

Title : Need to divert passage of heavy vehicular traffic of export oriented industrial raw material from the Bellary-Mangalore road in the Dakshina Kannada region of Karnataka with a view to protect the road from damage.

SHRIMATI MANORAMA MADHAVRAJ (UDUPI): The National Highway-17 serves as the lifeline of Dakshina Kannada and the people of this region had great hopes on the massive development programme of NHAI including four-laning of Surathkal–Kundapura stretch. The work on this stretch has not taken off unlike the NH-17 stretch passing through adjoining districts of Kerala. The port connectivity link with Golden Quadrilateral from Bangalore to Mangalore port is yet to commence.

The condition of roads in this region has deteriorated due to heavy vehicular traffic carrying iron ore from Bellary to Mangalore port for export. The roads are not fit enough to carry heavy traffic and because of this the public transport system is also badly affected. Further export-import cargo for MRPL, MRCP, MFL, etc. also contribute to heavy wear and tear of the roads. Since Mangalore–Hassan rail link is dismantled for gauge conversion, the freight earlier carried by railways is being hauled by trucks and lorries, loaded beyond their capacity.

It is, therefore, necessary that heavy vehicular traffic of industrial raw materials like iron ore etc. from Bellary be diverted to Chennai *via* rail, to save the roads in Dakshina Kannada from further damage.