

**CONSTRUCTION OF 5TH AND 6TH LINE
BETWEEN CHHATRAPATI SHIVAJI MAHARAJ
TERMINUS (CSMT)-KURLA STATION**

MINISTRY OF RAILWAYS (RAILWAY BOARD)

**PUBLIC ACCOUNTS COMMITTEE
(2025-26)**

FORTY-SIXTH REPORT

EIGHTEENTH LOK SABHA



**LOK SABHA SECRETARIAT
NEW DELHI**

FORTY SIXTH REPORT

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MAHARAJ TERMINUS (CSMT)-
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Presented to Lok Sabha on: 17.04.2026

Laid in Rajya Sabha on: 17.04.2026

LOK SABHA SECRETARIAT
NEW DELHI

APRIL, 2026 /CHAITRA, 1948 (Saka)

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I.* Minutes of the sitting of the Public Accounts Committee (2025-26) held on 15.05.2025.	
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*Not appended

**COMPOSITION OF THE PUBLIC ACCOUNTS COMMITTEE
(2025-26)**

Shri K. C. Venugopal - Chairperson

MEMBERS
LOK SABHA

2. Shri T. R. Baalu
3. Dr. Nishikant Dubey
4. Shri Jagdambika Pal
5. Shri Jai Parkash
6. Shri Ravi Shankar Prasad
7. Shri C. M. Ramesh
8. Shri Magunta Sreenivasulu Reddy
9. Prof. Sougata Ray
10. Smt. Aparajita Sarangi
11. Dr. Amar Singh
12. Shri Tejasvi Surya
13. Shri Anurag Singh Thakur
14. Shri Balashowry Vallabhaneni
15. Shri Dharmendra Yadav

RAJYA SABHA

16. Shri Ashokrao Shankarrao Chavan
17. Shri Shaktisinh Gohil
18. Dr. K. Laxman
19. Shri Praful Patel
20. Shri Sukhendu Sekhar Ray
21. Vacant*
22. Shri Sudhanshu Trivedi

*Consequent upon retirement of Shri Tiruchi Siva, MP, RS w.e.f.2nd April, 2026

SECRETARIAT

1. Smt. Mamta Kemwal - Joint Secretary
2. Smt. Archana Pathania - Director
2. Dr. Faiz Ahmad - Deputy Secretary
3. Shri Prakhar Prakash Anand - Committee Officer

INTRODUCTION

I, the Chairperson, Public Accounts Committee (2025-26), having been authorized by the Committee, do present this Forty-sixth Report (Eighteenth Lok Sabha) on “**Construction of 5th and 6th line between Chhatrapati Shivaji Maharaj Terminus (CSMT)-Kurla Station**” based on Chapter II of C&AG Report number 2 of 2025 relating to the Ministry of Railways (Railway Board).

2. The Report of Comptroller and Auditor General of India was laid in the Parliament on 1 April 2025.

3. The Public Accounts Committee (2025-26) selected the subject for detailed examination and report during their current term i.e. 2025-26. The Committee took oral evidence of the representatives of the Ministry of Railways at their sitting held on 15.05.2025. The Public Accounts Committee (2025-26) considered and adopted this Report at their sitting held on 16.04.2026.

4. For facility of reference and convenience, the Observations and Recommendations of the Committee have been printed in **bold** and form Part-II of the Report.

5. The Committee would like to express their thanks to the representatives of the Ministry of Railways for tendering evidence before them and furnishing the requisite information to the Committee in connection with the examination of the subject.

6. The Committee also place on record their appreciation of the assistance rendered to them in the matter by the Committee Secretariat and the office of the Comptroller and Auditor General of India.

NEW DELHI:
16 April 2026
26 Chaitra 1948 (Saka)

K.C. VENUGOPAL
Chairperson,
Public Accounts Committee

PART - I

INTRODUCTORY

1. The Public Accounts Committee (2025-26) selected the subject “Construction of 5th and 6th line between Chhatrapati Shivaji Maharaj Terminus (CSMT)-Kurla Station” based on Chapter II of Comptroller and Auditor General Report No 02 of 2025 relating to the Ministry of Railways (Railway Board) in view of issues of delays in land acquisition, contractual mismanagement and delayed benefits to commuters.

2. In Chapter II of the said C&AG Report, Audit has highlighted that Ministry of Railways, in partnership with the Government of Maharashtra, undertook the construction of the 5th and 6th lines between Chhatrapati Shivaji Maharaj Terminus (CSMT) and Kurla Station as part of the Mumbai Urban Transport Project (MUTP) to alleviate the congestion and enhance the capacity of Mumbai’s suburban rail network. The project, managed by the Mumbai Railway Vikas Corporation Limited (MRVC), aims to improve operational efficiency and passenger services along this critical corridor. However, Audit has revealed significant lapses in the project’s execution such as delays in land acquisition, inadequate planning, contractual mismanagement, and poor coordination between Central Railway (CR), Western Railway (WR), and other stakeholders. These deficiencies have resulted in substantial time and cost overruns, idle resources, and delayed benefits to commuters.

3. The Committee considered the subject for detailed examination and took oral evidence of the representatives of the Ministry of Railways on 15th May 2025 and obtained written replies on the same. Based on the oral evidence and written replies, the comprehensive examination of the subject is discussed in the succeeding paragraphs.

AUDIT FINDINGS

4. The construction of the 5th and 6th lines between CSMT and Kurla Station, undertaken by the MRVC, has been affected by significant deficiencies in planning and execution. The audit highlighted that the initial land assessment in November 2014 was inadequate, leading to delays in land acquisition, particularly due to unresolved issues with Western Railway, which failed to transfer required land to Central Railway as of January 2024. Many contracts were awarded without ensuring clear site availability, resulting in idling of material resources worth ₹7.06 crore and multiple contract extensions from August 2019 to August 2023. These extensions were necessitated by factors such as non-issuance of drawings, site inaccessibility, and pandemic-related restrictions. The audit further noted a lack of coordination between CR, WR, and the Government of Maharashtra, which contributed to only 26% of the work being completed by January 2024, despite the project’s initiation in 2009. These lapses led to significant time and cost

overruns, undermining the project's objective of easing congestion in Mumbai's suburban rail network.

5. The audit findings underscore critical lapses in project planning, inter-agency coordination, and contract management, which have significantly delayed the CSMT-Kurla 5th and 6th line project and resulted in substantial financial and operational inefficiencies. The failure to secure clear sites before awarding contracts, coupled with inadequate initial assessments and poor coordination between zonal railways and other stakeholders, raises serious concerns about the project oversight and accountability. These issues warrant a thorough review to establish responsibility for the delays and cost overruns, alongside robust corrective measures to ensure timely completion and prevent similar failures in future railway infrastructure projects.

6. The Ministry in its background note has submitted in this regard as under:

“Mumbai Suburban section of CR from Chhatrapati Shivaji Terminus Mumbai (now renamed as Chhatrapati Shivaji Maharaj Terminus (CSMT) to North of Kurla has two corridors, each corridor having two lines for UP and DN directions. West side corridor consists of two local lines for stopping local trains at all stations. East side corridor consists of two through lines and is known as a fast corridor where suburban trains stop at selected stations. The west corridor is also being utilized for running long distance non-suburban passenger and freight trains. The CSMT Dadar-Kurla section is a highly saturated section and the traffic demand in this section has been increasing steadily. It is, therefore, necessary to segregate non-suburban traffic from suburban traffic to increase the peak hour capacity of the suburban section.

The work of construction of the 5th and 6th line between CSMT-Kurla section was sanctioned in 2008-09 under Mumbai Urban Transport Project –II (MUTP) project of MRVC at a total abstract cost of Rs. 659 crores on a cost sharing basis between Ministry of Railways and Government of Maharashtra in the ratio of 50:50. The Detailed Estimate of the project amounting to Rs. 890.89 crore was sanctioned by Railway Board (RB) in September 2014.

MRVC awarded the consultancy service contract to M/s. RITES in June 2009 for survey, preparation of site plans, yard plans, General Arrangement Drawings, Detailed Estimate, Bill of Quantity, detailed design/drawings, land acquisition plans, computation of additional land width required, etc. for Civil, Electrical and S&T works in connection with Detailed Engineering work. The execution of the work was entrusted to Central Railway.

Considering the complexities of the work, the project was divided into two phases, viz.,

- i) Phase- I consist of section from Kurla station to Parel station and
- ii) Phase- II from Parel station to CSMT station

It was decided to complete the Phase- I work first.

Present status of work of Phase-I is as given below:

Works Completed

1. Commissioning of Parel suburban terminus with double discharge platform.
2. Construction of 12m wide FOB at Parel, 02 nos. of FOB at Sion and 01 FOB between Sion-Kurla.
3. Construction of 03 nos. (G+2) Buildings at Matunga workshop to relocate existing service buildings.
4. Construction of New Goods RRI building, New Tower Wagon shed, PWI office and CCTV room at Kurla.

Work in progress

1. Construction of Rail flyover at Kurla (1.30 km length) for Harbour line.
2. Construction of a new station and other enabling building, dismantling & re-construction work of ROB at Sion Station.
3. Construction of (G+8) service building at Dadar.
4. Construction of OHE Workshop and other offices at Kurla.
5. Construction of enabling building works at Matunga.
6. Construction of G+17 Building at Mahalaxmi by WR in c/w transfer of 8554.721 Sqm of Western Rly. land to Central Rly.

Critical Issues

1. Shifting of 714 PAPs (Project Affected Peoples) between Sion & Dadar Station. (Pending with MMRDA).
2. Dismantling & reconstruction of Dharavi ROB.
3. Modification of King Circle-Mahim Harbor line Rail Flyover.
4. Relocation of CRMS HQ office and Dadar Rly Institute.
5. Land Acquisition at Swadeshi Mill land between Kurla to Sion stations.
6. Harbor line temporary diversion from Tilak Nagar to Kurla station.

7. To seek further clarification on several highlighted issues with the construction of the 5th and 6th lines between CSMT and Kurla station like the lack of coordination, improper detailed estimates etc. which led to significant delays, with the completion date being extended from March 2021 to March 2024, the Committee asked the Ministry about the factors to which the delay can be attributed and whether any accountability was fixed for the said delay along with steps which have been contemplated/initiated to address the challenges. The Ministry, in this regard furnished the following reply:

“Land acquisition and rehabilitation of PAPs in the densely populated Mumbai city area is one of the major factors that delayed the construction work of 5th & 6th lines between CSMT-Kurla stations. The Land Award for land acquisition proposals is already declared by the District Collector, but Physical Possession of land is held up due to non-shifting of PAPs that are coming in the alignment of project at Dharavi and Dadar. Land acquisition is difficult considering the heavy built-up area and numerous utilities. It has associated social issues as well as rehabilitation and resettlement of PAPs, which is a major challenge in the current context. Due to the many multi-storied private buildings on land to be acquired, the acquisition is very difficult. Many impediments have come up after the project was conceived. There are other complexities as well e.g. Dismantling and reconstruction of ROBs, FOBs, service buildings, utilities etc. Further, for completion of Phase-II, acquisition of 11 multi storied buildings, MbPT land having encroachments, dismantling of Byculla station building (Heritage), acquisition of land having encroachment, one multi storey building at Chinchpokli near S-Bridge are involved.

Issues involved in Phase-I (Kurla-Parel):

For Phase-I, total land to be acquired is 10139.6 sqm. Request for the same was made to State Govt. in Jan-2018. With concerted efforts, only NTC land (2656 sqm) could be acquired and possession received by Railway in Sept-2022.

The balance includes 4391.01 sqm land of Swadeshi Mill between Kurla and Sion stations. Initially, 02 no. proposals for acquiring this land were proposed by Private Negotiation and submitted to Dist. Collector, Bandra office on 31.01.2018. However, on facing the difficulties with Land Acquisition under Private Negotiation, two no. Revised Proposals of Swadeshi Mill were submitted under Right to Fair Compensation & Transparency in Land Acquisition, Rehabilitation and Resettlement (RFCTLARR) Act -2013 on 09.03.2020. During the course of land acquisition proceedings, it is known as per revenue records that this land belongs to M/s. Swadeshi Mills Ltd., which is under Liquidation Process & the Official Liquidator of High Court is in charge of the affairs of the company. Railway then obtained permission from the Hon'ble High Court under section 446 of the Companies Act. Honourable High Court passed order on interim application no. 122 of 202 Dtd.

05.01.2022 & allowed land acquisition proceedings in order to complete the Railway Project. Acquisition of this land is in progress and pending with the State Gov. of Maharashtra.

For balance 3092.59 sqm, the details are as under:

This involves 714 PAPs and Rehabilitation & Resettlement of these PAPs is being done by Mumbai Metropolitan Region Development Authority i.e. MMRDA (GoM). After regular follow up, allotment of alternative accommodation has now been started by MMRDA in Jan- 2025 and is in progress.

Another important constraint was closure of Sion ROB. NOC permission was not granted for the closing of Sion ROB from Mumbai Traffic Police Department which delayed the dismantling & reconstruction work of Sion ROB at Sion station. These ROB's are main arterial connections in city roads and their closure puts a lot of stress on existing traffic. This issue could be resolved only in Oct-2024.

Steps taken to address the challenges:

To address the challenges related to Land Acquisition, Rehabilitation and Resettlement (R&R) of Project Affected Persons (PAPs), the Railway has proactively and consistently pursued the matters with the concerned authorities at various levels.

Frequent coordination meetings were conducted with State Government officials, Municipal authorities, and concerned departments to expedite the acquisition process and resolve matters related to R&R.

1. Relief and Rehabilitation (R&R) of 714 Project Affected Families (PAFs) [out of total 744 PAFs] pending with MMRDA (Mumbai Metropolitan Region Development Authority) in Mumbai City District.

-The issue is still pending with the State Government of Maharashtra.

2. Land Acquisition of Swadeshi Mill land (4391.01 Sq.m) between Kurla - Sion Stations of Central Railway for proposed Construction of 5th & 6th line project between Mumbai CSMT- Kurla (MUTP-IIB Project):.

The issue is pending with the State Government of Maharashtra.

3. NOC Pending with Traffic Police Department for Dismantling and Reconstruction of Sion ROB:

Central Railway Vide Letter No. DR/DRG/CSTM-CLA 5th & 6th line dated 12.11.2018 submitted a proposal for obtaining NOC from the Traffic Police

Department for closure of SION ROB & Dharavi ROB. Many meetings were held with the Traffic Police Department, MCGM. but even after so much efforts taken by Railway, permission was not granted for closure of ROB. This issue was resolved on 11.10.2024 after receiving Sion ROB Closure NOC from Traffic Police department, Mumbai.

4. Pending private land acquisition of 0.2Ha in Mumbai City district:

-Issue resolved on 16.12.2022 after receiving land award from Dist. Collector.

5. Pending transfer of government land of 983.34 square metres (0.09 Ha) belonging to Municipal Corporation of Greater Mumbai (MCGM) in Mumbai City district: - the land acquisition proposal was submitted in January-2018. But the land acquisition procedure was not showing any remarkable progress in 02 years with the State gov. of Maharashtra.

MCGM gave permission to transfer 723 sqm of land to Railways after receiving full payment as cost of land subject to Rehabilitation and Resettlement of PAPs residing on this land. For 260.34 sqm of land given on lease, the award had been declared by the Collector, Mumbai city on 30.08.2022 after receiving full payment for land value and Issue resolved on 16.12.2022.

Issues involved in Phase-II (Parel-CSMT):

This involves acquisition and demolition of 11 nos. of multi-story buildings between Masjid and Sandhurst Rd. and their resettlement, MbPT land having encroachments, dismantling of Byculla station building (Heritage), acquisition of land having encroachment, one multi storey building at Chinchpokli near S-Bridge. In order to avoid this, Railway, based on detail discussion with State government, had proposed alternate alignment. In June 2021, IRSDC has included this matter of principal approval from Govt. of Maharashtra for Harbour line diversion along P D'Mello Road as agenda item in the High-Level Committee for CSMT World Class Station Development Project. In the HLC meeting, it was directed to do the comprehensive mobility planning over P D'Mello Road with all the stakeholders like MbPT, MCGM, MMRDA, Traffic dept. Many deliberations done in Feb 2022, March 2022, April 2022, May 2022 and this proposal of New alignment over P D'Mello Road had been dropped by committee on 20.01.2023. Therefore, original alignment along with existing Railway line at East side was reconsidered, which involves acquisition of MbPT land and other Private land as indicated above.

Therefore, for completion of this phase, acquisition of 11 multi storied buildings, MbPT land having encroachments, dismantling of Byculla station building (Heritage), acquisition of land having encroachment, one multi storey building at Chinchpokli near S-Bridge are still involved. Considering the challenges in such

heavily built area particularly in CSMT-Parel section, further ground level survey and studies exploring all possible alternatives is required to access the project viability before the project is taken further.”

8. When the Committee further asked about the estimated cost and operational phases of the CSMT-Kurla project, the Ministry, in reply, stated as under:

“The estimated cost of the CSMT-Kurla Project is ₹890.89 crore. The work is being executed in two phases viz. Phase-I from Kurla to Parel and Phase-II from Parel to CSMT stations. Currently phase-I works between Kurla and Parel stations are in progress.

Phase-II could not be initiated due to land acquisition issues.”

9. On being asked by the Committee about the timeline fixed for completion of the remaining phases of the project and the kinds of benefits those are expected to accrue to the local population from the same, the Ministry stated as under:

“TDC for Phase-I: Dec-2026, and

TDC for Phase-II: 02 years after land acquisition.

Benefits of 5th & 6th line project:

At present, 04 lines (02 slow and 02 fast Corridor lines) are operated in Central Railway from Kurla to CSMT. Beyond Kurla up to Kalyan, already 06 lines are in operation to segregate the non-suburban traffic from suburban traffic.

Construction of additional 02 lines will segregate the non-suburban traffic from suburban traffic to increase the peak hour capacity of the suburban sections.”

A. Planning for Detailed Estimate:

10. The Committee have observed from the Audit report that non-adherence of Railway Board’s instructions of June 2008 for provision of housing to be kept to a bare minimum level and submission of estimate with incomplete justification led to avoidable delay in sanctioning of the Detailed Estimate.

11. The Committee then enquired the Ministry about the deviation of RITES’ Detailed Estimate from the Railway Board’s directive to limit housing provisions to a bare minimum and how does the Ministry plan to utilize additionally acquired land parcels in future. The Committee further enquired whether there is any plan to auction them to recover idle funds. The Ministry in its reply stated as under:

“RITES has submitted the detailed estimate in Feb-2012 to CR. After Scrutiny of CR and MRVC, Detailed estimate amounting Rs. 923.78 Cr. has been submitted to Rly. Board on 19.06.2013 with provision of 134 nos. of Railway Quarters (Amounting Rs. 20.94 Cr) as per the departmental requirement with consultation with CR HQ office.

Further, the Railway Board conveyed observations regarding quarters to be kept as bare minimum in 11.04.2014 and accordingly the requirement has been curtailed to 72 quarters and included in the Estimate.

Subsequently, Railway Board sanctioned the detailed estimate amounting Rs. 890.89 Cr. on 11.09.2014.

Land is acquired as per the bare minimum requirement for the project alignment. In lieu of the land acquisition, the Suburban section & Rail users in Mumbai will benefit as it will provide 04 exclusive tracks for suburban trains whereas 02 number through lines (proposed lines) will be available for long distance trains.

Further, as the land acquired is bare minimum which will be used for construction of Railway lines and ancillary facilities, at present there is no plan to auction the land parcels to recover funds from these acquired lands.”

12. The Committee then sought further details about the objectives of the Ministry behind the planning of the construction of the 5th and 6th lines between CSTM and Kurla and whether feasibility studies were conducted in this regard. The Ministry replied as below:

“In order to cater to substantial increase in numbers of suburban as well as long distance passengers, segregation of non- suburban traffic from suburban traffic to increase the peak hour capacity of the suburban section was aimed by this project.

Feasibility studies of 5th & 6th Line have been carried out by RITES in Dec 2004. Railway Objectives of the study to take necessary steps to segregate the long-distance traffic from suburban traffic between Thane and CSTM as well as to improve the suburban services on Central Railway. In Thane to Kurla section, 5th and 6th line is already operational. The feasibility study for providing 5th and 6th line for Kurla- CSTM section had been entrusted to RITES.

In their study, RITES have concluded that the construction of 5th & 6th line was feasible subject to land acquisition indicated therein.

Now, Project is planned to be completed in two phases. Phase-I will be from Kurla-Parel (10.10Km) & Phase-II will be from Parel-CSMT (07.40 Km).”

B. Planning for land acquisition and its implementation:

13. The Committee have learnt that non-adherence of the codal provisions and Railway Board’s instructions of minimum acquisition of land resulted in excess assessment of land requirement proposed in the Detailed Estimate. Further, the Committee have also noted instances of lapses on the part of M/s. RITES which contributed to delay in land acquisition.

14. On being asked by the Committee as to what kind of challenges were faced in acquiring land for the CSMT-Kurla Project, the Ministry stated as under:

“The proposed land to be acquired in Dharavi had PAPs. As per extant policy of State Gov. of Maharashtra, it was necessary that those who occupy hutments/slums are to be given alternate accommodation before getting them vacated and then only physical possession of land could have been done. Hence, after getting an award of land from the Land Acquisition Authority, R&R of these PAPs was needed to be done.

Allotment for alternate accommodation is taking time for the R&R procedures as the proposed building being constructed by MMRDA is not yet ready for occupation.

After the alternate tenement allotment process has been started by MMRDA in January-2025, some PAPs had received alternate tenement allotment but they are not ready for shifting and demanding in-situ rehabilitation. Also, some PAPs also have not received tenement allotment issued by MMRDA and showed willingness for rehabilitation by Dharavi Rehabilitation Project (DRP). These issues are causing delay in R&R of PAPs of 5th & 6th line project.

Swadeshi Mill land is a disputed land and under the custody of the Official Liquidator of High Court. Court case is going on this disputed land matter. Court has only allowed permission for land acquisition proceedings in order to complete the Railway Project so far. Also, initially Residents of Swadeshi Mill land opposed survey works for land acquisition procedures and did not allow Railways to carry out BSE surveys at land site. After long deliberations, BSES survey finally got done on 25.04.2025 with Police Protection and further process is in progress with Revenue authorities (GoM).

Phase-II involves acquisition and demolition of 11 nos. of multi-story buildings and their resettlement. In order to avoid this, Railway, based on detail discussion with State government, had proposed alternate alignment which has been finally dropped on 20.01.2023. Therefore, original alignment along with existing Railway line at East side was reconsidered, which involves acquisition of MbPT land and other Private land.

Moreover, dismantling of Byculla station building (Heritage), acquisition of land having encroachment, one multi storey building at Chinchpokli near S-Bridge are also involved. Considering the challenges in such heavily built area particularly in CSMT-Parel section, further ground level survey and studies exploring all possible alternatives is required to access the project viability before the project is taken further.”

15. When the Committee asked about the details of land parcels acquisition those were pending for construction of the 5th and 6th lines, the Ministry stated as below:

“5th & 6th line project is planned to be executed in two phases.

For Phase-I works (Kurla -Parel)

Total land required is 10139.60 Sq.m area. (Private Land – 6500.26 Sqm., and Government Land – 3639.34 Sqm.)

Land possession obtained in PH-I=2656Sq.m (NTC land at Parel).

Land possession still pending for PH-I= 7483.6 Sq. m

Physical possession of land bearing CTS nos. 3/496,671,1/678 and 495 of Dharavi division is pending due to shifting of PAPs which is being done by MMRDA.

For Swadeshi Mill land, the procedure of land acquisition is under process and pending with Government of Maharashtra.

For Phase-II Works,

This involves acquisition and demolition of 11 nos. of multistorey buildings between Masjid and Sandhurst Rd. and their resettlement, MbPT land having encroachments, one multi storey building at Chinchpokli near S-Bridge.”

16. When the Committee enquired about the timeline, if any, prescribed for preparation, submission and approval of drawings and design and the present status of transfer of land, the Ministry stated as under:

“Preparation, submission and approval of drawings and designs, in practice due to complexities involved in the work necessitating regular changes, proceeds with the execution of the project.

Transfer or Physical Possession of land bearing CTSnos.3/496,671,1/678 and 495 of Dharavi division is held up due to non-shifting of PAPs.”

17. The Committee questioned the Ministry about the reasons for delayed preparation of the Land Plans and non-assessment of actual land requirement which ultimately contributed to abnormal delay in land acquisition. The Ministry mentioned in its reply as below:

“Due to complexities involved in the work necessitating regular changes, the process of preparation of the Land Plans proceeds the execution of the project and this process cannot be attributed to the delay in the land acquisition. The delay has been caused due to complex and cumbersome land acquisition issues as has been highlighted in different paras.”

18. Further questioning the Ministry, when the Committee asked about the present status of the five land acquisition proposals, they stated as under:

“These five land parcels belong to Sion-Dadar Section of Phase-I.

Possession of 2656 Square meter land bearing CTS no.8 from NTC Mill received in Sep-2022.

For other 04 no. proposals of land bearing CTS nos. 3/496, 671, 1/678 and 495 of Dharavi division (total area 3092.59 Sq.m), 100% Payment has been made to

State Govt. in 2022. Physical possession of land is held up due to non-shifting of PAPs at land. R&R of PAPs is being done by MMRDA (Govt. of Maharashtra).”

19. The Committee then asked the Ministry about the present status of land acquisition for Phase II (Parel to CSMT). The Ministry replied as below:

“Phase-II involves acquisition and demolition of 11 nos. of multistory buildings and their resettlement, acquisition of MbPT land having encroachments, one multi storey building at Chinchpokli near S-Bridge and other Private land. So far, no land has been acquired.

Considering the challenges in such heavily built area particularly in CSMT-Parel section, further ground level survey and studies exploring all possible alternatives is required to access the project viability before the project is taken further.”

20. The Committee then sought clarification as to why the Western Railway has not affected the land transfer requested by Central Railway since December 2015 and asked the Ministry to furnish a summary of Railway Board intervention and status updates from the audit years till date. The Ministry stated as under:

“Central Railway and Western Railway are in constant coordination in this matter.

As per western Railway, one G+15 Multi storied building is being built at Mahalaxmi for shifting of structures affected in central Railways 5th and 6th Lines Projects. (57 Quarters) located at Dadar and target for completion is June-2026.

Also, this parcel of land will be required in later part of Phase-I of the project.

The question of intervention by Railway Board does not arise.”

C. Planning for Rehabilitation and Resettlement of Project Affected Persons (PAP)

21. The Committee further desired to know whether around 200 slum structures in Vidyavihar were demolished to facilitate platform extensions and what were the rehabilitation efforts to provide relief to project-affected persons. The Ministry in reply mentioned as under:

“It is not related to the CSMT-Kurla 5th & 6th line project.”

22. The Committee further desired the Ministry to provide details of the present status of the rehabilitation of Project Affected Persons (PAPs). The Ministry replied as under:

“R&R of PAPs coming in the 5th & 6th line project is being done by MMRDA i.e. Gov. of Maharashtra.

Presently, out of 714 PAPs, allotment for 656 is completed and status is as under:

Tenement Status	Present Status
656	Allotments has been done, further status as given below:
532	Possession of key completed, but not shifted yet.
98	Not ready to accept allotment and demanding change in location in Dharavi.
19	Possession of key will be completed by 30th June 2025.
06	Cases are in Private Devkaran Trust which is under litigation.
01	Structure is not found on site.

Position of Balance 58 are as under:

Tenement Status	Status
58	Allotment has been done, further status as given below:
21	Under review by Floor Level Grievance Redressal Committee (FLGRC) of MMRDA. Allotment will be made after redressal.
37	Other structures/ Public utilities will be constructed by Railways in Coordination with State authorities.

23. When the Committee enquired about the coordination mechanisms among the agencies involved in Rehabilitation and Resettlement of Project Affected Persons, the Ministry, in reply, stated that:

“R&R responsibilities of this project were assigned to MMRDA (the state Gov. of Maharashtra) in coordination with M/s. SPARC, Central Railway and MRVC.

Land acquisition proposals were submitted to the concerned District Collector office. District Collector appoints a Special Land Acquisition Officer for taking up the further procedures of land acquisition proposals submitted to their office. City land Surveying officials conduct Joint Measurement survey for the land acquisition proposal. M/s. SPARC was the survey agency appointed through MRVC to conduct Baseline Socio Economic Survey (BSES) of PAPs. Further, BSES report was submitted to MMRDA ie. Mumbai Metropolitan Region Development Authority (Govt. of Maharashtra).

Rehabilitation and Resettlement of Project Affected Persons is done by MMRDA (State Govt. Authority) as per the MUTP policy. MMRDA prepares R&R schemes

for identified PAPs of concerned land parcels. After Shifting of these PAPs by MMRDA, the land possession is handed over by Revenue authorities to Railway.”

24. Further questioning about the PAPs, when the Committee asked how far the shifting or otherwise of the PAPs is going to affect the commencement/completion of the project, the Ministry in reply, stated as under:

“Though, land Award letter and compensation formalities had been completed with Dist. Collector, Physical possession of land is held up due to non- shifting of PAPs. R&R of PAPs is being done by MMRDA (GoM). Project work can be started on site only after the physical possession of Land received from revenue authority which needs the land to be vacated. Therefore, the commencement/Completion of work was delayed due to delay in shifting of Project Affected Persons (PAPs).

The details of land affecting the project is as under:

Sr. No.	Location/ Km	Details of Hindrances or Obstructions	Affected length (Approx. m)
Phase-I			
1	Between 11.110 Km to 12.910 km	Length affected due to shifting of PAPs between Sion & Matunga station.	800 m
2	Between 13.710 Km to 15.110 km	Length affected due to acquisition of Swadeshi Mills land between Sion-Kurla.	1035 m
Total Length affected due to various hindrances			4335 m
Phase-II			
1	1.3110 Km to 2.25 Km	Land acquisition at Masjid-Sandhurst Rd.	939m
2	3.00 km to 3.93 km	Land acquisition at Byculla-Sandhurst Rd.	930m
Total Length affected			1839m

Since the project is a laying of continuous Railway lines, the project cannot be initiated unless complete continuous land is available.”

25. The Committee further desired the Ministry to furnish the details of the project affected persons (PAPs) who have received the possession of the alternative residences built for them and those who have not received as yet. The Ministry, in reply, stated as follows:

Out of 714 PAPs, allotment for 656 is completed. Present position of this 656 Tenement is as under: -

Tenement Status	Present Status
656	Allotments has been done, further status as given below:
532	Possession of key completed, but not shifted yet.
19	Possession of key will be completed by 30th June 2025.
98	Not ready to accept allotment and demanding change in location in Dharavi.
06	Cases are in Private Devkaran Trust which is under litigation.
01	Structure is not found on site.

Balance 58 tenements position are as under: -

Tenement Status	Present Status
58	Allotment has been done, further status as given below:
21	Under review by Floor Level Grievance Redressal Committee (FLGRC) of MMRDA. Allotment will be made after redressal.
37	Other structures/ Public utilities will be constructed by Railways in Coordination with State authorities as per their requirement. These structures pertain to State Government and Local bodies like public toilets and police chowkis.

26. When asked by the Committee about how many times alignment has been changed in the process of 5th and 6th line construction from CSTM to Kurla station, the Ministry replied as below:

“For Phase-I (Kurla-Parel), no changes in alignment have been made after finalization of plans.

For Phase-II (CSMT-Parel), as has been indicated in general issues, the matter is proposed to be reviewed.”

27. Upon further enquiring, when the Committee asked whether the Ministry has failed to protect its lands from encroachments and any accountability has been fixed and action taken by the Ministry to ensure that no such encroachments occur in future, the Ministry replied as under:

“Mapping of the area under encroachment is being carried on a continuous basis and the details of the same is being filled and monitored through an online portal i.e., IRLAMs developed by CRIS. Further, new encroachment is being removed as per the provisions of Para 147 of Railway Act 1989 and action against hard encroachment is being taken as per the provision of PPE Act 1971.”

28. The Committee then asked the Ministry whether the Railway Board has considered the feasibility of the second phase of the project in view of prevailing challenges. In this regard, the Ministry informed as below:

“Considering the challenges in Phase-II in heavily built-up areas, further ground level survey and studies are being considered to assess the project viability before the project is taken further.”

29. Further when the Committee asked whether other possible alternatives have been worked out by them for the second phase of the project, the Ministry, in reply, stated as under:

“Further ground level survey and studies are being considered to assess the project viability before the project is taken further. Other alternatives will be explored thereafter.”

30. In light of the above provided information, the Committee further enquired whether or not efforts have been made to align the planning with the Mumbai Metro/Suburban Rail. The Ministry furnished their reply as under:

“The main objectives of this project were to segregate non-suburban traffic from suburban traffic to increase the peak hour capacity of the suburban section.

The Metro Rail network is being planned by Govt. of Maharashtra considering the capacity of existing transport networks (Railways and Roads) and future growth.”

31. The Committee further discussed about the right of the way while taking oral evidence of the representatives of the Ministry. The Committee then asked whether the Ministry has adequate legal framework and substantiating rules providing for a right of way similar to that exercised by NHAI and whether there is any compensation policy for land acquisition from the NHAI. The Ministry responded as below: -

“This project is an MUTP Project where rehabilitation of PAPs rest with Govt. of Maharashtra as per the MoU between Railway & Govt of Maharashtra (GoM) and is governed by GoM Rules.

The Land Acquisition is being done under RFCTLARR Act, 2013.

Resettlement and Rehabilitation (R&R) of PAPs in the acquired land is being done as per Policy of MMRDA, State Govt. of Maharashtra.

There is no compensation policy for land acquisition similar to NHAI for this project.”

32. On land transfer, the Committee asked the Ministry why the same has not been done by Northern Railway (Western) to Central Railway till January 2024 even though sanction of Railway Board (RB) was received in September 2014 and why the RB has not followed up on it. The Committee further asked the Ministry whether the RB has reviewed the reasons for delays in this project and whether any remedial action has been taken in this regard. The Ministry in its reply stated as below:

“Central Railway and Western Railway are in constant coordination in this matter.

One G+15 Multi storeyed building is being built by Western Railway at Mahalaxmi for shifting of structures affected in central Railways 5th and 6th Lines Projects (57 Quarters) located at Dadar and target for completion is June-2026.

Also, this parcel of land will be required in later part of Phase-I of the project.”

33. The Committee further asked the Ministry to furnish its legal opinion and reports on whether any internal audit or legal review has been conducted to examine compliance with codal provisions, Railway Board's 2009 directives, and statutory land acquisition norms during project execution. The Ministry stated as below:

“Detailed Estimate was vetted and concurred by finance for a cost of 923.78 Cr. initially.

Railway Board sanctioned the Detailed Estimate on 11.09.2014 at a total cost of 890.89 Cr. in accordance with the Railway Board Guidelines.

Further, audit is being done as per extent guidelines. The present observations under deliberations are part of audit report only.”

34. Further questioning about the expenditure, the Committee asked the Ministry why ₹500.93 crore (56.22% of the sanctioned estimate) was expended by January 2024 despite only 26% physical progress and asked to furnish details of the dates of the phase-wise utilization certificates, bills submitted and cleared, and site progress reports. The Ministry replied as under: -

“Major expenditure incurred on land acquisition as 168.46 Cr. which does not get reflected in physical progress. Hence, there is a difference between physical progress and financial progress.

Details of expenditure as per Accounts data till Jan-2024 are as follows:

S.N	Cstm Kurla 5th & 6th Line Expenditure Since commencement up to january 2024		
(Figs. in Thousand)			
1	Expenditure	Civil	2063337
		Elect	144890
		S&T	394614
		Total (in Thds)	2602841
2	Land Payment	Civil	1684617
3	Stores		179354
4	D&G	Civil	305143
		Elect	178309
		S&T	37925
		Total (in Thds)	521377
5	Contingencies	Civil	15492
		Elect	2127
		S&T	1002
		Total (in Thds)	18621
		Grand Total (in Thds)	5006810
		Total in CR.	500.68

35. The Ministry was asked by the Committee to explain why contracts for civil works, including Foot Over Bridges and platforms, were awarded without finalised plans and land possession, in violation of Railway Board's 2009 codal instructions and to provide the list of relevant contracts entered into, vetting notes, and legal opinion sought and given if any. The Committee also asked whether any enquiry was made regarding this. The Ministry stated as below:

“The contracts were called in anticipation that final plans and land possession will be available before the start of execution. However, the same could not be materialized due to encroachment on land to be acquired and related complexities.”

36. Audit highlighted that the primary goal to segregate the long-distance line from the suburban was to make it faster and to improve the overall suburban services in CR (Central Railways) which was entrusted with implementing this project. How far have your Ministry succeeded in achieving the goal and what is the present status thereof? How long do you think it will take to complete the project in realistic terms?

“Segregation work has been completed from Kurla to Kalyan.

Present Status of Kurla to CSMT (17.50 km) (MUTP Phase-II) Project

For execution the work is divided in two phases i.e. Phase-I and Phase-II

Phase I: Kurla to Parel (10.10 km)

- Work Status: In progress (29%)
- Target Date of Completion (TDC) Phase - I: December 2026.
- Key Constraints:
 - Land acquisition
 - Relocation of Project-Affected Persons (Rehabilitation of 714 PAPs at Sion-Matunga section and land acquisition at Swadeshi Mill under progress. It is being done in coordination with Govt. of Maharashtra)
 - Extensive shifting of Signalling & Telecommunication (S&T) cables and Overhead Equipment (OHE) cables
 - Closure of Dharavi ROB
 - Dismantling and reconstruction of Harbor line ROR between King Circle and Mahim Stations.

Phase II: Parel to CSMT

- Key Constraint:
 - Land acquisition involving demolition of multi-storied buildings.
- Target Date of Completion (TDC): 2 years from the date of land acquisition.”

PART-II

OBSERVATIONS / RECOMMENDATIONS OF THE COMMITTEE

INTRODUCTORY

The Mumbai Suburban Railway System, serving nearly three million daily commuters, is one of the busiest urban rail networks globally, yet suffers from severe overcrowding, with peak-hour passenger load often exceeding rated capacity by more than approximately 2.5 times, resulting in critical safety concerns. To enhance capacity and segregate suburban railways from long-distance and freight railway traffic on the heavily saturated Chhatrapati Shivaji Maharaj Terminus (CSMT) to Kurla corridor, the Ministry of Railways, in partnership with the Government of Maharashtra through the Mumbai Railway Vikas Corporation Limited (MRVL), sanctioned the construction of 5th and 6th railway lines under the Mumbai Urban Transport Project-II.

LAND ACQUISITION AND RESETTLEMENT FOR PHASE-I

1. The Committee note that the acquisition of the required 10,139.6 sqm of land for Phase-I (Kurla to Parel), comprising 6,500.26 sqm of private land and 3,639.34 sqm of government land, has been significantly delayed, with only 2,656 sqm acquired and possession received as of January 2024. The Committee also note that the said delay is primarily on account of the slow progress in land acquisition processes initiated in January 2018, complex legal disputes such as those involving the Swadeshi Mill land, and the protracted rehabilitation and resettlement of 714 Project Affected Persons (PAPs) in the Dharavi and Dadar areas, where physical possession of 3,092.59 sqm remains pending despite full payment to the State Government in 2022. The Committee are aware that as per the latest updates, out of these 714 PAPs, allotment for 656 has been completed by the Mumbai Metropolitan Region Development Authority (MMRDA), with 532 having received possession keys but not yet shifted, 98 demanding changes in location to Dharavi. These delays, exacerbated by social issues in densely populated areas, non-shifting of PAPs despite allotments starting in January 2025, and opposition to surveys (e.g., at Swadeshi Mill, requiring police protection for the Baseline Socio-Economic Survey), are hindering the timely completion of a project essential for alleviating congestion on Mumbai's suburban rail network.

Since resettlement of PAPS is a sensitive issue and requires proper handling, the Committee, recommend that the Ministry of Railways establish a dedicated land acquisition and resettlement cell, comprising representatives from MMRDA, local authorities including the District Collector and Municipal Corporation of Greater Mumbai (MCGM), and the Government of Maharashtra, to expedite land acquisition procedures under the Right to Fair Compensation and Transparency in Land Acquisition, Rehabilitation and Resettlement Act, 2013 (RFCTLARR Act), and ensure timely resettlement of PAPs through coordinated efforts. The Committee also recommend that the Ministry should develop a comprehensive, time-bound plan for the rehabilitation and resettlement of all PAPs, addressing those who have not shifted despite receiving allotment keys, those demanding in-situ rehabilitation, and those whose cases are under review, with milestones aligned to the revised target date of December 2026 for Phase-I completion.

Need for early resolution issues impacting the project timelines

2. The Committee observe that there has been poor coordination among stakeholders, including Central Railway (CR), Western Railway (WR), the Government of Maharashtra, MMRDA, Mumbai Port Trust (MbPT), Municipal Corporation of Greater Mumbai (MCGM), and traffic police departments, which has led to significant delays in obtaining necessary permissions, such as the No Objection Certificate (NOC) for closing the Sion Road Over Bridge (ROB) (The permission was sought via letter dated 12 November 2018 and only resolved on 11 October 2024 after multiple meetings) and similar issues with the Dharavi ROB, alongside unresolved land transfers from WR to CR requested since December 2015. These lapses, compounded by the lack of timely issuance of drawings (revised between July 2019 and September 2023), site inaccessibility, and external factors like the COVID-19 pandemic, have contributed to only 29% progress in Phase-I as of the latest status, with extensions in contracts from November 2016 to August 2023 and idle materials worth ₹7.06 crore. The Committee are of the opinion that such coordination failures have adversely impacted the project timelines, undermining the objective of segregating non-suburban traffic from suburban services as envisioned in the feasibility study by RITES in December 2004.

The Committee are of the view that issues like delays in NOC or transfer of land could have been resolved earlier with the timely interventions at appropriate level and proper coordination amongst the different agencies involved. The Committee, therefore, recommend the Ministry to review all such issues responsible for delay in timely completion of project and take up the matter with the concerned authorities for their early resolution. The Committee feel that for timely completion of such kind of projects, prompt approvals/NOCs etc. are pre-requisite and therefore, desire the Ministry to explore the feasibility of forming of Coordination Committee(s) at the start of each project comprising of representatives of different agencies involved in various kind of formalities/approvals to resolve inter-agency disputes at the first stage itself.

INQUIRY AND ACCOUNTABILITY FOR CONTRACT IRREGULARITIES

3. The Committee note from audit findings that contracts were awarded without approved designs, drawings, and clear sites, in violation of Railway Board's 2009 codal instructions, resulting in idle resources worth ₹7.06 crore, multiple extensions from November 2016 to August 2023 due to non-issuance of drawings, site inaccessibility, and pandemic restrictions, and short closures of contracts to avoid further losses. These practices, including the awarding of civil works contracts for Foot Over Bridges (FOBs), platforms, and other infrastructure in anticipation of land availability that did not materialize due to encroachments and PAP resettlement delays, have led to financial losses and eroded public trust in management of the project by the Government, with no specific accountability fixed despite the project's initiation in 2009 and extensions pushing the completion beyond the original target of March 2021.

The Committee observe that such irregularities stem from inadequate planning, as noted in the initial land assessment of November 2014 and deviations from Railway Board's June 2008 instructions to limit housing provisions to a bare minimum, initially proposed at 134 quarters (₹20.94 crore) in the February 2012 detailed estimate by RITES, later reduced to 72 following Board observations in April 2014, leading to the sanctioned estimate of ₹890.89 crore in September 2014. The Committee, therefore, recommend that the Ministry initiate an independent inquiry to investigate the premature awarding of contracts, fix accountability for

these lapses, including any deviations from codal provisions and failure to adhere to the 2009 directives, and apprise the Committee of its findings within a fixed timeframe. The Committee further recommend that stricter guidelines should be implemented to ensure that future contracts are awarded only when all prerequisites, such as approved designs, finalized land plans, and clear sites free of encroachments, are in place, with mandatory vetting notes and legal opinions documented prior to tendering.

FEASIBILITY STUDY AND MUMBAI METRO INTEGRATION

4. The Committee note that Phase-II of the project, from Parel to CSMT (7.40 km), faces significant challenges, including land acquisition involving the demolition of 11 multi-story buildings between Masjid and Sandhurst Road, acquisition of MbPT land with encroachments, dismantling of the heritage Byculla station building, acquisition of encroached land, and one multi-storey building at Chinchpokli near S-Bridge, all of which raise doubts about its feasibility in Mumbai's complex urban environment, as evidenced by the dropping of an alternative alignment along P D'Mello Road on 20 January 2023 after deliberations in February to May 2022 by the High-Level Committee for CSMT World Class Station Development.

The Ministry has also informed the Committee that considering the challenges in such heavily built area particularly in CSMT-Parel section, further ground level survey and studies exploring all possible alternatives is required to assess the project viability before the project is taken further. Additionally, the Committee recognize the importance of integrating these railway lines with other transport modes, particularly the Mumbai Metro and existing suburban networks, to ensure a seamless commuting experience and enhance the overall efficiency of Mumbai's transport network, especially given the project's aim to segregate non-suburban traffic as per the RITES feasibility study of December 2004, which concluded viability subject to land acquisition. The Committee, therefore, recommend that the Ministry of Railways conduct a comprehensive feasibility study for Phase-II at the earliest exploring alternative alignments or technologies, such as elevated or underground tracks, to minimize disruption and cost, while assessing whether Phase-II is viable or whether alternative solutions, including enhanced integration with the Mumbai Metro, should be prioritized to achieve the

project's objectives of increasing suburban capacity and reducing congestion. This study should incorporate ground-level surveys and stakeholder consultations, including with MMRDA and Mumbai Metro authorities, to explore joint planning for stations, seamless transfer facilities, or shared infrastructure.

PREVENTION OF RAILWAY LAND ENCROACHMENTS

5. The Committee are concerned about the recurring encroachments on railway land, which have complicated land acquisition efforts and delayed the project, as seen in Phase-I where delays in PAP shifting affected 4,335 m of track (800 m between Sion and Matunga and 1,035 m at Swadeshi Mill) and Phase-II where 1,839 m is impacted (939 m at Masjid-Sandhurst Road and 930 m at Byculla-Sandhurst Road), posing safety risks to railway operations. The Committee are of the opinion that encroachments not only obstruct progress but also undermine project viability, as highlighted by the need for continuous mapping via the Indian Railway Land Management System (IRLAMs) portal developed by Centre for Railway Information System (CRIS).

The Committee, therefore, recommend that the Ministry of Railways take immediate measures to protect its land from encroachments, such as constructing compound walls or fences along the tracks, enhancing monitoring through the IRLAMs portal with real-time updates, and conducting regular surveys in coordination with local authorities. The Ministry should also consider taking expedited legal actions under the Railway Act 1989 and Public Premises (Eviction of Unauthorized Occupants) Act 1971 to remove unauthorized structures, while fixing accountability for any failures to prevent encroachments.

ADOPTION OF NHAI MODEL FOR EXPEDITING URBAN LAND ACQUISITION

6. The Committee note that land acquisition in urban areas like Mumbai is often delayed due to legal challenges and disputes, as evidenced by the project's reliance on the RFCTLARR Act, 2013, and governed by Mumbai Urban Transport Project (MUTP) policies where rehabilitation responsibilities lie with the Government of Maharashtra as per the MoU, leading to protracted processes for PAPs and disputed lands like Swadeshi Mill.

To expedite the process, the Committee advise the Ministry to study successful models, such as that of the National Highways Authority of India (NHAI), which allows for smoother land acquisition with minimal legal obstacles by limiting challenges primarily to compensation disputes. The Committee further recommend that the Ministry consider developing a similar legal mandate for railway projects in urban areas, enabling acquisition with restricted litigation scopes to ensure that projects are not halted.

IMPROVEMENT OF FINANCIAL OVERSIGHT

7. The Committee note that the project has disbursed 56.22% (₹500.93 crore) of its ₹890.89 crores sanctioned estimate by January 2024 while achieving only 26% physical progress (now 29% in Phase-I), indicating a significant misalignment between financial expenditure and project milestones, with major outlays on land acquisition (₹168.46 crore, not reflected in physical progress), civil works (₹206.33 crore), electrical (₹14.49 crore), signalling and telecommunication (₹39.46 crore), stores (₹17.94 crore), design and general charges (₹52.14 crore), and contingencies (₹1.86 crore). This raises questions about the efficiency of financial management, particularly given audit findings on idle resources and contract extensions.

The Committee, hence, recommend that the Ministry institute a comprehensive project financial management framework that includes monthly reviews of expenditure against physical progress, periodic audits by internal and external bodies, and prompt corrective actions to address discrepancies, with routine scrutiny of Utilization Certificates (UCs), bills, and site progress reports at senior levels, to ensure efficient use of the budget and alignment with milestones of December 2026 for Phase-I.

**NEW DELHI:
16 April 2026
26 Chaitra 1948 (Saka)**

**K.C. VENUGOPAL
Chairperson,
Public Accounts Committee**

MINUTES OF THE TWENTY FOURTH SITTING OF THE PUBLIC ACCOUNTS COMMITTEE (2025-26) HELD ON 16th APRIL, 2026.

The Public Accounts Committee (2025-26) sat on Thursday, the 16th April, 2026 from 1000 hrs to 1030 hrs in Committee Room No. '1', Extension to Parliament House Annexe, New Delhi.

PRESENT

Shri K. C. Venugopal - Chairperson

MEMBERS

LOK SABHA

2. Shri Jagdambika Pal
3. Shri Jai Parkash
4. Dr. C M Ramesh
5. Dr. Amar Singh
6. Shri Anurag Singh Thakur
7. Shri Balashowry Vallabhaneni
8. Shri Magunta Sreenivasulu Reddy

RAJYA SABHA

9. Shri Ashokrao Shankarrao Chavan
10. Dr. K Laxman
11. Dr. Sudhanshu Trivedi

LOK SABHA SECRETARIAT

1. Smt. Mamta Kemwal - Joint Secretary
2. Smt. Archana Pathania - Director
3. Shri Pankaj Kumar Sharma - Deputy Secretary
4. Ms. Malvika Mehta - Deputy Secretary

OFFICERS OF THE OFFICE OF THE COMPTROLLER AND AUDITOR GENERAL OF INDIA

1. Shri Saurav Kumar Jaipuridar - Dy. C&AG
2. Shri Samar Kant Thakur - Addl. Dy. C&AG

3. Ms. Ritu Dhillon - Director General
4. Shri Sanjay Sahu - Director

At the outset, the Hon'ble Chairperson welcomed the members to the sitting of the Committee and invited suggestions from the Members on the following Draft Reports included in the agenda for consideration and adoption:

- (i) X X X X X
- (ii) **“Construction of 5th and 6th line between Chhatrapati Shivaji Maharaj Terminus (CSMT)-Kurla Station” based on Chapter – II of C&AG Report no. 02 of 2025; and**
- (iii) X X X X X

2. After some deliberations, the Committee adopted the aforesaid three Draft Reports with slight modifications and authorised the Chairperson to finalise the Reports in the light of factual verification done by the Audit.

The Committee then adjourned.