kidderpore, Victoria Memorial, Park Street and Esplanade Yellow Line (Line-4) – Noapara to NSCBI Airport Length: 6.87 km Type: At-grade, elevated & underground Number of Stations: 4 Station Names: Noapara, Dum Cantt., Jessore Road, Biman Bandar Orange Line (Line-6) – Hemanta Mukherjee (Ruby Hospital) to NSCBI Airport (Biman Bandar) Length: 24.19 km Type: At-grade & underground Depot: New Town, New Garia Number of Stations: 19 Station Names: VIP Bazar, Ritwik Ghatak, Barun Sengupta, Beliaghata, Gour Kishore Ghosh, NICCO Park, Saltlake Sector V, Technopolis, Nazrul Tirtha (formerly Bidhan Nagar), Swapno Bhor (formerly South City CBD-1), Biswa Bangla Convention Centre (formerly CBD-1), Kala Kshetra, Mother's Wax Museum (formerly New Town), Eco Park (formerly Convention Center), Siksha Tirtha (formerly VIP Bazar), City Centre II (formerly Titumir), Chinar Park (formerly Rabindra Tirtha), VIP Road/Teghoria (Haldiram), Biman Bandar (Airport) Note: This line mostly follows the EM Bypass. It is planned to be extended southward to Baruipur in the future. Yellow Metro Routes (On-Hold & Proposed Lines) Green Line (Line-2) – Howrah Maidan to Satranpachi Bus Terminal Length: 10 km Type: Elevated Status: Proposed Green Line (Line-2) – Sector V to Teghoria Length: 5.7 km Type: Elevated Number of Stations: 5 Station Names: Kestopur, Dum Dum Park, Baguiati, Raghunathpur and Teghoria (Line-6 interchange) Status: Proposed Yellow Line (Line-4) – NSCBI Airport (Biman Bandar) to Barasat Length: 11.26 km Type: Underground and Elevated Number of Stations: 6 Station Names: Birati, Michael Nagar, New Barrackpore, Madhyamgram, Hridaypur and Barasat Status: A 3.6 km underground section with 3 stations from NSCBI to New Barrackpore has been fast-tracked. Geotechnical & Design bids were invited in mid-January 2020. Pink Line (Line-5) – Baranagar to Barrackpore Length: 12.50 km Type: At-grade & elevated Number of Stations: 11 Station Names: Baranagar, Kamarhati, Agarpara, Panihati, Sodepur, Subhash Nagar, Khardaha, Tata Gate, Titagarh, Talpukur, Barrackpore Status: This line is on-hold. Its route was proposed to follow Barrackpore Trunk Road, but may follow Kalyani Expressway instead. When operational, it might function as an extension/spur of Line-1.

Kolkata Metro Route Map (Operational Network): The embedded maps below can be zoomed into! An official PDF route map of Kolkata Metro will be added here when available. Kolkata Metro Route Map (Operational & Under Construction Lines) Kolkata Metro Future Network Route Map (2030) Kolkata Metro North-South Line-1 Fare Chart (Prices) Fare charges on Kolkata Metro's Line-1: Noapara to New Garia (Kavi Subhash) were revised on 05.12.2019 and are listed below. 1. Single Journey Fares Zone Distance from Origin Fare Zone 1 upto 5 km RS. 5 Zone 2 5 – 10 km RS. 10 Zone 3 10 – 15 km RS. 15 Zone 4 15 – 20 km RS. 15 Zone 5 20 – 25 km RS. 20 Zone 6 25 – 30 km RS. 25 2. Smart Card (Stored Value) Fares Recharge Value (Rs.) Gained Value Validity 100 RS. 110 365 days 200 RS. 220 365 days 300 RS. 330 365 days 500 RS. 550 365 days 1000 RS. 1100 365 days 3. Tourist Smart Card • 1 Day Unlimited Rides: Rs. 250 with Rs. 60 security deposit • 3 Day Unlimited Rides: Rs. 550 with Rs. 50 security deposit Kolkata Metro East-West Line-2 Fare Chart (Prices) Fare charges on Kolkata Metro's Line-2 (Howrah Maidan – Sector V) were fixed on 05.12.2019 and are listed below. 1. Single Journey Fares Zone Distance from Origin Fare Zone 1 0 – 2 km RS. 5 Zone 2 2 – 5 km RS. 10 Zone 3 5 – 10 km RS. 20 Zone 4 10 – 15 km RS. 30 2. Smart Card (Stored Value) Fares Recharge Value (Rs.) Gained Value Validity 100 RS. 110 365 days 200 RS. 220 365 days 300 RS. 330 365 days 500 RS. 550 365 days 1000 RS. 1100 365 days 3. Tourist Smart Card • 1 Day Unlimited Rides: Rs. 250 with Rs. 60 security deposit • 5 Day Unlimited Rides: Rs. 550 with Rs. 50 security deposit Kolkata Metro Tenders Latest Kolkata Metro tenders can be viewed on the RVNL's website.

News on these notices, their bidders and contracts are covered in further detail on the news & construction page. Kolkata Metro History (Key Dates) • 24 Oct 1984: Esplanade – Netaji Bhawan (Line 1) – 3.40 km • 12 Nov 1984: Dum Dum – Belgachhia (Line 1) – 2.15 km • 29 Apr 1986: Netaji Bhawan – Tollygunge (Line 1) – 4.24 km • 13 Aug 1994: Belgachhia – Shyambazaar (Line 1) – 1.63 km • 02 Oct 1994: Esplanade – Chandni Chowk (Line 1) – 0.71 km • 19 Feb 1995: Shyam Bazaar – Girish Park (Line 1) – 1.92 km • 19 Feb 1995: Chandni Chowk – Central (Line 1) – 0.60 km • 27 Sep 1995: Central – Girish Park (Line 1) – 1.80 km • 22 Aug 2009: Tollygunge – Garia Bazar (Line 1) – 5.85 km • 07 Oct 2010: Garia Bazar – New Garia (Line 1) – 3.00 km • 10 Jul 2013: Dum Dum – Noapara (Line 1) – 2.09 km • 13 Feb 2020: Sector V – Salt Lake Stadium – Phoolbagan (Line 2) – 1.7 km • 21 Feb 2021: Noapara – Dakshineswar (Line 1) – 4.11 km • 14 July 2022: Phoolbagan – Sealdah (Line 2) – 2.1 km • 30 December 2022: Joka – Taratala (Line-3) – 6.5 km • 6 March 2024: Howrah Maidan – Esplanade (Line 2) – 3.9 km • 6 March 2024: Taratala – Majerhat (Line-3) – 1.25 km • 6 March 2024: Kavi Subhash – Hemanta Mukhopadhyay (Line-6) – 5.68 km ...more to be added in 2025! Click on News & Construction Updates' below for project news, progress and updates.

Menu: News & Construction Updates | Overview Page last updated: March 23, 2024. Have a question or spot an error? Let me know here. Kolkata metro is the oldest operational metro network in India. Conceptualised in the 1920s, it is a rapid transit system serving the city since 1984. As of February 2021, this metro had two operational lines: Dakshineswar to Kavi Subhash and Salt Lake Sector 5 to Phool Bagan. A mix of elevated, underground, and at-grade metro stations, it operates on both broad-gauge and standard-gauge tracks. Although the Kolkata metro system has existed for decades, its expansion has been slow. The second line only became operational in 2021. At present, four lines are in various phases of construction. It is jointly owned and operated by the Metro Railway, Kolkata, has been declared the 17th zone of Indian Railways. Interestingly, the Metro Railway, Kolkata, is the oldest operational metro network in India. Conceptualised in the 1920s, it is a rapid transit system serving the city since 1984. As of February 2021, this metro had two operational lines: Dakshineswar to Kavi Subhash and Salt Lake Sector 5 to Phool Bagan.

Construction of Howrah metro station, the deepest metro station in India.[28] Currently, it is operational.East West Metro Tunnel under the Hooghly River is the biggest underwater metro tunnel in India.[29] The realignment led to many other issues and delays. Some of the biggest issues were the H-piles under the Esplanade metro station and the Bowbazar mishap. Per the 1971 master plan, the East-West Corridor was supposed to pass under Central metro station, so the square foundational beams in Esplanade were not removed. Since the Tunnel Boring Machines (TBMs) cannot cut through steel, another small tunnel was dug using New Austrian tunneling method (NATM) and the H-piles were cut manually. This extended the tunneling process by one and a half months.[30][31][32] In September 2019, during the construction of the eastbound tunnel (from Esplanade to Sealdah), a TBM hit an aquifer under Bowbazar, causing a major collapse in the area, delaying work in that section for several months. Around 80 houses were damaged and many buildings were declared unsafe, affecting more than 600 people. Later subsidence in the area was checked using grouting.[33][34][35] By 2011–2012, the Railway Ministry had announced plans for the construction of five new metro lines and an extension of the existing north-south corridor. These were:[36][37] Salt Lake – Howrah Maidan (Green Line or East-West Metro Corridor) Joka – B.B. Bagh (Purple Line. Later to be operational.) Baranagar – Barrackpore (Pink Line) New Garia – Dum Dum Airport (Orange Line) Airport (Orange Line) Kavi Subhash metro station blue-orange line interchange A new four-platform interchange station was constructed at Noapara and Kavi Subhash. This acts as an interchange station for Blue Line with Yellow Line and Orange Line respectively. For the time being, only two platforms are in use for Noapara, but once Yellow Line is running, all four platforms will be operational, whereas, from 6 March 2024, all four platforms of Kavi Subhash will be operational.[24][38][39][40] Esplanade metro station blue-green interchange Kolkata metro system map published by Metro Railway, Kolkata on 4th May, 2023[41] The existing Esplanade metro station was upgraded and a subway was constructed to the new metro station to provide an interchange among Blue Line, Green Line and future Purple Line.[42][43] In 2009–2010, Blue Line underwent upgrades of services and amenities and many stations were renamed after famous personalities by then Minister of Railways Mamata Banerjee.[44] The Kolkata Metro currently operates with four lines: Blue Line, Green Line, Purple Line, and Orange Line. There have been a total of 50 operational stations with a further 29 under construction. Blue Line or the north-south corridor connects Kavi Subhash to Dakshineswar and consists of 26 stations. Green Line or the East-West corridor, currently connects Salt Lake Sector V to Sealdah and Esplanade with Howrah Maidan, with a gap between Sealdah and Esplanade. This line is also planned to extend from Joka to Diamond Park and from Esplanade to Eden Gardens. Yellow Line is currently under trials from Noapara to Jai Hind (Kolkata Airport) and under construction from Jai Hind to New Barrackpore with a planned extension till Barasat . When completed, it will have total of 26 stations. Orange Line currently connects Kavi Subhash to Hemanta Mukhopadhyay consisting of 5 stations. This line is under construction up to Jai Hind (Kolkata Airport) and when finished will have a total of 24 stations. Additionally, there is one more line proposed, Pink Line which will connect Baranagar to Barrackpore with a planned 11 stations. The planned network will have a total of 21 stations, further expanding the metro's reach and capacity. The planned network consists of the entirety of Pink Line, the extension of Green Line to Teghoria and the extension of Yellow Line to Barasat. See also: List of Kolkata Metro stations Metro Map of the Kolkata Metro including all operational, under construction, & planned (sanctioned) stations and lines. Line First run Last extension Stations Length (km) Terminals Rolling stock Track gauge (mm) Power Headway (min) Blue Line 24 Oct 1984[45] 22 Feb 2021 26 32.13 Dakshineswar Kavi Subhash ICF, CRRC Dalian 1,676 mm (5 ft 6 in) 750 V DC 6 - 15 Green Line 13 Feb 2020[46] 14 July 2022 8 9.3 Sealdah Salt Lake Sector-V BEML 1,435 mm (4 ft 8+1⁄2 in)[47] 15 - 20 Orange Line 6 March 2024 – 4 4.8 Howrah Maidan Esplanade 12 - 15 Purple Line 30 Dec 2022[48] 6 March 2024 7 7.75 Majerhat Joka ICF 1,676 mm (5 ft 6 in) 24 Orange Line 6 March 2024 – 5 5.4 Kavi Subhash Hemanta Mukhopadhyay 20 Total 50 59.38 Line Expected Completion Date Stations Length(km) Terminals Track gauge Power Executing agency Green Line 2025[49] 0 2.6 Esplanade Sealdah 1,435 mm (4 ft 8+1⁄2 in)[47] 750 V DC KMRC Planned 5 6.65 Salt Lake Sector-V Teghoria Purple Line 2028-29[50] 5 7.33 Majerhat Esplanade 1,676 mm (5 ft 6 in) Kavi Subhash Mominpur Metro Railway, Kolkata 1 1.7 IIM-Joka Joka Planned[52] 1 1.6 Esplanade Eden Gardens Planned 1 1.69 Diamond Park IIM-Joka Yellow Line 2025[53] 3 7.04[54] Noapara Jai Hind Metro Railway, Kolkata 2027[55] 3 3.5[55] Jai Hind New Barrackpore Planned 3 6.34 New Barrackpore Barasat Pink Line Planned 10 12.40[56] Baranagar Barrackpore Rail Vikas Nigam Limited Orange Line 2025[57][58] 7 8.5 Hemanta Mukhopadhyay IT Centre 2026[59] 11 15.85 IT Centre Jai Hind Total 49 73.5 Line Status Length (km) Stations Opening Year Blue Line Fully operational 32.13 26 1984 Green Line Mostly Operational (except between Esplanade - Sealdah) 14.1 12 2020 Purple Line Partially operational 7.75 7 2022 Orange Line Partially operational 5.4 5 2024 Blue Line route of Kolkata Metro. Major interchanges are available at Esplanade, Park Street, Noapara and Kavi Subhash. Main article: Blue Line (Kolkata Metro) Blue Line has a total length of 32.13 kilometres (19.96 mi) between 26 Kolkata Metro stations, of which 15 are underground, 9 are elevated and 2 are at-grade. It uses the 5 ft 6 in (1,676 mm) broad gauge tracks. It was the first underground railway to be built in India, with the first trains running in October 1984 and the full stretch that had been initially planned completed and operational by February 1995. The southward extension of the Blue Line on an elevated corridor from Tollygunge to New Garia was constructed and opened in two phases, Mahanayak Uttam Kumar to Kavi Nazrul in 2009 and Kavi Nazrul to Kavi Subhash in 2010. Another extension constructed was the 2.59 km (1.61 mi) elevated corridor from Dum Dum to Noapara which was operationalised on 10 July 2013.[117][60][61] The last 4.13 km (2.57 mi) extension from Noapara to Dakshineswar opened in 2021, thus completing the Blue Line on Dum Dum to Dakshineswar opened in 2021. A northward extension from Dum Dum to Dakshineswar (6.20 km [3.85 mi]) was sanctioned in March 2013, and construction from an interchange with Pink Line at Baranagar (2.38 km [1.48 mi]) is being executed by RVNL. This section is opened on 23 February 2021 for general public[63] with a projected ridership of 55,000 by 2030.[64] An upgrade of the existing signaling system from Indian Railways Signalling to Communication Based Train Control was proposed by Metro Railway, Kolkata, at a cost of ₹467 crore (equivalent to ₹550 crore or US$65 million in 2023) and was sent to Indian Railways. Work is also ongoing to upgrade its old stainless steel third rail to more modern and sustainable aluminium third rail. This could help reduce energy loss by about 84% and solve the problem of voltage drops. This also decrease the time interval between trains to just 90 seconds from 5 minutes. Indian Railways approved the proposal, installation work of Communication Based Train Control signal is expected to be started after conversion of third rail (which is expected to be completed within 2 years) and will be completed within 2–3 years.[65] (Esplanade to Sealdah - currently under CBTC Testing). Main article: Green Line (Kolkata Metro) See also: East West Metro Green Line, is the metro corridor to connect Kolkata with Howrah by an underwater tunnel below the Hooghly River. The length was supposed to be 14.67 km (9.12 mi), 8.9 km (5.5 mi) underground and 5.77 km (3.59 mi) elevated. However, the project was stalled several times due to land acquisition and other complications. A major route realignment in 2013 increased the length to 16.55 km (10.28 mi). The elevated stretch is 5.77 km (3.59 mi) long while the underground stretch is 10.81 km (6.72 mi). The planned intersection with the Blue Line at Central was re-aligned to Esplanade (interchanges with Blue Line and Purple Line). In September 2019, during the construction of the eastbound tunnel between Sealdah metro station and Esplanade metro station, a Tunnel boring machine hit an Aquifer at Bowbazar, causing a major collapse in the area, delaying work on that section for several months.[66] These issues have caused massive delays to the project, and foreign currency losses had led to an 80 percent cost escalation of the project to nearly ₹8,996.96 crore (equivalent to ₹130 billion or US$1.5 billion in 2023).[67][68] Between Mahakaran and Howrah, the metro runs under the Hooghly River - the biggest and the only underwater metro tunnel in India.[29] Transfer stations with railways are located at Two major railway stations, Sealdah and Howrah. A new elevated extension from Sector-V to Teghoria was sanctioned a distance of 5.5 km (3.4 mi) at a budget of ₹674 crore (equivalent to ₹969 crore or US$110 million in 2023) in 2016.[69] From Teghoria, passengers can take the Orange Line metro.[56] The line from Sector-V to Salt Lake Stadium was inaugurated on 13 February 2020 by the then Minister of Railways Piyush Goyal after 11 years of construction.[70][71] Services to Phoolbagan metro station, the first underground station of the line, were extended on 4 October 2020.[72][73] The extension small 1.66 km (1.03 mi) to the existing line.[74] On July 11, 2022, this line was extended till Sealdah. On 6 March 2024, the Esplanade - Howrah Maidan section was inaugurated by Prime Minister Narendra Modi, leaving only 2.9 km between the two functional stations to be joined.[75][76][77] As for a major latest update on 13 January 2025, the remaining 2.9 km between the two functional stations, Esplanade and Sealdah has been successfully connected. As per the details, this initiative will bring down the travel time between the two railway stations to just 11 minutes.[78][79] Main article: Purple Line (Kolkata Metro) Mominpur to Esplanade (Underground) Corridor Previously, the stretch from Thakurpukur to Majerhat was surveyed as a branch line of the Circular Railway, and a metro line from Majerhat to Bakhsinawar via Sealdah (interchange with Green Line) was planned.[12] This plan was scrapped and a new metro line from further south in Joka to BBD Bagh was sanctioned in 2010-2011 with a total length of 17.22 km (10.70 mi) at an anticipated cost of ₹2,619.02 crore (equivalent to ₹59 billion or US$690 million in 2023). Later the route was truncated to Esplanade. The corridor runs along Diamond Harbour Road, Khidirpur Road, and Jawaharlal Nehru Road, major arterial roads of Kolkata, and has passenger interchange facilities with the Blue Line and Green line at Esplanade and Blue line at Park street. The proposed Esplanade station will not be the same as that of the Blue Line and Green Line but a different station that will be built at B.C. Roy market ground. The line now has a new metro station in Joka. Due to land acquisition problems[80] and objections from the Ministry of Defence, construction has been delayed several times since the beginning.[81] Defence Ministry objected that the elevated corridor would overlook the Eastern Command headquarters at Fort William, Ordinance Depot at Mominpore. The change in alignment from elevated to underground increased the construction cost of the stretch from ₹139 crore (equivalent to ₹164 crore or US$19 million in 2023) to ₹3,000 crore (equivalent to ₹35 billion or US$420 million in 2023).[82] The work resumed in several phases and new bids were invited by Rail Vikas Nigam Limited (RVNL) in April 2020.[83][84][85] It is India's first metro line to run on indigenous head mantle rail, manufactured by Jindal Steel & Power.[86] The extension of this line to IIM and Diamond Park for 2 km (1.2 mi) was sanctioned in the 2012-2013 Budget at a cost of ₹294.49 crore (equivalent to ₹555 crore or US$66 million in 2023). The work is being executed by RVNL.[87][36][56] The line has 3 phases: Joka to Majerhat (Phase 1) Majerhat to Eden Gardens (Phase 2) Joka to Diamond Park (Phase 3) The Mominpur metro station was planned to be built across a 2500 sq. m area. However, the Ministry of Defence objected to the elevated structure, saying that it would overlook the Ordnance depot. This forced RVNL to stall the entire project, and Almost dropped the station from the plan even though it would have required a projected 20,000 passengers during peak hours. Underground Mominpur station was also not possible due to the sharp gradient from Taratala metro station.[88] After a series of discussions and consultations with the Ministry of Defence and Government of West Bengal in 2016, it was decided to shift the station around 1 km (0.62 mi) northward, near the Alipore Bodyguard Lines.[89] But, after a year Defence Ministry approved the Mominpur metro station in its original location as the change in alignment would have delayed the project and budget overrun. It will be the last elevated station of Esplanade extension.[90] The new proposed Khidirpur metro station is planned at the Alipore Bodyguard Lines.[91] There were also hurdles regarding clearance for tunneling under defence lands.[89] In 2020, the Defence Ministry eased out the process as lease rent wasn't required anymore for tunneling as long the overground ownership of the land did not change.[82] On 30 December 2022 the Joka - Taratala section and on 6 March 2024, the Taratala - Majerhat section was inaugurated remotely by Honourable Prime Minister Narendra Modi, completing the 7.75 km Phase 1 stretch. On 12 January 2025, it was reported that Metro authorities decided to extend the line to Eden Gardens instead of Esplanade to facilitate commuters and connect Strand Road, BBD Bag and Calcutta High Court.[92] Subsequently, in March 2025 railways sanctioned ₹1,000 crore (equivalent to ₹19 billion or US$220 million in 2023) for the Phase 1 extension.[93] Main article: Yellow Line (Kolkata Metro) The work of integrating the Circular Railway from Dum Dum Cantonment to Biman Bandar into a 6.25 km (3.88 mi) new metro line from Noapara to Netaji Subhash Chandra Bose International Airport was sanctioned in the 2010–2011 budget.[94] The work is executed by Rail Vikas Nigam Limited (RVNL). (equivalent to ₹415 crore or US$49 million in 2023). An eastward extension from Biman Bandar to Barasat over 10.627 km (6.603 mi)[56] was also sanctioned and included in the 2010–2011 budget. The cost of the project is ₹2,397.72 crore (equivalent to ₹49 billion or US$580 million in 2023). Following an objection from the Airports Authority of India (AAI), the route was further reworked. Instead of using the Circular Line's Jessore Road and Biman Bandar railway station, Jessore Road and Jai Hind metro station were planned at-grade and underground, respectively. This stretch will continue underground till Barasat after Prime Minister Narendra Modi's approval[96] which was till New Barrackpore earlier. As of 2024, the construction work has started from the airport to New Barrackpore underground part, and the bidding for the New Barrackpore to Barasat line extension is expected to start. Main article: Pink Line (Kolkata Metro) The Pink Line is the northward extension from Baranagar to Barrackpore [12.45 km (7.74 mi)]. It was sanctioned at a cost of ₹2,069.6 crore (equivalent to ₹46 billion or US$550 million in 2023) in the 2010-2011 budget. This line was meant to enable a quick commute from the northernmost suburbs to South Kolkata. The work corridor is being executed by RVNL. As of May 2021, no physical construction has commenced, and the project has been stalled as metro construction would affect the water pipelines along Barrackpore Trunk Road.[97] To avoid this, another proposal was made to continue this line through the Kalyani Expressway. Eleven metro stations were planned on this route.[36] Main article: Orange Line (Kolkata Metro) A connection between New Garia and Netaji Subhas Chandra Bose International Airport (29.87 km [18.56 mi])[56] via EM Bypass, Salt Lake and Rajarhat-New Town was sanctioned to reduce travel time between the southern fringes of Kolkata and the airport. Work on this line was inaugurated by the then Railway Minister Mamata Banerjee on 7 February 2011 with a project deadline of six years.[98] The link between Kavi Subhash and Jai Hind, to be set up at a cost of ₹4,259.50 crore (equivalent to ₹50 billion or US$600 million in 2023),[99] will have 24 stations with the terminal Jai Hind metro station being an underground one. The work is executed by Rail Vikas Nigam Limited.[100] Jai Hind metro station will also have a stabling yard, and will be the largest underground facility in the country.[101] This line will have interchanges at Kavi Subhash (with Blue line). Salt Lake Sector-V (with Green line) and Teghoria/VIP Road (again with Green line).[36][56] In July 2020, bids were invited by RVNL to complete the sections left due to various reasons and hurdles.[102][103] Initially, the Jai Hind metro station was planned to be elevated. However, the AAI objected that the elevated stretch up to the airport might pose a threat to aircraft, so the route was further reworked and the station was shifted underground, 150 m from the Airport terminal building.[104][105] As per another revised plan, this line will continue till Barasat and the Yellow line would terminate at Jai Hind. There are also possibilities that Jai Hind metro station would serve as a junction of three lines, i.e. Noapara–Jai Hind, Kavi Subhash–Jai Hind, and Jai Hind-Barasat.[104][105] On 6 March 2024, the Kavi Subhash-Hemanta Mukhopadhyay section was inaugurated, completing the 5.4 km Phase 1 stretch.[38][39] In 2012, RITES, surveyed 16 new routes for connecting the suburban areas to the city. The key routes were:[106] Majerhat to Ruby via Kalighat and Ballygunge Baishnab to Tollygunge New Garia to Haroa via Bhangar Joka to Mahanayak Uttam Kumar via Thakurpukur New Garia to Canning via Baruipur along with EM Bypass Joka to Diamond Harbour along Diamond Harbour Road (Purple Line extension) Barasat to Barrackpore via SH-2 (Yellow Line extension) Barrackpore to Kalyani via Kalyani Expressway (Yellow Line extension) Madhyamgram to Barrackpore via Sodepur Road and Belgharia Expressway Branch line of Green line from Karunamoye to Kolkata station from Karunamoye to Kolkata station Dhulagarh (Green Line extension) Howrah Maidan to Dankuni via Ichapur Road and Benaras Road Howrah Maidan to Srirampore and Chandannagar via Dankuni, National Highway 2 Howrah Maidan to Belur The Times of India published in a news article about the extension of a new metro line of Kolkata metro throughout Basirhat. In future, a new line of Kolkata metro will emerge out of the Kavi Subhash metro station, when the Baruipur-Basirhat Metro line is sanctioned.[109] Since the formation of the Metropolitan Transport Project (MTP) in 1969, Kolkata Metro has always been under the Indian Railways, directly or indirectly. It is the only metro in the country to be controlled by Indian Railways. On 29 December 2010, Metro Railway, Kolkata, became the 17th zone of the Indian Railways, completely owned and funded by the Ministry of Railways. Although Kolkata Metro Rail Corporation was formed with 50-50 shares of the Government of West Bengal and the Government of India, as the implementing agency of the East–West Corridor, later majority shares were transferred to Indian Railways. In July 2019, the operation of Green line was handed over to Metro Railway, Kolkata.[27][110][111] Department of Power (owner Lines) Metro Railway, Kolkata Ministry of Railways (India) Green Line Map showing the whole route of green lineDisplay showing upcoming station details and ETA Display on platforms Originally, There are a total of 358 services every day.[112] But, the services and timings were changed due to the COVID-19 pandemic and as of November 2024, it operates between 06:50 and 22:40 IST.[113] Trains operate at an average speed of 23 km/h (14.29 mph) and stop for about 10 to 20 seconds at each station, depending on the crowd.[114] All stations have display boards showing the terminating station, current time, scheduled time of arrival and estimated time of arrival of trains in Bangla, Hindi and English. Digital countdown clocks are also present in the stations.[115][116] The coaches of blue and green line have line route-maps and all line have speakers and displays, which provide details of upcoming stations in three languages.[117][118][119] Navigation information is available on Google Maps.[120] Kolkata Metro has launched its own official mobile app 'Metro Ride Kolkata' for android & iOS smartphone users which provides information regarding station, train timing, fare and has online smart card recharge facility along with mobile QR code ticketing.[121] In 2008, the Kolkata Metro Railway experimented with the practice of reserving the first 'compartments for women. This system was found to be ineffective and caused inconvenience for a lot of commuters (including women) and the plan was dropped.[122] Now, certain sections of seats in each compartment are reserved for women, senior citizens and the physically challenged. The four-seat sections at each end of a coach are reserved for senior citizens and the physically challenged, and the two middle-seat sections, between the seat sections on each side, are reserved for women.[123][124][125] Kolkata Metro fare chart on Mahakaran metro station The fare is based on the predetermined distance formulas. Kolkata Metro has the lowest starting fare in the country of ₹5 (equivalent to ₹6.00 or 7.1¢ US in 2023). For Blue Line, the fare ranges from ₹5 (equivalent to ₹6.00 or 7.1¢ US in 2023) to ₹25 (equivalent to ₹29 or 34¢ US in 2023).for Green Line, its ₹5 (equivalent to ₹6.00 or 7.1¢ US in 2023) to ₹30 (equivalent to ₹35 or 41¢ US in 2023), for Purple Line, the fare ranges from ₹5 (equivalent to ₹6.00 or 7.1¢ US in 2023) to ₹20 (equivalent to ₹24 or 28¢ US in 2023) and Orange line fare range is from ₹5 (equivalent to ₹6.00 or 7.1¢ US in 2023) to ₹20 (equivalent to ₹24 or 28¢ US in 2023).[126] Metro token After using the magnetic ticketing strip system from 1984 to 2011, Kolkata Metro introduced Radio-Frequency Identification (RFID) tokens by Centre for Railway Information Systems (CRIS) in partnership with Keltron in August 2011. The older magnetic strip reader gates were replaced with new RFID readers.[127][128] The gates are AFC types of gates. These tokens are touched on the machine to enter the station, while to exit from the destination station, it is required to submit the token into the machine. The current tokens are coin-shaped and made of plastic. From January, 2025 ticket counters stopped giving token to passenger, as it was getting stolen. For this QR code ticket is now permanent. The Kolkata Metro has introduced a QR code ticketing system on several lines, including the Blue Line, Green Line, and Orange Line, with plans to extend this system to more lines in the future. This system allows commuters to purchase and use QR code tickets for seamless travel. Screenshot of Kolkata Metro's QR ticket from Howrah Maidan to Howrah Metro Commuters can also opt for mobile QR code tickets via the Metro Ride Kolkata app, available on both Google Play Store and iOS App Store. Only one person can use a mobile ticket at a time. Users have the option to take a screenshot of the QR code ticket for easy access during travel. Additionally, the app offers a smart card recharge feature, allowing passengers to top up their metro cards digitally. The balance can then be updated at any Add Value Machine (AVM) located in metro stations. The app also provides real-time metro route and timing information, further enhancing the commuting experience. After introducing RFID tokens, Kolkata metro introduced a Smart card recharge feature by CRIS.[127] Earlier, four different types of smart cards were used: Minimum Multi Ride (MMR), Limited Multi Ride (LMR), General Multi Ride (GMR) and Extended Multi Ride (EMR). They were withdrawn on 7 November 2013 and a single type of Smart Card (General Smart Card) was introduced. Two new types of Tourist Smart Cards were also introduced (Tourist Smart Card – I and Tourist Smart Card – II). There is a compulsory refundable security deposit of ₹60 (equivalent to ₹71 or 84¢ US in 2023). The card is common for both the Blue line and the Green line.[129][130][131] Online smart card recharge facility was launched on 1 July 2020.[132][133] These smart cards are not required to be submitted to the AFC gates at the arriving station and can be carried by the passenger. The cards are required to be recharged if the previously recharged money is already spent. Two new types of Tourist Smart Cards were also introduced (Tourist Smart Card – I and Tourist Smart Card – II). This type of smart card is for tourists and has unlimited rides. They cost ₹250 (equivalent to ₹290 or US$3.50 in 2023), valid for a day and ₹550 (equivalent to ₹71 or 84¢ US in 2023) is also charged.[130] See also: Durga Puja The metro railway runs special night-long services during Durga Puja (Maha Saptami to Maha Navami) to help people travel faster and more conveniently for pandal-hopping. The services start at 13:00 and operate till 04:00 the next day. Pre-puja services are also run.[134][135][136] Platform screen door at Salt Lake Stadium metro station All stations are equipped with closed-circuit cameras, metal detectors and baggage scanners. The Railway Protection Force provides security on the premises.[137][138] Smoking is strictly prohibited in the metro premises. All stations in the metro have half-height and full-height platform screen doors for elevated and underground stations, respectively.[27] All stations have televisions that broadcast news and songs.[139] WiFi was introduced at Park Street and Maidan metro station in 2016. Gradually, it was expanded to all the stations. The service is provided by Reliance Jio.[140][141] Most stations have services such as ATMs, food outlets, and chemist stalls. To ease crowding for recharging smart cards, two Automated Value Recharge Machine Charting are utilized to assist the operation control center in monitoring and planning train movements in real-time. An Integrated Power Supply System have also been provided.[164] An integrated optical fibre cable is used for all telecommunication, signaling, SCADA and other circuits in Blue line. The service is provided by RailTel.[165] An upgrade of the existing signaling system of the Blue Line from Indian Railways signalling to Communication-based train control (CBTC) was planned by Metro Railway, Kolkata at ₹467 crore (equivalent to ₹550 crore or US$65 million in 2023) and the proposal was sent to Indian Railways, so that time interval between trains can be decreased to just 90 seconds from 5 minutes. In August 2019, Indian Railways gave the go-ahead to the proposal, and installation work is supposed to be complete within 2-3 years.[65] Unlike the previous line, the Green line adopted a more advanced CBTC system. It has cab signalling and a centralised automatic train control system consisting of automatic operation, protection, and signaling modules. The signaling system is provided by Italy-based company Ansaldo STS. The other signalling equipment includes an integrated system with fibre optic cable, SCADA, radios, and a public-address system.[166][167][168][169] CBTC systems are currently being installed in both the Purple and Orange Lines.[170] Inside a Dum Dum bound Blue Line Kolkata metro train. PA systems are present at all stations and their premises. A station master can make a necessary announcement to the passengers and staff, overriding the ongoing local announcement. Train PA systems are controlled by the motormen for announcements to passengers on the particular train.[171] Since the Kolkata Metro was constructed in the 1970s, there were some technical limitations. Due to the tunnel dimensions, and being under Indian Railways, Kolkata Metro opted for an Indian metre gauge shell (2.7 m width) mounted upon 1,676 mm (5 ft 6 in) broad gauge bogies. The rakes have to be custom built and require a special assembly line involving additional costs thus limiting the options for rake manufacturers for Blue Line.[172] From its inception, the coaches were manufactured by ICF, which lacked the pre-requisite knowledge for manufacturing non-air-conditioning rakes. The 3000 and 4000 series rakes were faulty and delivered without any trials. In addition, Indian Railways signaling is used instead of European signaling. All of these factors have led to snags, delays, and accidents.[173][verification needed][174][verification needed] Unlike Delhi Metro, Kolkata Metro is owned and operated by Indian Railways instead of an autonomous body, and it relies solely on Indian Railways for every decision, from funding to train operation. According to many experts, there are no free spaces left to build elevated metro tracks and stations, there is an underground metro tunnel in the Bowbazar area has caused cracks in the houses of many residents. 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