

लिए प्रसिद्ध है, बल्कि यह यूनेस्को द्वारा 'वर्ल्ड हेरिटेज सिटी' के रूप में भी मान्यता प्राप्त कर चुका है। जयपुर शहर के ऐतिहासिक स्थल, महल, किले, मंदिर और बाजार समय के साथ-साथ बढ़ती जनसंख्या, अतिक्रमण, अव्यवस्थित शहरीकरण और प्रदूषण के कारण खतरे में पड़ गए हैं। इन धरोहरों की संरचना और शुद्धता को बनाए रखना एक चुनौती बन गई है। जयपुर की हेरिटेज विरासत केवल राजस्थान या भारत ही नहीं, बल्कि समूचे विश्व के लिए अनमोल धरोहर है। इसके संरक्षण के लिए सरकार, स्थानीय प्रशासन और समाज के सभी हिस्सों को मिलकर कार्य करने की आवश्यकता है। यदि हम समय रहते इन स्थलों के संरक्षण के लिए ठोस कदम नहीं उठाते, तो यह हमारी आने वाली पीढ़ियों के लिए एक बड़ी क्षति हो सकती है। जयपुर के ऐतिहासिक स्थल भारतीय संस्कृति के अद्वितीय प्रतीक हैं और हमें इन्हें बचाए रखने के लिए हरसंभव प्रयास करना चाहिए।

अतः मेरा सरकार से निवेदन है कि वह इस संबंध में आवश्यक कार्रवाई कराए जाने का श्रम करे।

THE VICE-CHAIRMAN (SHRI VIKRAMJIT SINGH SAHNEY): The following hon. Members associated themselves with the Special Mention made by the hon. Member, Shri Ghanshyam Tiwari: Dr. John Brittas (Kerala), Shri M. Mohamed Abdulla (Tamil Nadu) and Shri Sandosh Kumar P (Kerala).

Shri M. Shanmugam; Need to revive Sick Cooperative Sugar Mills. Not present. Now Shrimati Kiran Choudhry; Demand for development of Bhiwani Airstrip as container terminal.

### **Demand for development of Bhiwani Airstrip as Container Terminal**

SHRIMATI KIRAN CHOUDHRY (Haryana): Sir, I rise to draw the attention of the Government to the urgent need for infrastructure development in Haryana, specifically, the transformation of the Bhiwani airstrip which was made by Ch. Bansi Lal between 1975-78 into a container terminal and cargo hub. Despite being a major contributor to India's economy, Haryana still lacks a dedicated airport, relying on Chandigarh and Delhi for air connectivity. This absence of air cargo infrastructure hampers industrial growth, trade, and economic development.

(THE VICE-CHAIRMAN, SHRI GHANSHYAM TIWARI, *in the Chair.*)

Bhiwani is uniquely positioned as an ideal location for such a project due to its excellent road connectivity. Multiple national highways, including NH 9, NH 148B, and NH 709A pass through the region, linking it to Delhi, Rajasthan, Punjab, and Gujarat. This strategic positioning makes Bhiwani a perfect hub for logistics and cargo

operations. Developing a container terminal here would provide seamless freight movement, enhance industrial supply chains, and facilitate exports, particularly, for Haryana's thriving automotive, textile and agricultural industries. Furthermore, this initiative would help decongest Delhi, which currently bears the overwhelming load of cargo and logistics traffic. Establishing a cargo hub in Bhiwani would reduce transportation costs, improve efficiency, and attract major investments in warehousing, logistics, and ancillary industries.

I urge upon the Government to conduct a detailed feasibility study and allocate necessary resources to transform Bhiwani airstrip made by Ch. Bansi Lal into a state-of-the-art cargo terminal. This step will strengthen Haryana's economy, create jobs and position India as a global trade leader while reducing logistical bottlenecks in the National Capital Region.

THE VICE-CHAIRMAN (SHRI GHANSHYAM TIWARI): The hon. Member, Shri M. Mohamed Abdulla (Tamil Nadu), associated himself with the Special Mention made by the hon. Member, Shrimati Kiran Choudhry.

Shri Babubhai Jesangbhai Desai; not present. Now, Shri M. Mohamed Abdulla on 'Request to increase the frequency of Train No. 16861/62 Puducherry—Kanyakumari Weekly Express to a daily service.'

**Request to increase the frequency of Train No. 16861/62 Puducherry—Kanyakumari Weekly Express to a daily service**

SHRI M. MOHAMED ABDULLA (Tamil Nadu): Sir, I rise to draw the attention of this august House to the urgent need to increase the frequency of Train No. 16861/62 Puducherry—Kanyakumari Weekly Express to a daily service. This train, inaugurated on 18th July 2013, is a crucial mode of transport connecting key pilgrimage and heritage cities in Tamil Nadu, such as Chidambaram, Kumbakonam, Thanjavur, Pudukkottai, Karaikudi, and Tirunelveli, as well as the Union Territory of Puducherry. The train covers over 11 districts and one Union Territory, serving thousands of passengers daily. Its average occupancy exceeds 150% in both directions, highlighting the overwhelming demand for this service. Despite operating for over 10 years with such high occupancy, the frequency of this train has not been increased, causing significant inconvenience to passengers. This route holds immense cultural, religious, and economic importance, connecting cities of historical and spiritual relevance. By operating only once a week, the service remains inadequate to meet the growing demand of residents, students, and pilgrims. The people of Tamil Nadu