

hardship to the people of Rajasthan employed in mining and processing of marble. The Government of India should ban import of marble and dolomite. Thank you.

Demand for early completion of Hyderabad Vijayawada Four Lane Express Highway on N.H. 9

SHRI SUDARSHAN AKARAPU (Andhra Pradesh): Madam, the highway between Hyderabad and Vijayawada, falling on NH-9 in Andhra Pradesh, is very important from the business and commercial point of view. It is one of the busiest trunk routes in Andhra Pradesh as thousands of small, medium and heavy vehicles pass through this road every hour. The vehicular population on this road is increasing day by day putting severe strain on the existing road infrastructure. As a result of that, every day, on an average, 30-40 accidents take place on this road due to heavy traffic and out of these, 15-20 are said to be fatal accidents leading to loss of precious lives. There is traffic jam quite often.

(MR. CHAIRMAN in the Chairman)

Though the construction of four-lane express way between Hyderabad and Vijayawada had started a few years ago, the work on this project is going at a snail pace. Up till now, only a small stretch from the heart of Hyderabad city to the outskirts, that is, up to Ramoji Film City and the section from Nandigama to Vijayawada, had been completed. The vast road from Ramoji Film City to Nandigama via Suryapet on the Hyderabad-Vijayawada section has not yet been completed. I, therefore, urge upon the Government to take up this project on a fast track basis and complete the same expeditiously and, if possible, by way of allotting sufficient funds. Thank you.

Concern over flood situation in Assam

SHRI URKHAO GWRA BRAHMA (Assam): Mr. Chairman, Sir, there is a very heart-rending development with the worst ever flood situation of the last two decades occurring in Assam. The furious flood has already inundated over 20,000 families and two lakh people have become homeless in the Bodoland Territorial Area Districts of Assam during the last few days. The districts like Sonitpur, Udalguri, Baska, Chirang, Kokrajhar, etc. within the Bodoland Area are devastated by the flood and thousands of villages are marooned. All rivers flowing from Bhutan

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RAJYA SABHA

have crossed the danger level by about five feet and because of the rise in water level in the Manas River, the Baska and Chirang districts have been hit very hard. Sir, it is a matter of grave concern that the water reservoir located near Kuresu in the Bhutan Kingdom had breached on 10th July and water flowed down to the Manas River which has worsened the situation in Assam. The magnitude of the flood have c cannot be gauged easily. Thousands of people are living in the relief camps without having adequate food and medicines and thousands of people are yet to be provided adequate place to live. All rail and road links have snapped. If timely action is not taken, the lives of many people may be in danger. People may have to lose their lives due to starvation and due to various other diseases. I, therefore, request the Central Government to take all necessary steps to save the lives and properties of the flood affected people by treating the situation on an emergency level. Thank you.

SHRI SHARAD ANANTRAO JOSHI (MAHARASHTRA): Sir, I associate myself with this issue.

SHRI INDRAMONI BORA (ASSAM): Mr. Chairman, Sir, I also associate myself with this issue.

Demand for double track Rail System between Madurai and Chennai

SHRI S.P.M. SYED KHAN (Tamil Nadu): Mr. Chairman, Sir, Madurai and Rameshwaram in Tamil Nadu are famous for ancient temples and tourist attraction. Pilgrims from all over the country are visiting these places. Kodaikanal, a famous summer resort, attracting a large number of tourists, is just 100 kilometres from Madurai. The mode of transport for these places from Chennai is rail. Madurai is nearly 400 kilometres from Chennai. Due to heavy traffic the existing single track is not sufficient. Madurai and southern parts of Tamil Nadu are famous business centres, there is a demand for doubling the railway track from Chennai to Madurai to tackle the present heavy traffic situation and also to ensure more revenue for the Railways. A survey has already been conducted for laying of a new broad gauge line from Dindigul to Sabarimala *via* Theni. If this is laid, it will be very much useful for the pilgrims who are visiting Sabarimala throughout the year. It will also be useful for the businessmen leaving for Kerala frequently and it will become a source of revenue for the Railways. There is a long-pending demand for gauge