

श्री उपसभापति: धन्यवाद, डा. संगीता जी। The following hon. Members associated themselves with the matter raised by the hon. Member, Shrimati Sangeeta Balwant: Shri Neeraj Shekhar (Uttar Pradesh), Shri Niranjana Bishi (Odisha), Dr. Sasmit Patra (Odisha), Shri Mahendra Bhatt (Uttarakhand), Shri Madan Rathore (Rajasthan), Shrimati Sadhna Singh (Uttar Pradesh), Shri Mayankbhai Jaydevbhai Nayak (Gujarat), Shri Kesridevsinh Jhala (Gujarat), Dr. Parmar Jasvantsinh Salamsinh (Gujarat) and Shri Samik Bhattacharya (West Bengal) .

माननीय श्री निरंजन बिशी जी, 'Construction of a new railway line from Bolangir to Nuapara via Patnagarh - Khaprakhol - Lakhna for cultural and socio-economic development.'

Construction of a New Railway Line from Bolangir to Nuapara *via* Patnagarh-Khaprakhol-Lakhna for cultural and socio-economic development

SHRI NIRANJAN BISHI (Odisha): Thank you, hon. Deputy Chairman, Sir, for giving permission to raise a matter of urgent public importance on the issue of construction of new railway line from Bolangir to Nuapara via Patanagarh - Khaprakhol - Lakhna for cultural development and socio-economic development of Western Odisha and in general, Odisha State.

The final location survey for construction of new railway line from Bolangir to Nuapada via Dhulusar-Chudapali-Bhainsa-Patnagarh-Gambhari-Khaprakhol-Lakhna has already been completed. The distance of new railway line is 100 kilometers. Approximate estimated cost for the final location survey of the new railway line was Rs.4.35 crore. The proposed new railway line will fulfill the demand of tourists and cultural development of Harishankar temple and also the biodiversity heritage site of Gandhamardan Hill Range, as well as the socio-economic development of Western Odisha. With regard to Harishankar temple, it is believed that, according to epic Ramayan, Lord Hanuman lifting of Gandhamardan, to save the life of Lakshman in search of the rarest medicinal plant Sanjeevani, left some parts of Gandhamardan Hill at Harishankar. Presently, the site is worshipped as the abode of Lord Shiva at Harishankar. Lakhs of devotees visit the Gandhamardan Parvat where Lord Shiva is being worshipped. On the other side of the Gandhamardan Hills, Lord Nrusinghanath, incarnation of Lord Vishnu, is worshipped there. So, lakhs of devotees, lakhs of tourists and nature lovers go to that place. But there is no railway communication, no flight communication, and also no road communication. So, the East Coast Railway, Ministry of Railways, Government of India will be benefited owing

to the commercial viability of the proposed new railway line from Bolangir to Nuapada via Khaprakhol. Therefore, Sir, I would like to seek your kind intervention... (*Time-bell rings.*)

MR. DEPUTY CHAIRMAN: Thank you Niranjan Bishiji, time is over. ...(*Interruptions*)... The following hon. Members associated themselves with the matter raised by the hon. Member, Shri Niranjan Bishi: Shri Subhasish Khuntia (Odisha), Shrimati Sulata Deo (Odisha), Dr. John Brittas (Kerala), Dr. Sasmit (Odisha) Patra, Shri M. Mohamed Abdulla (Tamil Nadu), Dr. V. Sivadasan (Kerala) and Shri Sujeet Kumar (Odisha).

Shrimati Jebi Mather Hisham, 'Demand to allocate more funds for development of railways in Kerala'.

Demand to allocate more funds for development of Railways in Kerala

SHRIMATI JEBI MATHER HISHAM (Kerala): Sir, I would like to draw the attention to the neglect of the State of Kerala regarding the Railway development of the State. Despite Kerala being the key generator for revenue for Railways with eleven railway stations being in the top 25 railway stations of the Southern Railway, with the highest revenue generation in the Fiscal Year 2023-24, the allocation in the Union Budget is very, very disproportionate for Kerala with Kerala ranking third lowest among the Indian States. I repeat, Kerala ranks third lowest in Railway allocation as far as Union Budget is concerned. Some of the important projects such as the Angamaly-Sabari Railway Line which is the connecting line to the Sabarimala Shrine remains a distant dream with no sufficient allocation for it. Sabari Railway Line is the priority for Kerala and all the MPs from Kerala, across party lines, have been requesting for it but stands ignored. The Kochuveli Master Plan, for the Fourth Stage, there is no allocation for it. The Ernakulam-Kayamkulam Doubling has no fund allocation. The Trivandrum-Kanyakumari Doubling has less allocation when compared to previous Budgets. The location survey of the Ernakulam to Shoranur, the third track is still not completed. Kerala has only two Vande Bharat Services where other States have five to six services and the temporary Ernakulam to Bengaluru Vande Bharat may be made permanent and should be made permanent with services making it regular. Also, Sir, the trains are jam-packed with over-crowding and, recently, the social media is flooded with pictures of over-crowded trains. Eighteen ladies fainted in the train due to over-crowding. There is a significant shortage of Super-fast Express and Passenger and MEMU services. The urgent requirement is to have services originating