

[Prof. Savithri Lakshmanan]

in 1936. The survey report clearly states that this is a viable project. After independence late Shri K. Ramunni Menon, the then Law and Jail Minister of Madras, the then Railway Minister late Shri Panambilly Govinda Menon, took keen interest in the project. But link line from Tirur to Edappilly of the West Coast Railway still remains a distant dream.

To complete the Coastal Rail Line from Bombay to Kanyakumari, Tirur-Edappilly line is a must. Distance between Tirur to Kochi will be reduced by 35 kms. on the commissioning of the proposed line. It will hasten export of local produce like fish, copra, screwpine mat, khus-khus etc. Minor ports like Ponnani, Chettuva and Azhicode will regain their powerful magnanimity once again by the commissioning of this proposed link line.

So, I urge upon the Central Government to take steps immediately for a survey and thereafter the implementation of it for the construction of the Tirur-Edappilly Railway line.

(ii) Need to sanction four laning of National Highway No.3 in Maharashtra

DR. VASANT NIWRUTTI PAWAR

(Nasik): Nasik District in Maharashtra is fast growing industrially and agriculturally. Daily about 6583 trucks, 907 buses, 4201 cars and 3551 riksha/motorcycles ply from north Maharashtra to Bombay through Nasik carrying vegetables, industrial products, sugar, onion etc. Besides this, being a pilgrim centre, daily about 200 State Transport buses ply from different parts. The existing National Highway No.3 is over loaded with heavy

vehicular traffic causing frequent accidents resulting in loss of human lives.

I, therefore, urge upon the Central Government to sanction four laning of National Highway No. 3, at the earliest.

(iii) Need to create a new Railway Zone with its Headquarters in Orissa

DR. KARTIKESHWAR PATRA (Balasore): Recently, some new Railway Zones have been created by bifurcating old Zones. But, in spite of repeated requests, the South-Eastern Zone could not be bifurcated and a new Zone could not be created in Orissa. South-Eastern Railway have the highest turnovers in 1990-91 Rs. 2145.96 crore, 1991-92 Rs.2499.95 crore and 1992-93 Rs.2930.36 crore. As per the workload and area covered, South-Eastern Railway Zone needs bifurcation. C.A.O. Office is functioning at present in Orissa. Moreover, from Vizag to Calcutta, the entire distance covered by South-Eastern Railway Zone which functions with headquarters at Calcutta, is situated at the extreme end of the Zone. Operationally, it is not manageable. The General Manager and other officers have to move a distance of more than thousand kilometres to Orissa and Vizag for supervision. For an exigency, it is also not convenient.

I, therefore, earnestly request the hon. Minister of Railways for creation of a new Railway Zone, the headquarters of which should be in Orissa.

(iv) Need to construct ITDC Hotels in Kodaikanal and Ooty in Tamil Nadu for development of Tourism

SHRI C. SREENIVASAN (Dindigul): An amount of Rs. 100 crore has been