

Holi Specials, 6,369 Summer Specials, and 4,480 Chhath/Diwali Specials. While these measures aim to benefit specific targeted groups such as students, pilgrims and tourists, significant gaps in the reservation process hinder their effectiveness.

The current ‘first come, first served’ reservation approach, compounded by complex booking procedures and limited awareness, frequently prevents intended beneficiaries from securing seats. For instance, students, who require affordable travel for examinations, face hurdles due to restricted concessions available only for select classes like Sleeper Class (SL) and Second Seating (2S). The cumbersome refund process further discourages their use. The absence of targeted reservation quotas and streamlined group booking mechanisms often render these special coaches inaccessible to the very groups they aim to support. Moreover, special trains, which are open to all passengers, face similar issues - lack of targeted communication, short booking windows, and unclear eligibility criteria pose an inconvenience to the intended groups the service is meant to benefit.

To address these challenges, the Indian Railways must adopt comprehensive reforms. Introducing reservation quotas for targeted groups, simplifying booking processes, and enhancing communication about schedules and eligibility criteria can make these services truly effective. I urge the Government to recognize this issue and take measures to ensure the optimal use of these added coaches/trains. Thank you, Sir.

THE VICE-CHAIRMAN (SHRI GHANSHYAM TIWARI): The following hon. Members associated themselves with the Special Mention made by Dr. Fauzia Khan: Shri A.A. Rahim (Kerala), Shri R. Girirajan (Tamil Nadu), Shri M. Mohamed Abdulla (Tamil Nadu), Dr. V. Sivadasan (Kerala), Dr. Sasmit Patra (Odisha), Shrimati Jebi Mather Hisham (Kerala) and Dr. John Brittas (Kerala).

Now, Shrimati Mamata Thakur to speak in Bangla.

Urgent need to address delay in name change of West Bengal

SHRIMATI MAMATA THAKUR (West Bengal): [&] In 2016, the State Government had sent a proposal to the Home Ministry to change West Bengal’s name to “Bengal” in English, “Bengal” in Bengali and “Bengal” Hindi, but it was rejected by the Ministry advising us to use the name Bangla in all three languages. Therefore, on July 26,

[&] English translation of the original speech delivered in Bangla.

2018, the Bengal Assembly unanimously passed a resolution to change the name of our State from West Bengal to Bangla.

DR. V. SIVADASAN: Sir, translation is not working.

SHRIMATI MAMATA THAKUR: After Independence, there have been changes in the name of States and cities, like Orissa to Odisha, Pondicherry to Puducherry, Madras to Chennai, Bombay to Mumbai, Bangalore to Bengaluru, etc. The demand to change West Bengal's name to Bangla is based on the sentiments of the people of the State, and our reverence towards our mother tongue. I demand that the Government should accept the proposal to change West Bengal's name to Bangla, immediately.

THE VICE-CHAIRMAN (SHRI GHANSHYAM TIWARI): The following hon. Members associated themselves with the Special Mention made by Shrimati Mamata Thakur: Shrimati Mausam B Noor (West Bengal), Dr. V. Sivadasan (Kerala), Shri R. Girirajan (Tamil Nadu), Dr. John Brittas (Kerala), Shri M. Mohamed Abdulla (Tamil Nadu) and Dr. Sasmit Patra (Odisha).

**Demand for construction of overbridges/underpasses on the National Highways
in Kerala**

DR. V. SIVADASAN (Kerala): Sir, the construction of National Highways is going on in Kannur and other districts of Kerala and there is a need to construct sufficient number of underpasses and overbridges to ensure smooth flow of traffic. Due to lack of overbridges and underpasses, pedestrians are finding it very difficult to cross the roads. Students, workers and common people who have to reach schools, hospitals, markets and places of worship on the other side of the roads are forced to travel many more kilometres. Patients coming for treatment in hospitals, students of educational institutions and citizens coming to Government offices find it extremely difficult to attend classes or avail services in their respective institutions on time. There have been repeated demands to construct overbridges at Embate, Pariyaram, Velapuram, Pappinissery, Nadal Railway gate, Mathrubhumi junction, Chala and other places. The public is demanding more underpasses, overbridges and the