

already submitted papers in this regard. They may please be laid on the Table of the House.

THE DEPUTY CHAIRMAN: Okay.

Need for four-laning of National Highway - 9 in Andhra Pradesh

SHRI K. RAMA MOHANA RAO (Andhra Pradesh): As a part of developing infrastructure, which helps in improving the economic activity in the State of Andhra Pradesh, there is a need for four-laning of Sangareddy-Hyderabad-Vijayawada N.H.- 9. The hon. Chief Minister of Andhra Pradesh had discussed this issue, at length, with the hon. Minister of Road Transport and Highways regarding the need to improve the entire N.H.-9 stretch from Sangareddy to Machilipatnam *via* Vijayawada. For this purpose, the State Government has engaged the services of an expert consultant and prepared a feasibility report for four-laning of NH-9 from Zahirabad to Hyderabad and from Hyderabad to Machilipatnam *via* Vijayawada. The Ministry of Road Transport and Highways had also examined the feasibility of this stretch. Apart from this, the traffic level - goods as well as passenger - justifies four-laning from Sangareddy to Hyderabad and from Hyderabad to Vijayawada.

I request the hon. Minister of Road Transport and Highways for inclusion of this stretch in the current year's Plan. If it is not feasible to include it in the current year's Plan, I request that this should positively be included in the next year's Plan. Sir, certain stretches, between Hyderabad and Vijayawada, are either under execution or has been covered by sanction from the Government of India. The road between Hyderabad and Vijayawada is of great economic importance. Hence, I request the Minister of Road Transport and Highways to accord necessary sanction for four-laning of the entire stretch from Sangareddy to Hyderabad and from Hyderabad to Vijayawada, in the current Plan.

Demand for Increasing the frequency of trains from Moradabad to Hatim Sarai

DR. AKHTAR HASAN RIZVI (Uttar Pradesh): Madam, Deputy Chairperson, I wish to draw the attention of the Government to a matter of urgent public interest.

A large number of passengers used to travel daily by Moradabad-Sambhal Hatim Sarai Passenger Train via Raja Ka Sahaaspur. Earlier, this train used to undertake three trips daily from both the sides, that is, from Moradabad to Sambhal and from Sambhal to Moradabad. This provided a lot of relief to the local passengers. But, now, this train undertakes only one trip per day from both the sides, and that too in the afternoon hours only.

Passengers find the timings of this train very inconvenient, as they have to leave early in the morning to reach their places of work and they return in the evening after doing the whole day's work.

Earlier, there was a large godown at Sambhal Hatim Sarai Railway Station, which has now been closed by the Railways. It used to earn huge profits for the Railways.

I, therefore, urge upon the Government and the Minister of Railways to increase the number of trips of this passenger train, and its timings of arrival and departure should also be changed appropriately, so that the passengers of this train may utilize its services in the best possible manner.

श्री रमा शंकर कौशिक (उत्तर प्रदेश) : महोदया, मैं अपने को इससे सम्बद्ध करता हूँ।

THE DEPUTY CHAIRMAN: Dr. T. Subbarami Reddy, Smt. Kum Kum Rai, Prof. M.M. Agarwal, Shri Motilal Vora and Shri P.K. Maheshwari are absent. Now, Shri C.Perumal.

Need for construction of watersheds in Dharmapuri, Tamil Nadu under DPAP.

SHRI C. PERUMAL (Tamil Nadu): Madam Deputy Chairperson, Dharmapuri District of Tamil Nadu is a drought-prone area. It is facing drought for the third consecutive year. It is an industrially backward district. Most of the people of this district are agricultural labourers and they are dependent on agricultural income only. Due to the severe drought situation, prevailing in the district for the third year, the labourers are facing unemployment problem. The District administration of Dharmapuri has identified areas for construction of 515 new watersheds under the Drought